



PLANNING STATEMENT

PROPOSAL: CHANGE OF USE FROM A DWELLING (C3 USE) TO A 6 BEDROOM 7 PERSON HOUSE IN MULTIPLE OCCUPATION (SUI GENERIS USE) INCLUDING DEMOLITION OF EXISTING SIDE DILAPIDATED STRUCTURE AND CONSTRUCTION OF PART SINGLE AND PART TWO STOREY SIDE EXTENSION WITH HIP-TO-GABLE AND REAR DORMER EXTENSION(S) TO FACILITATE LOFT CONVERSION WORKS; ALL WITH ASSOCIATED EXTERNAL WORKS TO INCLUDE PARTIAL REAR GROUND REDUCTION FOR DAMP PROOFING WORKS. ALLOW FOR NEW FLAT ROOF COVERING TO PORCH STRUCTURE

CLIENT: MR BAH

SITE: 51 TENNYSON ROAD, NEWPORT, NP19 8HX

DATE: JUNE 2026



CONTENTS

- 1.0 Introduction**
- 2.0 Site Description**
- 3.0 Planning Designations**
- 4.0 Proposal**
- 5.0 Planning Policy Context**
- 6.0 Planning Appraisal**
- 7.0 Conclusion**



1.0 Introduction

- 1.1 This Planning Statement has been prepared by LRJ Planning Ltd to accompany the full planning application at 51 Tennyson Road, Newport, NP19 8HX for the change of use from a dwelling (C3 use) to a 6 bedroom 7 person house in multiple occupation (sui generis use) including demolition of existing side dilapidated structure and construction of part single and part two storey side extension with hip-to-gable and rear dormer extension(s) to facilitate loft conversion works; all with associated external works to include partial rear ground reduction for damp proofing works. allow for new flat roof covering to porch structure.
- 1.2 This Planning Statement describes the proposals, related key material considerations in determining the application, and benefits which will be delivered. Furthermore it reviews and demonstrates compliance with the approved relevant development plan policies and national planning policy.
- 1.3 This statement should be read in conjunction with the following plans and documents that accompany the application and comprise:
- Application form and certificates;
 - Site location plan;
 - Existing and proposed floor plans and elevations;
 - Parking survey; and
 - Green Infrastructure Statement.

2.0 Site Description

- 2.1 The application property is a semi-detached dwelling with a hipped roof, situated on the northern side of Tennyson Road. The property benefits from a front forecourt, a driveway, and a spacious rear garden. Attached to the side of the dwelling is an existing single-storey structure, which is in a poor state of repair.



- 2.2 The surrounding area is predominantly residential in character and comprises similar semi-detached properties of a comparable style and scale. Due to the upward gradient of Tennyson Road towards the east, views of properties located beyond the application site are generally restricted when approaching and viewing the site from the west.

Figure 1 – Aerial photograph of application site



- 2.3 The property occupies a sustainable location within the settlement boundary, as well as being within walking distance of a bus route with regular services.

3.0 Planning Designations

- 3.1 The Site is not subject to any designations as defined by the Council's adopted Policies Map.



3.2 The Site is not within, or immediately adjacent to, designations for valued landscapes, such as local landscape designations, AONBs or National Parks.

3.3 There are no designated heritage assets within the vicinity of the site.

4.0 Background and Proposal

4.1 Planning permission has previously been granted under application reference: 26/0130 for extensions and alterations to the property, including the demolition of the existing dilapidated side structure and its replacement with a part single-storey, part two-storey side extension. The approved scheme also includes a hip-to-gable roof alteration, a rear dormer extension to facilitate loft conversion works, and associated external works, including partial reduction of rear ground levels to assist with damp-proofing measures. Consent was also granted for a replacement flat roof covering to the existing porch structure.

4.2 The approved side extension fills the space between the existing side elevation and the boundary, extending approximately 5.1 metres at its widest point and 2.8 metres at its narrowest point, with a rear projection of approximately 8.2 metres to align with the existing rear elevation. The first-floor element extends approximately 6.9 metres in depth and 2.7 metres in width. The overall height of the combined extension is approximately 7.6 metres. The rear dormer projects approximately 3.9 metres from the rear roof slope and has a maximum height of 2.12 metres. External materials comprise render to match the existing dwelling, ensuring a coherent visual appearance. Internally, the works provide for an enlarged kitchen/dining area and playroom at ground floor level, with an additional bedroom at first floor level and further habitable accommodation within the loft space.

