

Delegated Decision Report

Application No:	26/0130	Statutory Period Expires:	28th May 2026
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Site:	51 Tennyson Road Newport NP19 8HX		
Proposal:	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		
Applicant:	Bah		
Type:	Full	Ward:	Beechwood
Decision:	Granted with Conditions		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The property is a semi-detached hipped roof dwelling located within the Beechwood ward. The property benefits from a front forecourt, driveway and large rear garden. Attached to the side of the dwelling is a single storey structure that appears to be in a state of disrepair. The area comprises of similar style semi-detached properties. As the road slopes upwards to the east, views of the properties beyond the application site are limited when viewing the property from the west.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks consent to demolish the existing side structure and replace with a part single, part two storey side extension, with a hip to gable and rear dormer extension. At ground floor, the extension will extend out to the side by 5.1m at maximum and 2.8m at minimum, to infill the space between the side elevation and side boundary and would extend to the rear by 8.2m to become flush with the rear elevation. The first floor extension would be 6.9m in depth and 2.7m in width. The total height of the extensions combined would be 7.6m. The rear dormer would extend out by 3.9m from the roof slope and would have a maximum height of 2.12m. Materials include rendered walls to match the existing. The ground floor extension would serve a playroom and enlarged kitchen/diner. At first floor, the extension would provide an additional bedroom.

4. RELEVANT SITE HISTORY

4.1 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 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. 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.

6.4.3 The planning system has a key role to play in helping to reverse the decline in biodiversity and increase the resilience of ecosystems, at various scales, by ensuring appropriate mechanisms are in place to both protect against loss and to secure enhancement. Recognising that development needs to take place and some biodiversity may be impacted, the planning system should ensure that overall there is a net benefit for biodiversity and ecosystem resilience, resulting in enhanced well-being.

6.4.5 Planning authorities must seek to maintain and enhance biodiversity in the exercise of their functions. This means development should not cause any significant loss of habitats or populations of species (not including non native invasive species), locally or nationally and must work alongside nature and it must provide a net benefit for biodiversity and improve, or enable the improvement, of the resilience of ecosystems.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

5.3.2 Policies GP2 (General Amenity), GP4 (Highways and Accessibility), GP5 (Natural Environment) and GP6 (Quality of Design) of the Newport Local Development Plan 2011-2026 (Adopted January 2015) are relevant to the determination of this application.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

5.4.1 The House Extensions and Domestic Outbuildings and Parking Standards Supplementary Planning Guidance (Adopted January 2020) is also relevant.

6. CONSULTATION RESPONSES

6.1 **Ecology Officer:** No response received.

6.2 **Highways:** Not supported.

The proposals cannot be supported by Highways as they are not policy compliant for parking, cycle parking or rear access.

They result in the loss of access to the rear for bin/cycle storage. There is also a loss of a parking space (garage).

There appears to be scope to widen the drive and re-provide the lost parking. Therefore, if the officer is minded to approve the application, we would request the following condition.

Suggested Condition:

Prior to first occupation of the extension parking provision in line with the Council's current standards shall be provided in accordance with details which shall have first been submitted to and approved in writing by the Council as Local Planning Authority. The approved parking provision shall be kept free for that specific use thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no Building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure adequate

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 25.02.2026.

7.1 NEIGHBOURS: 8no. neighbours were consulted. No representations were received.

8. ASSESSMENT

8.1 Principle of Development

8.1.1 The application site comprises an existing residential dwelling that 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 Visual Amenity

8.2.1 The House Extension and Domestic Outbuildings Supplementary Planning Guidance states that side extensions can distort front elevations of individual houses, and fill spaces between buildings, changing the pattern of development in an area. Such spaces are valuable because they create a visual rhythm of solids and voids. In so doing, they help to punctuate the built environment, preserving a sense of light and space at street level. At ground floor, the extension would infill the space between the side of the dwelling and boundary, which is similar to the current arrangement and in doing so removes a pedestrian pathway that runs alongside the house and between it and the garage. The front boundary wall that extends off the side of the house is in a poor condition and supported a shallow sloped roof that did exist over the garage and pedestrian side access. This will effectively be replaced by a solid extension thereby removing the ability to wheel bins through the rear garden for example. At first floor, the extension is set in from the shared side boundary by 2m at the front and would be flush with the boundary at the rear as the shared boundary is angled. Given the relationship between the site and the neighbouring property, which is situated at an angle, a space would be maintained between the properties. The adjoining property is set at a higher level and has an intervening hipped roof garage set forward of the application site garage. This has the effect of screening the side ground floor of the application property from wider view although the proposed side elevation will be visible in part from the neighbour's side patio.

8.2.2 To maintain subordination, the SPG requires extensions to be set back by at least one metre from the front elevation and stepped down from the main roof ridge. At ground floor level, the extension is set back 0.3 metres from the principal elevation comparable to the existing structure, while at first floor level it is set back by 1 metre. Although the flat roofed element at the front does not fully align with the SPG guidance, it reflects the form of the existing arrangement and, on balance, is not considered sufficiently harmful to withhold consent. The first floor extension would also be set down from the main roof ridge by 0.35 metres, ensuring that this addition would read as subordinate to the host dwelling. The design results in a mix of roof forms with the two storey gabled roof extension enveloped by what will appear as a wrap around flat roof extension at ground floor, extending from the side and front of the two storey element.

