

Delegated Decision Report

Application No:	25/0788	Statutory Period Expires:	15th December 2025
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Site:	20 Garth Close Bassaleg Newport NP10 8NX		
Proposal:	CONVERSION OF GARAGE, FIRST FLOOR SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION		
Applicant:	A Bensley		
Type:	Full	Ward:	Graig
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The application site comprises of a 2 storey semi detached dwelling, located in the Graig ward. The site is positioned within the defined settlement boundary. 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 garage into an annex. The proposed development would result in the garage area being utilised as a living room, wet room and bedroom. Externally, the finish will match the existing dwelling and the existing garage door will be replaced with windows and a door.

3.2 In addition, the proposal includes a first floor side extension and a single storey rear extension. The rear extension, together with a converted garage, will be used as the annex. The first floor side extension will be positioned 600mm in from the adjoining common boundary by the continuation of the existing pitched roof over the garage up to the new extension wall and will accommodate a master bedroom and ensuite. Externally both extensions, will incorporate a finish that matches the existing dwelling and the first floor side extension will consist of a pitched roof.

3.3 The proposal is also seeking consent for the creation of an extra parking spaces measuring at 2.6m wide and 4.95m deep.

4. RELEVANT SITE HISTORY

None.

5. PLANNING POLICY

5.1 THE NATIONAL DEVELOPMENT FRAMEWORK: FUTURE WALES - THE NATIONAL PLAN 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

5.2 PLANNING POLICY WALES (EDITION 12) 2024

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the

development process and should be applied to all development proposals at all scales.

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

GP5 – General Development Principles – Natural Environment states that proposals should be designed and managed to protect and encourage biodiversity and ecological connectivity.

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 'House Extensions and Domestic Outbuildings' Supplementary Planning Guidance (SPG) (Adopted January 2020) and The Newport City Council Parking Standards Supplementary Planning Guidance (adopted August 2015) are relevant to the determination of this application.

6. CONSULTATION RESPONSES

6.1 Local Highways Authority:

"In addition, the new spaces are not detailed sufficiently. Additional length is needed where parking is up to a retaining wall (5.5m ideally here) so the dimensions and gradient should be specified. The applicant must also ensure that no surface water drains from the drive so a cut off drain and soakaway will be needed along with a bound porous surface. The grid specified would not be acceptable and does not prevent deleterious material being transferred to highway.

For the avoidance of doubt, Highways would accept a single additional space to the appropriate dimensions with suitable surfacing, drainage and pedestrian visibility (600mm). In planning terms, it is only necessary to replace the lost space. That said we would not be fully supportive due to the loss of rear access/cycle/bin storage. The objection could however be withdrawn."

For me to support it they need to change the surfacing, demonstrate sufficient depth/length and widen the footway crossing. (grids do not prevent tyres transferring material to highway, the required depth is something over 5m min). They also need to show gradient and drainage, but some of this can be conditioned.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 22.10.2025

7.1 COMMUNITY COUNCIL:

Graig Community Council objects to part of this application. The council has no objections to the garage conversion and no objections to the single storey rear extension, but the council objects to the first-floor extension on the following grounds:

- The council is concerned that the extension could reduce the amount of natural light available to the neighbouring property.*
- The council believes the additional bedroom on the first floor does not meet Newport City Council's parking provision requirements.*

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 to convert an existing attached garage 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, 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, the external finishes are proposed to match the existing dwelling which will result in a coherent visual impact. The proposal is considered to comply with the requirements of LDP Policy GP6 and the adopted Householder Extensions SPG.

First floor side extension

- 8.2.2 The subject of the application is also a first floor side extension that will be located on the eastern elevation of the dwelling, on top of the proposed garage conversion. Therefore, the development will be readily visible within the public realm and will impact upon the amenity and character of the area. However, the development is proposed to be set back from the dwelling and will be offset from the common boundary with No. 21, and the external finishes are proposed to match the existing dwelling which results in a more coherent visual impact. As a result, the scale and design of the proposed development are considered to be acceptable and to avoid any unacceptable adverse visual impact. Accordingly, the proposal is considered to comply with the requirements of LDP Policy GP6 and the adopted Householder Extensions SPG.

Single storey rear extension

- 8.2.3 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 extension would be positioned to the rear of the property, measuring 1.93 m in depth, 2.8 m in width, with an eaves height of 2.28 m and a ridge height of 3.69 m. Therefore, the development would not be overly obtrusive and would be appropriate in size to the main building with a lean to design that compliments the existing built form. Furthermore, the external finish of the extension is to match the existing dwelling, and the development will not be visible from the public realm. Therefore, the proposed extension is considered to be in accordance with policy GP6.

