

Delegated Decision Report

Application No:	26/0147	Statutory Period Expires:	30th April 2026
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Site:	Newport Guest House 391A Chepstow Road Newport NP19 8HL		
Proposal:	CHANGE OF USE FROM GUESTHOUSE (C1) TO TEMPORARY ACCOMMODATION (SUI-GENERIS) INCLUDING PART TWO STOREY PART SINGLE STOREY EXTENSION		
Applicant:	King		
Type:	Full	Ward:	Alway
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 This application seeks full planning permission for the change of use from guesthouse to temporary accommodation at 391A Chepstow Road. The property is a large, semi-detached dwelling occupying a prominent position on the corner of Carey Road and Chepstow Road opposite the junction with Somerton Road.

2.2 The curtilage serving the building to the side and rear is hard surfaced and there is a vehicular access to the site from Carey Road.

3. DESCRIPTION OF DEVELOPMENT

3.1 The proposals are for a hostel use which is sui generis. The proposed single storey rear extension would measure 6m in length, 5.7m in width and 2.7m in height at ground floor with a flat roof. The two storey element would measure 3m in length, 5.7m in width and 6.6m in height with a pitched roof with the ridge set down from that of the host building by approximately 900mm. The two storey element would be stepped in by approximately 2.3m from the intervening boundary with no. 391 Chepstow Road. Two ground floor windows are proposed in the eastern elevation orientated towards Carey Road. A door is proposed in the rear elevation of the single storey extension. No windows or doors are proposed in the western side elevation which is orientated towards the shared boundary with no. 391 Chepstow Road. The area where the extension is proposed to be sited is currently hardstanding.

3.2 The existing floor plans show an office, three en-suite bedrooms and a kitchen/dining room at ground floor with five further en-suite bathrooms at first floor. The proposed floor plans show the ground floor office and kitchen/dining room retained with five en-suite bedrooms at ground floor and six en-suite bathrooms at first floor (total of 11 bedrooms). The layout suggests the accommodation will house up to 14 occupants as several rooms show more than one single bed.

3.3 The proposed site plan shows a wall within the site is to be relocated to the side/rear of the building with parking achievable for three vehicles. Cycle and refuse storage is also shown.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
06/1310	CHANGE OF USE OF DWELLING TO BED AND BREAKFAST	GRANTED WITH CONDITIONS	21/12/2006

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 SP1 Sustainability favours proposals which make a positive contribution to sustainable development.

Policy GP2 General Development Principles – General Amenity states that development will not be permitted where it has a significant adverse effect on local amenity in terms of noise, disturbance, overbearing, light, odours and air quality. Development will not be permitted which is detrimental to the visual amenity. Proposals should seek to design out crime and anti-social behaviour, promote inclusion and provide adequate amenity for future occupiers.

Policy GP4 'General Development principles – highways and accessibility' states that development proposals should make adequate provision for car parking and ensure that development would not be detrimental to highway or pedestrian safety.

Policy GP6 General Development Principles – Quality of Design states that good quality design will be sought in all forms of development. In considering proposals, a number of factors are listed which should be considered to ensure a good quality scheme is developed. These include consideration of the context of the site; access, permeability and layout; preservation and enhancement; scale and form of the development; materials and detailing; and sustainability.

Policy GP7 Environment Protection and Public Health states that development will not be permitted which would cause or result in unacceptable harm to health because of land contamination, dust, instability or subsidence, air, heat, noise or light pollution, flooding, water pollution, or any other identified risk to environment, local amenity or public health and safety.

Policy H8 Self Contained Accommodation and Houses in Multiple Occupation sets out the criteria for subdividing a property into self-contained flats. The scheme must be of appropriate scale and intensity not to unacceptably impact on the amenity of neighbouring occupiers and create parking problems; proposals must not create an over concentration in any one area of the city; and adequate noise insulation is provided and adequate amenity for future occupiers.

Policy T4 Parking states that development will be expected to provide appropriate levels of parking.

Policy W3 Provision for Waste Management Facilities in Development states that where appropriate, facilities for waste management will be sought on all new development.

Relevant Supplementary Planning Guidance

Parking Standards SPG (adopted August 2015).

Waste Storage and Collection SPG (adopted January 2020)

6. CONSULTATION RESPONSES

6.1 Local Highways Authority: Cycle parking is proposed and should be secured by way of condition, prior to first beneficial use.

