

Delegated Decision Report

Application No:	25/1020	Statutory Period Expires:	22nd January 2026
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Site:	<i>2 Hunter Close Rogerstone Newport NP10 0AX</i>		
Proposal:	<i>PROPOSED FLAT ROOF REPLACEMENT WITH DUO PITCH ROOF AND NEW FRONT PARKING AREA WITH ACCESS</i>		
Applicant:	<i>M Westacott</i>		
Type:	Full	Ward:	Rogerstone North
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The application site comprises of a two storey detached dwelling located in the Rogerstone North ward, on Hunter Close a residential street within the defined settlement boundary. The property benefits from off street parking to the rear side, a garden area to the front and a private rear amenity space.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application is seeking consent for the replacement of the existing flat roof side extension to a duo pitch roof, measuring at 2.7m high to the eaves and 4.6m high to the ridge. Externally, the roof will have 4 Velux windows.

3.2 The application is also seeking consent for the construction of a car parking area located on the frontage of the dwelling. The space will measure at 5.3m in width and have a maximum depth of 6.5m. The material used for the development will be permeable.

4. RELEVANT SITE HISTORY

None.

5. PLANNING POLICY

5.1 THE NATIONAL DEVELOPMENT FRAMEWORK: FUTURE WALES - THE NATIONAL PLAN 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

5.2 PLANNING POLICY WALES (EDITION 12) 2024

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals at all scales.

4.1.51 - Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

GP2 - General amenity. There will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours and air quality

GP4 - General Development Principles. Highways and Accessibility states that development shall only be permitted if it is not detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network

GP6 - Quality of design. Good quality design will be sought in all forms of development. the aim is to create a safe, accessible, attractive and convenient environment.

T3 – Road Hierarchy. As a general principle, the provision for on-street parking, new frontage access and turning movements will be restricted in the interests of road safety and the efficient movement of traffic.

T4 – Parking. Development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

5.4.1 The Newport City Council Parking Standards Supplementary Planning Guidance (adopted August 2015) and the 'House Extensions and Domestic Outbuildings' Supplementary Planning Guidance (SPG) (Adopted January 2020) are relevant to the determination of this application.

6. CONSULTATION RESPONSES

6.1 Local Highways Authority:

Highway Comments: The proposed roof raises no concerns.

The new access and parking results in multi access provision which is not supported. In terms of parking numbers however it can be supported as the existing garage does not have space to the front and what is indicated as a space adjacent to the garage is too short and results in unlawful obstruction of footway. This appears to have been shortened by relocating the fence.

Should the application be successful, a footway crossing must be provided prior to use. This requires separate consent and licensing from highways which is independent of planning. (Refer to Conditions and Informative Notes. In addition, the existing crossing should be amended to an appropriate width.

Suggested Conditions:

The development shall not be implemented until the surface water drainage of the plot has been designed to prevent the discharge of water on to the highway.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

No part of the development shall be brought into use until visibility splays of 2 metres by 2 metres have been provided on each side of the access. The depth shall be measured from the back of footway; and the width measured outward from the edges of the access. The splays shall be created clear of obstructions to visibility at or above a height of 0.6 metres above footway level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility in the interests of road safety.

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Hunter Close for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material such as tarmacadam,

concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: To prevent loose surface material/debris from being carried on to the public highway thus causing a potential source of danger to other road users in the interests of road safety.

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road and junction safety.

Informative notes:

It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore, prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 02.12.2025

7.1 No comments received.

8. ASSESSMENT

8.1 Principle of Development:

8.1.1 The application site comprises of an existing residential dwelling within the defined settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged. As the property is existing therefore there is a presumption in favour of development incidental to the enjoyment of the dwellinghouse, accordingly, no objection is raised to the principle of the development.

8.2 Visual Amenity/ Character and Appearance:

Proposed flat roof replacement with duo pitch roof:

8.2.1 The property is situated on the corner of Hunter Close, making any proposed development visible from the public realm. At present, the extended section of the dwelling features a flat roof. The adopted House Extensions and Domestic Outbuildings SPG advises that an extension should adopt the roof form of the host dwelling. Consequently, replacing the existing flat roof with a duo pitched design would result in compliance with the guidance contained within the SPG and a more harmonious design. The proposed external finish of the extension is considered to be acceptable within the context of the application site. The proposed alteration to the extension is considered to result in a visually acceptable form of development that is in keeping with the character and appearance of the area which complies with the requirements of LDP Policy GP6.