Creation of car parking space

- 8.2.4 The application is also seeking consent for the creation an extra car parking space 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. The parking space is measured at 2.6m wide and will still leave a significant amount of grass on the frontage of the dwelling

therefore, reducing the impact and harm to the amenity or character of the area. Furthermore, the proposal states the new area of driveway will be constructed of grids filled with grey limestone. Therefore, it can be concluded that the creation of an additional car parking space 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 annex to the dwelling is not considered to prejudice the living conditions of neighbouring occupiers.

First floor side extension

- 8.3.2 The proposed development would result in an enlargement of the existing footprint or built form and includes 2 velux windows. However, the proposal does not include a side window and therefore it is not considered that the proposed extension will alter the existing levels of overlooking currently experienced to the neighbouring properties.

- 8.3.3 The 45 degree tests have been undertaken in relation to the neighbour at no. 21 due to the single storey nature of the extension. The test passes in the plan view. It is not anticipated that there would be a detrimental impact on the daylight afforded to the habitable windows of the neighbouring property as a result of the proposals. It is not considered that there would be detrimental impact to the residential amenity of the neighbouring occupiers, in accordance with policy GP2

- 8.3.4 As a result, any impacts resulting from the development are not considered to cause an unacceptable adverse effect on the living conditions of nearby residents.

Single storey rear extension

- 8.3.5 The proposed development would result in an enlargement of the existing footprint or built form 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. 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.

Creation of car parking space

- 8.3.6 The proposed development would result in the creation of a new car parking space. While the level of hard surface will increase in the front garden, it 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 Authority (LHA) has objected to planning consent. Firstly, the LHA has issues surrounding the garage conversion, the size of the garage is 2.5m x 6.1m and therefore, it is noted that the internal dimensions of the garage do meet the standards of the parking standard SPG and it is the view of the Local Planning Authority that it can be counted as a carparking space. However, there is no requirement in the Parking Standard SPG that states a garage must solely be used as a garage.

- 8.4.2 The LHA also raised concerns that the removal of a car parking space would leave a shortfall and therefore, raises an objection on policy grounds. However, an amended plan was produced showing the construction of an additional car parking space on the front of the dwelling. As a result, the LHA withdrew their objection to the application. 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

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 parking spaces will be filled with grey limestone to match the existing surface; however, the application does not provide details on drainage. Therefore, the LHA advised that an a cut off drain and soakaway or similar system should be installed, alongside a bound porous surface 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 The community council offered an objection to the first floor side extension because of concerns surrounding the reduction of natural light to neighbouring properties. The amount of daylight and living conditions of the neighbouring properties have been assessed earlier in the report and the development will not prejudice the living condition of the neighbouring occupiers and is therefore acceptable.

8.6.2 The community council also raised concerns that an additional bedroom on the first floor does not meet the Councils parking provision requirements. Policy requires that three or four bedroom house should have 3 parking spaces. The updated plans show the construction of an additional parking space which takes the total at the property to two. However, the application site is within a sustainable location where occupiers are well served by public and active transport options, including public transport links and local facilities. Given the sustainable location of the site, it is considered to justify a reduction in the onsite parking provision. As a result, the proposed development is therefore considered acceptable, in accordance with Policies GP4 and T4.

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 pollinator plants and fruit bushes has been proposed, this is considered to be appropriate when considering the scale and context of the development.

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 considered against the requirements of the relevant local and national planning policies and is considered to be compliant. The development would be in keeping with the character and appearance of the host dwelling while not having a harmful impact upon residential amenity. Therefore, the proposal is recommended for approval subject to condition.

11. **DECISION**

Approve subject to the following conditions:

1. The development shall be implemented in accordance with the following plans and documents: Proposed Layout MH-10610 Revised D
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 an cut off drain and soakaway or similar system should be submitted to and approved in writing by the 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.
4. The biodiversity enhancement scheme as shown on approved plan Proposed Layout MH-10610 Revised D 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 ecology and biodiversity, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

5. 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.
Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.
6. No part of the development shall be brought into use until visibility splays of 2metres by 2 metres 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 0.6metres 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.
7. Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Garth Close for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material such as tarmacadam, 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.
8. 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: Proposed Layout MH-10610 Revised D

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, 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 It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980