

Delegated Decision Report

Application No:	25/0931	Statutory Period Expires:	25th December 2025
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Site:	20 Violet Walk Rogerstone Newport NP10 9SD		
Proposal:	GARAGE CONVERSION, DRIVEWAY EXTENSION AND SINGLE STOREY REAR EXTENSION		
Applicant:	Mullinear		
Type:	Full	Ward:	Rogerstone West
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 West ward, on Violet Walk a residential street within the defined settlement boundary. A defining feature of the street is the decline in land levels along Violet Walk, resulting in houses being positioned at varying elevations. The property benefits from off street parking to the front and a private rear amenity space.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks consent for the conversion of the existing attached garage into an office, utility room and playroom. Externally the proposal will match the existing dwelling.

3.2 Additionally, the application is seeking consent for a single storey extension, measuring 2.8m in depth extending from the rear elevation, 8m in width and a max height of 2.74m to its flat roof. The extension will be used as a family and playroom and will be finished with a sky light and materials that match the existing dwelling.

3.3 Likewise the application is seeking consent for the extension of the driveway to accommodate an additional parking space.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0477	LAWFUL DEVELOPMENT CERTIFICATE FOR A PROPOSED SINGLE STOREY REAR EXTENSION AND CONVERSION OF EXISTING GARAGE INTO HABITABLE ROOM	Refused	21.08.2025

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 Welsh Water:

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

*We would request that if you are minded to grant Planning Consent for the above development that the **Conditions and Advisory Notes** listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.*

Conditions

No surface water and/or land drainage shall be allowed to connect directly or indirectly with the public sewerage network.

Reason: *To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.*

Advisory Notes

The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting

property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

6.2 Local Highways Authority:

The loss of the garage is compensated for by widening the drive, which just achieves minimum dimension in front of the house. Access to the rear is retained allowing for bin and cycle storage.

To allow practical lawful use the widened drive must have a widened footway crossing (dropped kerbs see informative below) and be surfaced with a bound porous material. No gates could be supported and a condition to prevent their future addition is requested.

The gradient of the drive requires an Aco drain or similar with soak away, which should span the existing and proposed drives to prevent surface water entering highway.

Given the changes to the drive and other works we would consider it appropriate to secure electric vehicle charging by way of condition.

Suggested Conditions:

The development shall not be implemented until the surface water drainage of the site has been designed to prevent the discharge of water on to the highway. The drainage design shall be submitted to and approved in writing by the Council as Local Planning Authority.

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

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

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

7. PUBLIC REPRESENTATIONS

7.1 Neighbour and Ward member notification letters were sent on 31.10.2025. One Neighbour comment was received that neither objected nor supported the application, the main themes were the timeline of the planning process.

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 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:**

Garage conversion

- 8.2.1 The application is seeking consent for the conversion of an existing attached that is positioned to the side of the dwelling, therefore it is readily visible within the public realm and will impact upon the amenity and character of the area. However, given the limited change proposed it is not considered to result in a significantly different impact that would be harmful to the amenity or character of the area. Furthermore, externally the existing garage door will be replaced with windows, and the finish of the development will match the existing dwelling, resulting in a coherent visual impact. The proposal is considered to comply with the requirements of LDP Policy GP6 and the adopted Householder Extensions SPG.

Single storey rear extension

- 8.2.2 The adopted House Extensions and Domestic Outbuildings SPG states that wherever possible extensions should be built on the rear or lesser important elevations of properties and the size and form should be appropriate to the main building and the space around it. Accordingly, the proposed extension would be located at the rear of the property, measuring 2.8 m in depth, 8 m in width, and 2.74 m in height, therefore the development would not be overly obtrusive and be appropriate in size to the main building. It is also advised that an extension adopts the roof form of the host dwelling. While the proposal is to include a flat roof and while this is contrary to the host dwelling's roof form, it is positioned to the rear and out of public sight and as such, is not deemed unacceptable. Furthermore, the external finish of the extension is to match the existing dwelling. The proposed extension is therefore considered to be in accordance with policy GP6.

Widening of driveway

- 8.2.3 Additionally, the subject of this application is the widening of the existing drive that is positioned on the front of the dwellinghouse, 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. Significant weight is attached to fall back position of what can be achieved in this regard without the need for planning consent under the provision of the General Permitted Development (Wales) Order. The agent has confirmed the new area of driveway will be constructed of tarmac. Therefore, it can be concluded that the continuation of the existing driveway material would not result in any unacceptable visual impact, nor would it appear incongruous within the public realm that would be harmful to the character/appearance of the area.