4.3 Planning permission is now sought for the change of use from a dwellinghouse (Use Class C3) to a six-bedroom seven person House in Multiple Occupation (sui generis), together with the demolition of the existing side dilapidated structure and construction of a part single-storey, part two-storey side extension, incorporating a



hip-to-gable roof alteration and rear dormer extension(s) to facilitate loft conversion works. The proposal also includes associated external works comprising partial reduction of rear ground levels for damp-proofing purposes and the installation of a new flat roof covering to the existing porch structure.

5.0 Planning Policy Context

- 5.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the Wales Spatial Plan, Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Development Plan for the local area.

Planning Policy Wales

- 5.2 PPW identifies that as part of considering housing delivery options, planning authorities should understand the contribution that all sectors of the housing market and house-builders could make to meeting their housing requirement. When allocating sites, planning authorities need to consider providing a range of sustainable and deliverable sites to allow all sectors and types of house-builder, including nationals, regionals, registered social landlords (RSLs), Small and Medium-sized Enterprises (SMEs) and the custom and self-build sector, the opportunity to contribute to delivering the proposed housing requirement. PPW adds that:

“A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor’s surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.”



Development Plan

5.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

5.4 Part 2 (Sustainable Development) of the Planning (Wales) Act 2015 says the following:

1. *This section applies to the exercise by the Welsh Ministers, a local planning authority in Wales or any other public body—*

(a) of a function under Part 6 of PCPA 2004 in relation to the National Development Framework for Wales, a strategic development plan or a local development plan;

(b) of a function under Part 3 of TCPA 1990 in relation to an application for planning permission made (or proposed to be made) to the Welsh Ministers or to a local planning authority in Wales.

2. *The function must be exercised, as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.*

5.5 The Newport Local Development Plan (LDP) to 2015 is the development plan for the purposes of the Planning and Compulsory Purchase Act 2004. The relevant policies are referred to below.

- SP1 Sustainability;



- GP2 General Amenity;
- GP4 Highways and Accessibility;
- H8 Self Contained Accommodation and Houses in Multiple Occupation; and
- T4 Parking.

5.6 The Council's Supplementary Planning Guidance for Houses in Multiple Occupation (2016) offers further guidance in respect of the proportion of HMOs within a 50m radius not exceeding 10%.

6.0 Planning Appraisal

6.1 This section seeks to highlight the main issues relevant to the determination of the application and assess the scheme against the local and national planning policies referenced in section 5.0 above.

6.2 The main issues considered to be relevant in the determination of this application are:

- The principle of development in relation to land use planning policy and sustainable development;
- The effect of the proposal on the character and appearance of the area;
- The impact on the amenity of neighbouring properties;
- Parking and servicing arrangements.

6.3 This proposal must also be read in the context of the extant planning permission granted under application reference 26/0130, which establishes the acceptability in principle of significant alterations and extensions to the host property. The officer report confirms that the site is located within a defined settlement boundary where the principle of development is accepted.



i) Principle of Development

- 6.4 Both national and local planning policy support the efficient use of land within existing urban areas and promote sustainable development within defined settlement boundaries. Policy SP1 of the Local Development Plan (LDP) establishes a presumption in favour of development in sustainable urban locations, subject to detailed planning considerations.
- 6.5 The application site is already an established residential dwelling within a highly sustainable urban area. This position is reinforced by the officer's report for application 26/0130, which confirms at paragraph 8.1.1 that *"the principle of development is accepted"* due to the site's location within the settlement boundary.
- 6.6 Policy H8 of the LDP supports the subdivision or intensification of residential properties, including Houses in Multiple Occupation (HMOs), where the following criteria are satisfied:
- The scale and intensity of use does not harm the character of the building or locality or result in unacceptable amenity impacts or parking problems;
 - The proposal does not create an overconcentration of HMOs;
 - Adequate noise insulation is provided;
 - Adequate amenity for future occupiers is achieved.
- 6.7 In this case, the proposed change of use to a six-bedroom HMO (sui generis use) is supported by the existing policy framework and is consistent with the principle of residential intensification in a sustainable urban location. The supporting HMO SPG confirms that the site falls within acceptable thresholds for HMO concentration.



- 6.8 Importantly, the acceptability of the wider development context has already been established through planning permission 26/0130, which granted substantial extensions and alterations to facilitate the comprehensive redevelopment of the property. The officer report confirms that such development is appropriate in principle within this location, subject to detailed design and amenity considerations.
- 6.9 On this basis, the principle of development is considered acceptable and accords with Policies SP1, GP2 and H8 of the LDP.

ii) Character and Appearance

- 6.10 Policy GP2 of the LDP requires high quality design that responds appropriately to the surrounding built environment.
- 6.11 The officer's report for the approved scheme (26/0130) provides a detailed assessment of the proposed extensions, noting that whilst the development introduces a combination of roof forms and a contemporary wrap-around element, the overall design is considered acceptable in context, with limited wider visual harm due to the site's position, topography and relationship with neighbouring buildings.
- 6.12 That assessment is material to the current proposal, as the external form of the building has already been established through the approved scheme. The proposed change of use does not introduce additional external built form beyond that already assessed and approved.
- 6.13 Paragraph 8.2 of the officer report recognises that although the approved works include a significant transformation of the property, the visual impact is mitigated by:
- The property's position on a road bend;



- The presence of neighbouring built form at varying angles and levels;
- Limited prominence in the wider streetscene;
- The replacement of an existing poor-quality structure.