Parking is proposed to be reduced and arranged as three spaces perpendicular to highway. This requires an extension of the footway crossing and removal of additional wall. Given the height of the wall it would need an opening of around 10m to provide the required pedestrian inter-visibility and a dropped kerb of around 7.5m.

The excessive crossing cannot be supported as it is prejudicial to pedestrians with disabilities and reduces on street parking. Furthermore, the most appropriate parking standard would be a hostel and requires only 1 space per three non-resident staff.

Subject to a reduction in wall height adjacent to the drive (max 600mm) Highways could support 1 or 2 spaces.

In conclusion, Highways would object to the access/parking but subject to cycle related condition would not object to the change of use.

Suggested conditions:

The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for cycle parking have been provided in accordance with the details and specifications shown in drawing "Gated Shelter 2050 wide 4 bikes". The cycle parking shall be retained as such thereafter.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

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.

No part of the development shall be brought into use until visibility splays of 2metres by 2metres 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. 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.

6.2 Ecology officer: No response.

6.3 Drainage Officer: No response.

6.4 Dwr Cymru – Welsh Water: We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. We recommend that the existing private drainage on site should be utilised to avoid any new direct connection to the public sewerage system.

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

6.5 Gwent Police: I have reviewed the development plans and associated documents through the Newport Planning portal. Should any of these drawings be revised with significant alterations to the building design, layout, and/or specification level can I please request these are forwarded on.

To support my recommendations around the design and layout, physical security requirements, and product recommendations I have reviewed the crime statistics for the ward area of Victoria, for a 12-month period between 1st March 2025 – 1st March 2026 .

From a Policing perspective the development is located in the Newport Council area, within the Alway section. The Alway ward is 1 of 3 wards covered by the Ringland section.

The analysis of the statistics for the development location has focused on crime/incident types that could potentially pose a threat, risk, or harm to the development and users of –

Crime/Incident Type	Section – Ringland	Ward - Alway	*Site – Chepstow Road	Demand % Ward v Site
Residential Burglary	98	40	2	5%
Criminal Damage	490	132	6	4.5%
Theft (non-shoplifting)	241	42	4	9.52%
Vehicle Crime	268	52	1	1.92%
Bicycle Crime	28	2	0	0
Drugs	126	39	1	2.56%
Public Order	447	101	7	6.93%
Anti-Social Behaviour	812	252	5	1.98%

**Site indicates within close proximity (same street, nearby/adjacent streets/roads) of the proposed planning application.*

I have also provided the statistics for the ward Beechwood, which is situated quite close to the planned development.

Crime/Incident Type	Section – Maindee	Ward - Beechwood
Residential Burglary	672	118
Criminal Damage	2650	471
Theft (non-shoplifting)	1257	176
Vehicle Crime	1458	250
Bicycle Crime	124	19
Drugs	652	81
Public Order	2724	452
Anti-Social Behaviour	793	116

There have been four incidents reported since the beginning of the year at the planned location.

Chepstow Road is currently subject to a multi-agency Problem Solving Plan to address Anti-social behaviour.

Policy Support:

- The Crime & Disorder Act 1998 created a statutory partnership between local authorities, the police and other key partners to work together in reducing crime and disorder in all aspects of their work.
- Section 17 of the Act states:

“It is the duty of the authority to exercise its various functions with due regard to the likely effect on crime and disorder in its area and the need to do all that it reasonably can to prevent crime and disorder.”

- TAN 12 Design. Para 5.17.1 “Local authorities are required to have due regard to crime and disorder prevention in the exercise of their functions under Section 17 of the Crime and Disorder Act 1998. Consideration should be given to practical ways in which the design of development can reduce opportunities for crime, disorder and anti-social behaviour.”

Planning Policy Wales

- 4.10.12 Local Authorities under Legal Obligation to consider the need to prevent and reduce crime and disorder.
- 8.2.1. – Transport – Provision of safe, convenient and well signed routes
- 9.1.1. –Housing – Objective to provide homes that are in good condition, in safe neighbourhoods and sustainable communities
- 9.1.2. Housing – Greater emphasis on quality, good design, and the creation of places to live that are safe and attractive.

Should the Planning Committee approve the application, we would respectfully ask that a condition is set as part of the planning Terms and conditions, to ensure that the following recommendations are put in place. This will ensure that all legal requirements are met and the premises will be run in the most efficient and appropriate manner.

Design recommendations are made.

