

Delegated Decision Report

Application No:	25/0699	Statutory Period Expires:	24th October 2025
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Site:	2 Viscount Evan Drive Newport NP10 8HJ		
Proposal:	CONVERSION OF EXISTING GARAGE, FIRST FLOOR FRONT EXTENSION, TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION, ALONG WITH REPOSITIONING OF OPENINGS.		
Applicant:	Z Choudhary		
Type:	Full	Ward:	Tredegar Park And Marshfield
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The host site is sited within a residential setting and is adjacent to the B4239 Lighthouse Road. The property occupies a corner plot and is readily seen from the street scene. The property is a two-storey dwelling with a spacious rear amenity space and benefits from off road parking.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks the conversion of an existing garage to a bedroom, and a first-floor extension over the top to accommodate a bedroom and extend to a two-storey side extension. There is also a single storey rear extension proposed to accommodate a study/kitchen. The applicant proposes a third parking space to the front garden and insertion of railings on top of the existing boundary wall.

Rear single storey extension:

H: 3.6m

W: 11m

D: 3.7m

Side extension:

H: 7.8m

W: 3m

D: 8.3m (in total depth)

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.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy GP2 (General Amenity)

Policy GP4 (Highways and Accessibility)

Policy GP5 (Natural Environment)

Policy GP6 (Quality of Design)

5.4 SUPPLEMENTARY PLANNING GUIDANCE

THE HOUSE EXTENSIONS AND DOMESTIC OUTBUILDINGS SPG

6. CONSULTATION RESPONSES

6.1 Highways:

The proposals result in the loss of a parking space (garage) that cannot be replaced on the site.

The proposed replacement parking space is not acceptable as it requires vehicles to enter highway at an inappropriate angle which is unsafe and impacts practical visibility. All approaches to highway must be at or near perpendicular to facilitate appropriate visibility/observation of pedestrians and vehicles.

In addition, it brings the access closer to the junction due to widening, incorporates stone which will transfer to highway and requires the shuffling of vehicles adjacent to the junction.

Highways would not support any loss of parking due to the lack of suitable on street parking. We would object to the proposed parking arrangement more strongly on highway safety grounds.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 05/09/2025, Site Notice was put up on 12/09/2025.

7.1 NEIGHBOURS: No comments received.

8. ASSESSMENT

8.1 Principle of Development

The application site is within the defined settlement boundary as shown on the proposals map that accompany the Newport City Council Local Development Plan, accordingly there is a presumption in favour of development and the efficient use of land is encouraged. A full assessment is carried out below.

8.2 Visual Amenity/ Character and Appearance;

8.2.1 The applicant seeks a first-floor side extension over the existing garage which extends to the rear to create a two-storey side extension to sit flush to the rear elevation. It is considered that the existing ground floor is currently a garage and holds a gabled ended roof. The proposed design maintains consistency with the dwelling's style, featuring a gabled roof. Whilst the overall roof is not set down from the main ridge as per the guidance set out within the House Extensions and Domestic Outbuildings SPG (5.6.2 HEDO 5.1), the proposed front gable feature is set down appearing subordinate to the main dwelling and deemed acceptable.

8.2.2 Moreover, the SPG states, 5.3.4 *HEDO 2.1 A two-storey side extension (or a first-floor side extension above an existing ground-floor section) should be set back at least one metre from the original front elevation of the existing building.* The proposed first floor extension is not set back from the original front elevation contrary to the SPG. However, in this instance, if the gable feature were set back, it would distort the symmetry between the gable features. Therefore, the lack of set back of the first floor in this instance is deemed appropriate.

8.2.3 In terms of terracing effects, the SPG suggests side extensions should not distort symmetry between houses and should not fill gaps between properties to create terracing effects. On evaluation, the houses in the vicinity hold varying designs. The introduction of the first-floor extension would fill part of the gap between no.2 and no.4, however, it is considered that the gaps between houses on the estate are not consistent, with some houses having marginal spacing as shown below. Therefore, in this instance, this would not cause a detrimental impact.

Gap between no.11 and 15:



- 8.2.4 The front door is proposed to be moved to be central to the dwelling and contains a small gabled roof feature on a lean to roof. This would appear sympathetic. It is also noted that brick detailing is retained around the proposed windows on the two storey side extension and would appear coherent across the front elevation.
- 8.2.5 To the rear of the property, there is an existing conservatory which is proposed to be removed and replaced with a single storey rear extension, containing a lean-to roof with roof lights. The rear extension spans the majority of the rear elevation, however, it is considered that it does not cause demonstrable harm to the dwelling.
- 8.2.6 The SPG in 5.1.4 states, *In all but exceptional circumstances, the external materials of an extension should be consistent with those of the existing building.* Materials on the proposed extensions appear to match that of the main dwellinghouse and will be conditioned.
- 8.2.7 In terms of the boundary treatment to the front, it appears railings will be erected on top of the front/side boundary wall to a total height of 1.7m. It is noted that this wall is adjacent to the road, however, views will not be demonstrably impeded given the junction is set forward of the wall/railings as shown below, and therefore, the use of railings here is deemed acceptable. A condition will be added to confirm the design details of the railings, to ensure that they are completed in a satisfactory manner within the streetscene.