6.14 The current proposal does not materially alter this assessment. As such, the character and appearance of the area remains consistent with the conclusions reached in the approved scheme, and no additional visual harm arises from the change of use.

iii) Neighbour Amenity

6.15 Policy GP2 and H8 of the LDP seek to ensure that development does not result in unacceptable impacts on neighbouring residential amenity.

6.16 The officer report for application 26/0130 undertakes a detailed amenity assessment at paragraph 8.3, concluding that despite the scale of extension, the relationship with No. 53 Tennyson Road is acceptable, taking into account:

- Existing site levels and sloping topography;
- Set-in distances from boundaries;
- Orientation and relationship of principal windows;
- The limited overbearing impact due to spatial separation.

6.17 The approved scheme therefore establishes that a more intensive built form than currently exists is acceptable in amenity terms, subject to compliance with design parameters.

6.18 The proposed change of use to a six-bedroom, seven person HMO does not introduce any physical alteration beyond the already approved built form and is



therefore not considered to result in additional overlooking, overshadowing or overbearing impacts.

6.19 In terms of use, the surrounding area is a mature urban residential environment. The introduction of an HMO use is compatible with this context and would not materially increase levels of noise or disturbance to a degree that would justify refusal. The officer report confirms that the locality is already characterised by residential uses in close proximity to amenities and transport links, which is typical of sustainable urban neighbourhoods.

6.20 Accordingly, the proposal accords with Policies GP2 and H8 of the LDP.

iv) Parking and Servicing

6.21 The officer report for the approved scheme (26/0130) identifies that parking provision and servicing arrangements are a key consideration. At paragraph 8.4, it acknowledges that while concerns were raised by the Highways Authority regarding access and parking, the site benefits from mitigating factors including:

- Existing off-street parking provision (driveway);
- Front courtyard space suitable for bin and cycle storage;
- Availability of unrestricted on-street parking in the surrounding area;
- Lack of any planning restriction requiring retention of the existing garage;
- Sustainable urban location with access to services.

6.22 The report concludes that, on balance, the loss of the garage is not harmful and the parking arrangements are acceptable.

6.23 The proposed HMO use has been assessed against the Council's parking standards SPG. Whilst a theoretical parking demand may arise, this is offset by



the highly sustainable location of the site, which benefits from strong access to public transport, walking routes and nearby services.

- 6.24 As confirmed in national policy (Planning Policy Wales and Manual for Streets), parking provision must be considered flexibly and in the context of sustainable transport objectives. HMOs in particular tend to generate lower levels of car ownership, and empirical evidence from appeal decisions consistently supports this approach.
- 6.25 Furthermore, the site's position within a highly accessible urban area aligns with the objectives of the Wales Transport Strategy (Llwybr Newydd), which promotes reduced reliance on the private car and encourages active and sustainable travel modes.
- 6.26 On this basis, the proposal does not result in unacceptable parking stress or highway safety concerns and is considered compliant with Policies GP4 and H8 of the LDP.

7.0 Conclusion

- 7.1 This Planning Statement has demonstrated that the proposed development is acceptable in principle, being located within a defined settlement boundary where both national and local planning policy actively support sustainable development and residential intensification.
- 7.2 Importantly, planning permission 26/0130 has already established the acceptability of extensions and alterations to the property, following a detailed assessment by the Local Planning Authority. The officer report confirms that, subject to detailed design considerations, the scale of development proposed is appropriate in this



urban context and does not result in unacceptable harm to visual or residential amenity.

- 7.3 The current proposal for a change of use to a six-bedroom seven person House in Multiple Occupation (sui generis use) does not introduce additional external built form beyond that already approved and is therefore consistent with the established planning context for the site.
- 7.4 The site is sustainably located within walking distance of services and public transport, and the absence of dedicated parking provision is justified in policy terms. Adequate servicing, bin storage and cycle provision can be accommodated within the site.
- 7.5 Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the proposal is considered to accord with the Development Plan when read as a whole, and there are no material considerations of sufficient weight to warrant refusal.
- 7.6 It is therefore respectfully requested that planning permission be granted.