- 6.6 Environmental Health: No response.
- 6.7 Waste Manager: No response.
- 6.8 Housing officer: Newport's Local Housing Market Assessment provides evidence regarding the high level of housing need, particularly for affordable housing, within Newport. In addition, Newport's Affordable Housing Prospectus 2025 sets out the Local Authority's strategic priorities for delivering new affordable housing (both documents can be found here: [Renting and home ownership | Newport City Council](#)). The Prospectus identifies a range of strategic priorities including solutions for households who are experiencing or have experienced homelessness.
- There is a need for good quality temporary accommodation, in different areas of the city, to alleviate pressure on services and Council budgets, that meet the needs of the many households struggling to find affordable housing solutions. This property has recently been bought into use as Temporary Accommodation and is valued by Housing & Communities, to provide quality accommodation for homeless households.
- We support planning policy compliant applications, that meet required standards and have regard for both the residents (space, amenities and services) and the community's need (consideration regarding the impact on the immediate area).

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 9th March 2026, Site Notice was put up on 13th March 2026.

7.1 NEIGHBOURS: 25no responses received summarised below:

- The proposals will impact negatively on the community
- The area already has too many HMOs
- There is not enough parking in the area and it is near a busy junction
- Our taxes should not be spent on this
- There has been no engagement by the developer with neighbours
- This is a family neighbourhood and isn't suitable for this type of development
- The proposals are overdevelopment and will remove the already limited space
- Waste management is already an issue
- Anti social behaviour and break-ins are on the increase
- Who will be responsible for management of the property and the occupants?
- The developer would not have this type of accommodation near to their home
- While we would not object to affordable housing that provides homes in the form of houses or flats. We object to the creation of slum housing for private profit at public expense.
- This will result in loss of property value
- We do not want any illegal immigrants near schools and there is a primary school on Chepstow Road
- There have been consistent problems with waste management at the property, contributing to an increase in pests in the area
- There is already a lack of health care facilities in the area

7.2 COUNCILLOR DEBBIE HARVEY: We have received this consultation letter, I have to say we are all against it. This letter has caused furore on social media from the residents. In addition, we have people currently residing at this address causing issues needing police intervention. Making this an even bigger building goes against an already settled community. It has already caused mayhem. To that end we wish for this to come to committee for reasons of concern. Content for the application to be determined under delegated powers if officers are minded to refuse.

8. ASSESSMENT

8.1 Principle of Development:

The proposal is for an existing building that is located within the urban boundary and within a sustainable location and on a main bus route into the City Centre. It is therefore

considered to be compliant with Policy SP1 (Sustainability) of the NLDP 2011-2026 (adopted January 2015). The main considerations include design, impact on character, neighbouring amenity, future amenity of occupiers, highway safety and parking, and waste/refuse. There is no supporting information with the application with regard to how the hostel would operate although the plans show an office, so there would potentially be an element of management. The absence of any supporting information to demonstrate how a hostel of this size will be managed in practice is unhelpful and site visits noted security provision on site which would appear compatible with issues raised by neighbour consultees and the local Councillor.

8.2 Design/Visual Amenity;

As it stands, the built footprint allows for amenity space at the rear and side. It appears that the lawful use made use of off road parking at the rear, providing physical separation between the walled side boundary of the property and the residence at the rear which has 3 windows in the side elevation at ground floor and a side pedestrian access. The adjoining semi has ground and first floor rear facing windows. The proposals include a sizeable extension with the single storey element having a length of 6m and as a result the built form of the property would be extended to within 2m of the rear boundary which is closely abutted by the row of terrace properties. The first floor extension is of a lesser scale but is nonetheless sizeable. The extensions will be highly visible from both Chepstow and Carey Roads and will almost fill the entire depth of the plot with built footprint leaving only a walkway space at the rear to access a rear door which may be a primary access point or a fire escape, this is not clear. Notwithstanding, due to the topography of the area the building is set at a lower level to the terrace at the rear and this combined with the roof set downs of the proposed extensions from that of the host building help to minimise the visual impact of the proposals and on balance, the proposed extensions are considered to be acceptable from a design perspective. There is no clear information provided in relation to the engineering works clearly necessary to accommodate the rear extension. At present the parking area is elevated from the ground floor rear of the building to provide level access to parking. The proposal appears to indicate that this will be excavated out but no sectional details through the width of the site or all of the rear of the site have been provided so it is unclear how this affects the rear wall which is already high both visually and structurally. This lack of information extends to the treatment of the existing side wall with site layout plans ignoring it and elevations suggesting some form of low boundary enclosure will be retained but this is not clear. These matters are unhelpful but if all the application was acceptable in all other respects, are matters that could be clarified and controlled via condition.