- 8.2.8 The wall that encloses the rear garden adjacent to Lighthouse Road is also proposed to be increased in height from 1.7m to 1.9m. This is proposed to use the same brickwork and to match the height of the neighbouring property as shown below. This is deemed acceptable.



8.3 **Residential Amenity**

8.3.1 When assessing the impact on neighbouring properties, loss of light to neighbouring windows is unacceptable. The SPG sets out tests to assess loss of light. The 45° test is required where any extension from an existing building line affects a protected window. The proposed side extension does not appear to protrude past the front elevation of the neighbouring property at number 4 Viscount Evan Drive, therefore, there would be no loss of light to windows on the front elevation of no.4.

8.3.2 It appears the rear elevation of the neighbouring property at no.4 is marginally set back from the rear elevation of no.2. When the 45 degree light tests were undertaken from no.4's closest ground floor and first floor window it is considered that the first-floor window marginally failed against the elevation test, however, passed against the plan view test. Therefore, there is not an unacceptable loss of light to this window.

8.3.3 In terms of the closest ground floor window at no.4, the window failed the elevation test against the two storey side extension and failed the plan view test against the single storey rear extension. However, it should be considered that the rear single storey extension could be undertaken under permitted development and weight has been attached to this legitimate fallback position in the assessment of this application. Therefore, in this instance, this is deemed acceptable.

8.3.4 There are no windows on the side elevation of number 4 that would be affected by the proposed development. In terms of the impacts to the houses to the rear of the development, the two-storey extension would remain over 10 metres away from the rear boundary as per the SPG guidance, and therefore, would limit overlooking from first floor windows. Furthermore, it is considered that the development would not have an overbearing nature to neighbouring properties, and adequate amenity space would remain for the property.

8.4 **Movement**

8.4.1 The highways officer has provided comment on the application and states, that the proposals result in the loss of a parking space (garage) that cannot be replaced on the site. However, the plans demonstrate that the garage dimensions fall short of a parking space, and therefore, is not counted as a space.

- 8.4.2 The applicant proposes a new parking space located on the existing front garden. The Highways officer has reviewed this and suggests this is not acceptable as it requires vehicles to enter the highway at an inappropriate angle which is unsafe and impacts practical visibility. All approaches to highway must be at or near perpendicular to facilitate appropriate visibility/observation of pedestrians and vehicles. However, it is considered that the applicant is looking to hard surface part of the lawned area in a permeable surface to facilitate a parking space, and therefore, this could be undertaken under permitted development and significant weight has been attached to this legitimate fallback position in the assessment of this application

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. A house sparrow box on the North elevation is proposed as part of the development. As such the proposal is currently compliant with the aims of Policy GP5 of the NLDP 2011-2026 (adopted January 2015).

- 8.5.2 PPW12 states in paragraph 6.2.12, *A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.* No GI statement has been proposed as part of the development, however, given the scale of changes, this is deemed acceptable.

8.6 **Other matters**

There is a new gate proposed to be inserted within the boundary wall to the South of the property to access the rear garden. This will provide sufficient access for bin and bike storage in accordance with Policy W3 and Policy H4.

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 Overall, it is considered that the proposed development would appear sympathetic to the main dwellinghouse and surrounding streetscene. Whilst the light tests indicate there could be marginal loss of light to the ground floor window of number 4, it is considered that the proposed rear single storey extension could be undertaken under permitted development, and significant weight is given to this fall back. Moreover, whilst the proposed parking space does not adhere with highway standards, it is considered the laying of a hard surface in this location, subject to materials, can also be undertaken under permitted development, and therefore, is deemed acceptable in this instance. There is no information in regard to a biodiversity enhancement scheme, and therefore, this can be conditioned given the scale of development. The overall design appears coherent, and therefore the application is granted with conditions.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Revised 2025.501_PL01_A Plans Elevs Exist Proposed; Revised 2025.501_PL02_A Plans Elevs Exist Proposed.

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

02 Prior to the installation of any railings to the front/side boundary walls, full details of the design, finish, and spacing of the railing shall be submitted to and agreed by the Local Planning Authority.

Reason: To ensure the development is completed in a manner compatible with its surroundings in accordance with Policy GP6 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

03 The biodiversity enhancement scheme 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 protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

04 Prior to the first beneficial use of the development, the driveway shall be constructed and completed in a porous and permeable material and maintained as such in perpetuity.

Reason: To ensure the driveway is constructed in a satisfactory manner and to maintain highway safety in accordance with GP4 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

05 The external surfaces of the extension hereby permitted shall only be of materials to match those used in the existing building.

Reason: To ensure the development is completed in a manner compatible with its surroundings in accordance with Policy GP6 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6, W3 were relevant to the determination of this application.

02 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.