

Delegated Decision Report

Application No:	25/0094	Statutory Period Expires:	8th April 2025
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Site:	Beech House 21 St Mellons Road Marshfield Cardiff CF3 2TX		
Proposal:	GARAGE CONVERSION		
Applicant:	S Farmer		
Type:	Full	Ward:	Tredegar Park And Marshfield
Decision:	Granted with Conditions		

1. BACKGROUND

- 1.1 The original planning permission for the property removed permitted development rights for the conversion of the garage. As such, planning permission is required for the proposed development.

2. SITE LOCATION AND CONTEXT

- 2.1 The application site is a detached 2 storey residential property situated within the Tredegar Park and Marshfield ward. 21 St Mellons is situated in a plot among three other almost identical dwellings in terms of their scale, design and appearance. The site is also situated within an Archaeologically Sensitive Area.
- 2.2 It is noted that a similar application was submitted for 27 St Mellons Road, which is situated within the same plot of 4 houses. This was granted consent under 24/0973.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks consent to convert the garage to a habitable room. The garage conversion will provide a lounge. The garage currently comprises of a garage door. This will be replaced with a 3no. pane window.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
20/0094	PROPOSED VARIATION OF APPROVED PLANNING PERMISSION 16/1055 TO AMEND DESIGN OF DWELLINGS	Granted with Conditions	13.10.2020

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 FUTURE WALES: THE NATIONAL PLAN 2040

Policy 12 Regional Connectivity “Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time”.

Page 87 “Whilst we do not know what the future holds, the location and design of car parking should enable conversion to other uses over time”.

5.4 TECHNICAL ADVICE NOTES

5.4.1 TAN 15

5.5 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

5.5.1 Policies GP2 (General Amenity), GP4 (Highways and Accessibility), GP6 (Quality of Design) and T4 (Parking) of the Newport Local Development Plan 2011-2026 (adopted January 2015) are relevant to the determination of this application.

5.6 SUPPLEMENTARY PLANNING GUIDANCE

5.6.1 The Newport City Council Parking Standards Supplementary Planning Guidance (adopted August 2015) is also relevant to the determination of this application.

6. CONSULTATION RESPONSES

6.1 **Highways:** The proposals include the provision of a third parking space to replace the garage, and it appears that access to the rear is available for cycle/bin storage. As the garage is likely to provide cycle parking, we would suggest that an alternative provision should be demonstrated. A simple garden shed would be appropriate. No objection subject to a condition being added in relation to cycle storage.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 25.02.2025.

7.1 NEIGHBOURS: 10no. neighbours were consulted. No representations were received.

7.2 MARSHFIELDVCOMMUNITY COUNCIL: The Community Council wishes to object to the above planning application on the grounds that it does not comply with Newport City Council's parking standards as set out in the Parking Standards 2015 document.

The proposed development relates to a four-bedroom dwelling, which under the council's guidelines should provide a minimum of three off-street parking spaces. However, the proposal would reduce the available spaces from three to two, thereby failing to meet the required provision. This shortfall is of significant concern for the following reasons:

1. **Non-Compliance with Parking Standards** – The reduction of parking provision does not align with Newport City Council's established requirements, which aim to ensure sufficient off-street parking for residential properties. Approving the application in its current form would set a concerning precedent for future developments in the area.
2. **Increased On-Street Parking** – A lack of adequate off-street parking will likely lead to an increase in on-street parking, exacerbating congestion in the immediate vicinity. This is particularly problematic in residential areas where roads are already under strain due to existing traffic levels and reduced budget for road repairs. There are no footpaths directly

outside of the property and the roadway is narrowed which already leads to congestion at times. This coupled with increased on road parking will lead to safety concerns.

3. **Traffic and Safety Concerns** – The reduction of off-street parking spaces will contribute to unsafe parking practices, including vehicles obstructing footpaths, driveways, and junctions. This poses a risk to both pedestrians and road users, particularly in an area with family homes and school routes.

In light of these concerns, we respectfully urge Newport City Council to refuse this application or require amendments that ensure compliance with the council's parking standards. We appreciate your consideration of our objection and look forward to your response.

8. **ASSESSMENT**

8.1 **Principle of Development**

- 8.1.1 The application site is located within a settlement boundary as designated by the maps contained within the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Therefore, the principle of development is accepted.

8.2 **Character and Appearance**

- 8.2.1 The proposed materials will match existing and the design will be in keeping with the character and appearance of the host dwelling and surrounding area, this is considered to be acceptable within the context of the site. It is therefore considered that the proposed development complies with Policies GP2 and GP6.

8.3 **Residential Amenity**

- 8.3.1 The scale and nature of the proposal and its relationship with the closest nearby properties is such that there would be no unacceptable adverse impact upon the living conditions of neighbouring occupiers. The proposals accord with policy GP2.

8.4 **Highways**

- 8.4.1 Concerns have been raised by Marshfield Community Council regarding the reduction in parking. The application site is situated within Parking Zone 5. The Parking Standards SPG states that in parking zone 5, a parking space should be provided for each bedroom with a maximum of 3. In this case 3 parking spaces are required. The garage currently serves a parking space, however this will be relocated to the north east of the dwelling. There would not be a reduction in car parking spaces. The Highways Department has not offered an objection to the positive determination of the application. The proposals are considered to be in accordance with policies T4 and GP4 and the Parking Standards SPG.

- 8.4.2 The Highways Officer has requested that a condition be added to ensure adequate cycle storage is provided within the curtilage of the dwelling in the form of a structure such as a shed. Whilst this is noted, it is considered that there is ample space within the application site to allow for the storage of bicycles. A condition is not deemed necessary or reasonable in this case.

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 condition will be attached to secure this.

- 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.

8.6 **Flooding**

- 8.6.1 As the proposal relate to an existing residential property, it is not anticipated that there would be an additional flood risk compared to the existing situation.

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 garage conversion would be in keeping with the character and appearance of the host dwelling and surrounding area and would not have a harmful impact upon residential amenity or highway safety. It is therefore considered that the proposals comply with Policies GP2, GP4, GP6 and T4 and are considered acceptable.

11. RECOMMENDATION

Granted with Conditions

01 The development shall be implemented in accordance with the following plans and documents: 21 St Mellons Road - PL 01 A, 21 St Mellons Road - OS 01

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 The materials used to finish the development 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).

03 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).

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 and T4 were relevant to the determination of this application.

02 The Newport City Council Parking Standards Supplementary Planning Guidance (adopted August 2015) was 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.