- 8.3 As previously noted by the Council's Highways officer, it appears that the opening to the wall at the side of the property is to be increased in width. The plans show an additional path to the side of the property, and it is unclear what the extent of the wall to be removed is and whether the wall will be removed or reduced as far around the site as where the additional path is shown, therefore allowing direct access from the street to the new path. Additional bin storage is proposed within the site and the removal of the wall and the opening up of the site would result in the bin storage being highly prominent in the street scene and is unacceptable. There is a lack of information accompanying the application in this regard.

8.4 Residential Amenity and Character of the Area:

Policy GP2 requires development not to have a significant adverse effect on local amenity, not be detrimental to visual amenities of nearby occupiers or the character or appearance of the surrounding area and to provide adequate amenity for future occupiers.

- 8.5 As noted above, the proposals include sizeable extensions in the form of a part two storey/part single storey rear extension. The single storey extension would be constructed adjacent to the intervening boundary with no 391 Chepstow Road. The garden depths of properties along this part of Chepstow Road are small comparative to property sizes at around 7m with adjacent neighbouring development to the rear in relatively close proximity and elevated. The proposals would result in the construction of a single storey extension along most of the length of the garden serving the neighbour no. 391 directly adjacent to

their side boundary. Whilst the single storey extension has been designed with a flat roof, it would nonetheless result in additional built development within close proximity and a resultant 'hemming-in' effect for a rear garden of relatively small size and already impacted by a high rear wall on the north side. The first floor extension has a lesser depth of 3m and has been designed with a step-in from the side boundary in order to minimise light impact to neighbouring first floor windows. However, in combination with the large single storey extension, the proposals, by reason of scale, massing and siting are considered to result in an unneighbourly and overbearing form of development that "hems in" the rear and primary amenity space of the adjoining dwelling and would have an adverse impact to the amenity of the occupants of no. 391 Chepstow Road. Furthermore, the proposal occurs on the north facing elevation. It appears that the rear patio of the adjoining semi is already shaded by the main building for much of the day but clearly enjoys sun in the early morning. The proposal will impact this and have a notable impact on the amount of shading occurring in the neighbouring property's rear amenity space, particularly in the winter months. In itself this fact does not weigh heavily against the scheme but in combination with other factors, adds to the unacceptable impact of the rear extensions.

- 8.6 In terms of potential impact occurring on residential amenity arising from the change of use, it is noted that the current use of the property as an eight-bedroom guest house will result in frequent comings and goings by guests and an associated level of noise and disturbance. In addition, given the mixed character of the area, proximity to the District Centre and busy road junction, the presence of activity and noise in this location is not new.
- 8.7 Notwithstanding, the proposed hostel would have 11 bedrooms, several of which have potential to accommodate two individuals with pedestrian access apparently from the side and rear. It is therefore large and represents an intensive use of the site particularly having regard to the lack of outdoor amenity space. The very close juxtaposition with neighbouring residents is of particular concern for such an intensive use which is materially different to the fall back position as a bed and breakfast. As noted above, there is no supporting information accompanying the application and no details of staffing roles or levels, resident curfews, protocol for anti-social behaviour or substance abuse etc. There is no management plan providing details of security, cleaning, parking, house rules and maintenance etc and in the absence of such information the LPA cannot conclude that the proposals are satisfactory in these regards, or that there would not be an adverse impact on neighbouring amenity or the character of the area particularly having regard to the size of the hostel proposed and the potential number of tenants (another factor that is not clearly made out in the application details). Given the juxtaposition of the application property in relation to neighbouring properties it is considered that there is a high likelihood of neighbouring occupants being adversely affected by such an overly-intense use of the building as proposed and residents and the local Councillor point to issues already occurring as the site is already in use as a hostel.
- 8.8 The potential impacts of the change of use on the character and amenity of the surrounding area and the residential amenities of existing and future occupiers is a material consideration of this application. This can also include matters of social cohesion and fear of crime albeit the weight that can be afforded to these considerations is dependent upon, for example, the fear of crime being objectively justified; the fear of crime having some reasonable basis; and the fear of crime relating to the proposed land use – in planning terms – rather than assumptions not supported by evidence as to the character of future occupiers. (Smith v FSS [2005] EWCA Civ 859). The area has a mixed commercial/residential character with Beechwood District Centre opposite the site and a large public house. There is no dispute that such accommodation is a valuable part of the housing provision as makes rooms available for short term periods whilst longer term accommodation is found and the Council's Housing officer confirms there is a demand for accommodation of such nature. However, hostel accommodation such as this can result in transient residents and a potential adverse impact to social cohesion. Hostels can give rise to perceived impacts and fear of anti social behaviour and similar negative impacts on residential amenity. Such potential and associated concerns are reasonably considered to be exacerbated by the quality of accommodation and facilities provided and the management of the operation overall.
- 8.9 Gwent Police have responded to the proposals and advise that Chepstow Road is currently