8.3 **Residential Amenity:**

Garage conversion

- 8.3.1 The proposed development would not result in an enlargement of the existing footprint or built form, therefore any impact arising from the development is not considered to have an unacceptable adverse impact upon the living conditions of neighbouring occupiers. The use of the garage as an office, playroom and utility room is not considered to prejudice the living conditions of neighbouring occupiers.

Single storey rear extension

- 8.3.2 The proposed development would result in an enlargement of the existing footprint or built form and includes the addition of skylight. however, as there are no proposed side windows, it is not considered that the proposed extension will alter the existing levels of overlooking currently experienced to the neighbouring properties. Furthermore, the extension is proposed with a limited scale and height, therefore any impact in respect of outlook or loss of light is not considered to be of an unacceptable level.

Widening of driveway

- 8.3.3 The proposal seeks to widen the driveway by an additional 1m, 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 Authority's Highways (LHA) Team was consulted on the application and raised no objections to the garage conversion and widening of the drive because no parking spaces were lost, access to the rear is retained allowing for bin and cycle storage and the widening of the drive is minimal. However, they advised that should the application be approved, the applicant must widen the footway crossing and be surface with a bound porous material. 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. A fourth condition relating to EV charging is not being carried forward given the residential use of the dwelling and the lack of planning policy basis for this to be justified in.

8.5 Drainage

8.5.1 As the proposed development could lead to surface water runoff onto the adopted highway, the Highways officer was consulted on the application. The driveway material was confirmed as tarmac to match the existing surface; however, the application does not provide details on drainage or if the applicants intend to use a porous/permeable form of Tarmac. Therefore, the LHA advised that an Aco drain or similar system with a soakaway should be installed, spanning both the existing and proposed driveways, to prevent water entering the highway and in order to help satisfy the requirements of the General Permitted Development (Wales) Order. Therefore, a condition will that the development is constructed to meet the requirements of the Order and is maintained as such.

8.6 Response to third parties

8.6.1 Dwr Cymru Welsh Water was also consulted on the application, and no objection were raised in principle, however, a condition was requested to be attached to the decision if the application is to be granted, in order to protect the health and safety of existing residents and ensure no pollution to the environment is created. This condition will not be attached to any planning consent as it relates to details controlled by legislation separate to the Town and Country Planning Act.

8.6.2 A comment has been received from a neighbouring occupier who raised concerns that the planning process is out of kilter due to the rear extension being built prior to the decision of the application being released. While the Council does not support the commencement of development before gaining planning permission, the individual can take that risk themselves. Consequently, if the application was to be refused then enforcement action could be taken as necessary. It is noted that not all development requires express consent from the Local Planning Authority as some forms of development are permitted by the General Permitted Development Order therefore the commencement or completion of a development or a certain part of a development may not result in a breach of planning control. Additionally, it is possible for planning consent to be sought retrospectively and the aims of the Town and Country Planning Act are to ensure acceptable forms of development, it is not intended to be punitive. In this instance given the scale, design, position and impact of the rear extension no concern is raised to the partial completion of the development prior to any decision being reached.

8.7 Biodiversity:

8.7.1 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 no enhancement has been proposed, therefore a condition requiring a biodiversity enhancement shall be attached to any consent requiring details to be submitted to and approved by the Local Planning Authority.

8.7.2 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 OS01, Existing/Proposed Block Plan OS02, Proposed Floor Plan PL03, Proposed Elevations PL04

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 materials used to finish the extension and garage conversion hereby permitted shall only be of materials that match the existing dwelling.
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 (adopted January 2015).
3. Prior to the commencement of development, details of a biodiversity enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. 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).
4. The extended area of driveway hereby permitted shall be constructed in a porous or permeable material or provided to direct run-off water from the hard surface to a porous or permeable area or surface within the curtilage of the dwellinghouse and permanently maintained as such.
Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.
5. Before the extended access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Violet Walk for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material and permanently maintained as such.
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
6. 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 safety.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan OS01, Existing/Proposed Block Plan OS02, Proposed Floor Plan PL03, Proposed Elevations PL04

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 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com