Creation of new parking area:

8.2.2 Additionally, the subject of this application is the creation of a parking area located on the frontage of the dwelling, therefore its visible within the public realm and will impact upon the amenity and character of the area. Although the extended area of driveway would result in a loss to an area of front garden given that an element of green space would be retained it is not considered that the visual impact arising from the extended driveway would be unacceptable in respect of its visual impact. The use of permeable pavements is considered to be acceptable within the context of the application site. The proposed development is considered to comply with the requirements of LDP Policy GP6.

8.3 Residential Amenity:

Proposed flat roof replacement with duo pitch roof:

8.3.1 The proposed development would not result in an enlargement of the existing footprint however would result in an enlargement of the overall development in respect of scale/height. Given the relationship and relative small scale of the proposed development it

is not considered that the living conditions of any neighbouring occupiers would be prejudiced by the development.

Creation of new parking area:

- 8.3.2 The proposal seeks to create a new front parking area that will be 5.3m in width and 6m in depth, resulting in the level of hard surface increasing in the front garden. However, the development would not result in an unacceptable impact when considering outlook, overbearing or overlooking impact. Therefore, it is considered to be acceptable, as the proposed development would not prejudice the living condition of the neighbouring occupiers to an unacceptable degree.

8.4 Highways:

- 8.4.1 The Local Highways Authority (LHA) Team was consulted on the application and stated that the new access and parking results in multi access which would not be supported, However, due to the existing garage not having the required space to the front and the space adjacent to the garage being too short to accommodate a parking space, the LHA team does not object to the creation of a new car parking area. However, they advised that should the application be approved, the applicant must provide a footway crossing. As well as this, it is deemed necessary to attach additional suggested conditions suggested by the LHA to the decision. The requirement to attach the conditions as suggested by the LHA are to ensure; the development accords with the requirements of the GPDO in respect of surface water drainage management, to ensure that the extended area of driveway can be lawfully accessed and to ensure the development does not have any unacceptable adverse impact upon highway or pedestrian safety

8.5 Biodiversity:

- 8.5.1 Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Policy GP5 of the NLDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. In this case two bird boxes has been proposed, this is considered to be appropriate when considering the scale and context of the development.
- 8.5.2 In accordance with Chapter 6 of PPW 12 due regard has been given to the fact that the application should be accompanied by a Green Infrastructure Statement, however given the scale of the development proposed it is not considered proportionate to request one in this instance

9. OTHER CONSIDERATIONS

9.1 *Crime and Disorder Act 1998*

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 *Equality Act 2010*

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership.

9.3 Having due regard to advancing equality involves:

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people from protected groups where these differ from the need of other people; and
- encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

9.4 The above duty has been given due consideration in the determination of this application. It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

9.5 ***Planning (Wales) Act 2015 (Welsh language)***

Section 31 of the Act clarifies that impacts on the Welsh language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the determination of this application. It is considered that there would be no material effect upon the use of the Welsh language in Newport as a result of the proposed decision.

9.6 ***Newport's Well-Being Plan 2018-23***

The Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. This duty has been considered during the preparation of Newport's Well-Being Plan 2018-23, which was signed off on 1 May 2018. The duty imposed by the Act together with the goals and objectives of Newport's Well-Being Plan 2018-23 have been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the proposed decision.

10. CONCLUSION

10.1 The proposed development has been assessed in accordance with relevant local and national planning policies and is found to be compliant. It is considered to be in keeping with the character and appearance of the host property and would not result in any unacceptable impact on residential amenity. As such, the proposal is recommended for approval, subject to conditions.

11. DECISION

Approve subject to the following conditions:

1. The development shall be implemented in accordance with the following plans and documents: Site Location Plan 25-2436-DWG-01, Existing/ Proposed Floor/Site Plans and Elevations 25-2436-DWG-02B
Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.
2. The biodiversity enhancement scheme as shown on approved plan Existing/ Proposed Floor/Site Plans and Elevations 25-2436-DWG-02B shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development. Reason: In the interest of ecology and biodiversity, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).
3. The driveway area hereby permitted shall be constructed using permeable paving only and shall be maintained as such for the lifetime of the development
Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.
4. The driveway area hereby approved shall not be brought into beneficial use until visibility splays of 2 metres by 2 metres have been provided on each side of the access. The depth shall be measured from the back of footway; and the width measured outward from the edges of the access. The splays shall be created clear of obstructions to visibility at or above a height of 0.6 metres above footway level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.
Reason: To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility in the interests of road safety.

5. No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.
Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road and junction safety.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan 25-2436-DWG-01, Existing/ Proposed Floor/Site Plans and Elevations 25-2436-DWG-02B

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP6, T3 and T4 were relevant to the determination of this application.

03 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.

04 It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore, prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

05 The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.