subject to a multi-agency Problem Solving Plan to address anti-social behaviour. This development will result in an additional hostel and the intensive use of the site for occupation by people of a transient nature, with potential to worsen the existing situation. The Police confirm existing call outs with 4 incidents noted at the address in their comments albeit the details of these are not given. The police comments are a material consideration and are duly noted and they go on to make recommendation in terms of future management of the premises. Some of the recommendations such as fire safety and staffing will be covered by other legislative bodies and the LPA will not seek to duplicate these controls in the event that planning permission is granted. Hostel accommodation is often provided to vulnerable people with particular needs and more transient nature, and in this case, there is limited managerial or communal space to help integration amongst residents. Rooms have their own en suite's and are generally of acceptable size and layout but no communal lounge area is shown, the dining area is a through route or corridor and clearly not a dining area, and the kitchen has limited capacity to serve approximately 14 residents. There appears to be no areas set aside for basic hygiene expectations such as washing and drying clothes with an expectation that will occur off site perhaps. This indicates that residents will be reliant upon eating, drinking and drying clothes in rooms for example which points to a poor standard of accommodation and reduced opportunity for integration by residents. Externally, there appears to be a small grassed lawn, open to wider view that is clearly not suitable for any meaningful enjoyment of outdoor space by residents and any congregation of occupiers to smoke etc will be readily visible.

8.10 Objections have been received from neighbouring residents relating to noise and disturbance and anti-social behaviour. This is said to occur already from the property and from existing HMOs and are considered to be an indication of poor management. The property is currently operated as a HMO with less bedrooms than proposed and with the benefit of LA permitted development rights under Part 12A of the Order. As noted above, the application is lacking in terms of information regarding management matters and will give rise to an intensification of the residential use on site compared to the current hostel use (by reason of the proposed additional 3 bedrooms in the extension) and by persons likely to be of a transient nature. In the absence of clear details on occupancy numbers, management details, the submission is poor. This has potential impacts for the wellbeing of both future occupiers and the wider community. The proposed hostel would facilitate the use of the building to accommodate approximately 14 people as individual households. The building could be used as a guest house which has the potential to accommodate numerous guests. However, the frequency and nature of the activities associated with use as a hostel in such close proximity to neighbouring properties, would result in a high potential for added noise and disturbance for the occupiers of neighbouring properties and an intensity of use which has the potential to sit uncomfortably in this location.

8.11 The hostel room sizes vary with some being more spacious than others, but it is worth noting that all of the rooms would meet the Council's Licensing requirements relating to HMOs (there are no specific standards for hostels). All bedrooms would be served by windows having an acceptable outlook. The property benefits from an outside area at the side/rear which can be used for storage of refuse and cycle storage but little else. Given the vehicular access and that this area is largely hard surfaced it is likely that it is used for off street parking which limits its usability in terms of sitting out or drying of clothes etc. Furthermore, the area offers very limited privacy due to the wide-open vehicular access which affords views into the site and the site is considered to offer inadequate private amenity space for the number of potential occupants and over and above the shortcomings noted regarding communal internal spaces. As the site is open to view, the comings and goings and general activity will be readily present and visible to neighbours close to the site and as primary temporary residences, it can be expected that the comings and goings will be intensified compared to the fallback and at all hours as no information to the contrary has been given.

8.12 **Soundscape:**

Being adjacent to a busy thoroughfare there is potential for occupants to be impacted by road noise. The application is not accompanied by a noise assessment and includes an intensification in terms of occupancy. However, additional bedrooms would be at the rear of the property and therefore less likely to be impacted by road noise. The merits of providing

much needed temporary accommodation may outweigh issues relating to noise for future residents in this case, particularly having regard to the expected short term nature and emergency needs for example but this case is not well made out in this submission and objections currently outweigh any such merits in any case.

8.13 Movement:

The Council's Highways officer notes that parking is proposed to be reduced and arranged as three spaces perpendicular to highway. This appears to require the removal of the existing boundary wall in part, further opening up the site off Carey Road. The Council's parking standards requires 1 space per three non-resident staff with no parking required for visitors. The level of parking provision proposed is therefore likely to be acceptable on the basis that no sleep-in accommodation is shown for staff, notwithstanding the need to extend the footway crossing and removal of additional wall which is objected to. Furthermore, the site is located within a highly sustainable area opposite Beechwood District Centre. It is on a main bus route with good public transport connections. Whilst there is a shortcoming in terms of staffing information and officers are unclear how exactly the site will be managed and what on site staff presence will be provided (as there is limited internal space set aside for staff welfare), having regard to the fall-back use as a guest house, the highly sustainable nature of the site, and the nature of the proposed accommodation which is likely to house people who do not own a private vehicle, the proposals are not considered to result in a demonstrably adverse impact in terms of parking.

8.14 Biodiversity:

The application is not accompanied by a Green Infrastructure Statement and does not include any biodiversity enhancement. Notwithstanding, the site is largely hard surfaced and is considered to offer limited biodiversity opportunities. It is considered that if planning permission were forthcoming subject to a suitably worded condition, the Council can ensure that proportionate biodiversity enhancement such as bird/bat boxes is provided.

8.15 Waste:

As noted above, the property benefits from an outside area at the side/rear which can be used for storage of refuse. A linear area is shown to the side of the property in an area open to view from Chepstow Road and possibly Carey Road as it is unclear if the side boundary wall is to remain. A prevalence of bins and shelving for bags will not respond positively to local character in this location and a distinct lack of information has been provided on the matter. There is no information accompanying the application as to who is responsible for management of waste. This is particularly important given the transient nature of the occupants, the visibility of external spaces and the proximity to neighbouring residents and in the absence of such information it cannot be established that there would be suitable waste management.

8.16 Other matters

A number of issues have been raised within the objections received by local residents over and above matters considered above, relating to the perception of hostels and the occupants, and concerns that the proposal would devalue house prices within the vicinity. The personal details of occupants of a hostel are private interest matters and not ordinarily material considerations for planning. Similarly, property value is not a material planning consideration. Public perceptions and fear of crime for example, can be material considerations but must be objectively justified and evidenced. In this case officers have detailed a number of concerns that give rise to objections that on balance weigh heavily against the scheme.

8.17 In terms of financial contributions, as the proposals are for temporary accommodation, i.e. a hostel with no household being formed, the proposed use is exempt from affordable housing obligations. In accordance with the Planning Obligations SPG, 2025 (paragraphs 16.6 and 17.6), hostels are exempt from education and leisure obligations. Consequently, no s106 obligations are requested.

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 It is acknowledged that the provision of temporary accommodation within the city has merit and hostel accommodation can play a valuable part in the provision of temporary housing. The application is significantly lacking in information relating to occupancy levels, management of the hostel and the ongoing security and safety of future occupiers and the likely length of occupation or waste management. The development is unacceptable and has a significant adverse impact upon neighbouring amenity and the character of the area, delivers an unacceptable standard of amenity to future occupants and provides insufficient information to demonstrate adequate waste provision.

10.2 The proposals are contrary to Policies GP2, GP6, GP7 and H8 of the NLDP 2011-2026 (adopted January 2015), Planning Policy Wales and TAN15.

11. DECISION

REFUSED

01 The proposals will have a significant adverse effect on interests of acknowledged importance, namely residential amenity of existing and future occupiers and character of the area by reason of the nature and intensity of residential occupation, associated activity and disturbance, and lack of communal internal and external space and facilities for hostel residents. This is contrary to Policies GP2 and GP7 of the Newport Local Development Plan 2011-2026 (Adopted January 2015). No information has been provided to mitigate this objection.

02 The proposed extension(s) will have a significant adverse effect on interests of acknowledged importance, namely residential amenity by reason of the scale, and design of the proposed extensions and siting in close proximity to the neighbouring boundary with no. 391 Chepstow Road and subsequent unneighbourly, overbearing and shading impact. They are contrary to Policies GP2 and GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

03 The proposals will have a significant adverse effect on interests of acknowledged importance, namely waste management and impact on character and appearance of the area by reason of waste storage adjacent to a prominent boundary and lack of clarity relating to the boundary treatment. This is contrary to Policies GP2, GP7 and W3 of the Newport Local Development Plan 2011-2026 (Adopted January 2015). No information has been provided to mitigate this objection.

NOTE TO APPLICANT

01 This decision relates to plan Nos: OS01, OS02, OS03, PL01, PL02, PL03, PL04, PL05, PL06,

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, Policy GP2, GP4, T4 and W3 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.