8.2.3 The SPG advises that side extensions can disrupt the symmetry of pairs of semi-detached dwellings. In this case, the existing pair has a hipped roof form, whereas the proposals would introduce a gabled roof to the application property, a roof type that is not characteristic of the street. These works are required to facilitate the two storey rear extension and a loft conversion. Such works by themselves can often be permitted development but combined with the proposals in this case, all require permission. This also includes a rear flat roof dormer. The transformation of the property will be clearly visible. It is currently in a poor state of repair. The works will have a contemporary appearance and whilst the roof works and the two storey extension and rear dormer will lose the symmetry of the semi detached pair and dilute some of the attractive period features visible in the wider streetscene, the location of this semi, on a road bend, set against a forward projecting neighbour garage and a neighbouring property set at both an angle and higher level, reduces the prominence and visual impact of these works. However, the flat roof wrap around is not typical of the street and this element of the proposals could, in other settings be unacceptable. In this case, this element will be visible only from properties opposite and when travelling in an easterly direction, although even with the latter, its appearance will not be unduly dominant by reason of the slight set back and single storey height. It is entirely screened from the neighbouring elevated property otherwise and whilst the angled flat roof wrap around style looks rather awkward against the two storey traditional gable extension, it is of modest scale and will replace a very shallow sloping

single storey extension of comparable massing. In this case, the side extension is considered acceptable.

- 8.2.4 The Council's Supplementary Guidance on House Extensions and Domestic Outbuildings states that dormers should reflect the character of the existing building and that a dormer that has a wide flat roof is unlikely to be acceptable. It also states that a badly designed dormer window will appear obtrusive and detract from the character of main building. The dormer would not take up all of the roof slope and would be proportionate to the host property. It would not be visible from the public realm and as such would not detract from the character and appearance of the area.
- 8.2.5 The application also proposes engineering works to the rear garden. The concrete hardstanding immediately outside of the rear of the property will be reduced by 0.15m. This would not be visible from the public realm. Regard is also given to the provision of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) in relation to the lowering of the hardstanding. The hardstanding could be lowered by 0.15m without the need for planning permission. In this case the proposed hardstanding would be acceptable and would not have an adverse impact on visual amenity.

8.3 **Residential Amenity**

- 8.3.1 The proposed side extension would be situated on the eastern side of the property, adjacent to No. 53 Tennyson Road. The neighbouring property benefits from a detached garage located forward of its principal elevation. Due to the sloping nature of the land, the application site lies at a lower level than the neighbouring property, and the neighbouring dwelling is angled away from the application site. Towards the front of the site, the two-storey element is set in from the shared boundary by 2 metres, although it sits on the boundary towards the rear. The extension would not project beyond the rear wall of the neighbouring property and would therefore not adversely impact daylight to its rear facing windows. There are windows in the side elevation of the neighbouring property, one of which serves a bedroom and one serving a bathroom. The 25 degree tests have been undertaken in relation to the bedroom window to assess the impact on daylight entering this window. The 25 degree test marginally fails in this case, however this window faces south west and will already be impacted by the existing application property in the latter part of the day. The single storey element of the extension appears no higher than the existing structure alongside the shared boundary and whilst the two storey will add height and massing compared to existing and opposite the neighbour's side ground floor window, this window is set at a higher level thereby lessening any potentially overbearing effect. Add to this, the separation that exists between the shared boundary and the neighbouring side window. Due to the relationship between the properties, the proposal would not result in an unacceptable impact on the residential amenity of neighbouring occupiers in terms of loss of light or appearing overbearing.
- 8.3.2 In terms of the rear dormer, there is an approximate separation distance of 50m between the dormer and the rear-facing windows of properties along Milton Road. This distance would significantly limit any potential overlooking. In addition, the properties to the rear sit at a higher level than the application site, which would further reduce any overlooking or privacy loss. The proposals accord with policy GP2.
- ### 8.4 **Highways**
- 8.4.1 The Local Highways Authority have been consulted on this application and have stated that they cannot support the proposals based on the loss of access to the rear for bin and cycling storage. The application site benefits from a courtyard to the front, which allows space for cycle and bin storage. It is noted that the adjacent neighbour stores bins forward of the property so this is not unusual.
- 8.4.2 According to the Parking Standards SPG, one parking space is required per bedroom in parking zone 3, with a maximum of 3 spaces. Whilst there would be an additional bedroom at first floor, this does not increase the demand for parking. The Highways Officer has commented that the proposals would result in the loss of a parking space as the garage is being demolished. The existing garage is not subject to a restriction that requires its maintenance for parking purposes. The parking standards state that the size of a parking space in a domestic garage should be 6x3m. The garage has a maximum width of 5m and

a depth of 7m. Whilst the garage would meet the standards, the garage structure is in a state of disrepair and does not appear to have been in use for a long time. There is a driveway which will be retained and can accommodate an off road parked vehicle. On road parking is unrestricted and therefore whilst a reduction in off road parking will occur with the loss of the garage, there are mitigating factors of relevance in this case and on balance the loss of the garage space is considered to be not harmful.

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. 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. The application has been accompanied by a Green Infrastructure Statement that details a bird box to be affixed to the rear of the property. This is considered commensurate to the scale of development and is deemed acceptable.

8.5.2 The proposal involves works to the roof, however given the urban area it is not anticipated that bats would be roosting at the property. The Council's Ecologist was consulted however offered no comments on the proposals. Notwithstanding this, a precautionary approach will be taken, and if during the course of development the presence and/or evidence of protected species are detected all works must stop and suitable professional advice from a qualified Ecologist should be sought. A suitably worded informative will be added to any consent issued.

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 extensions would not have a demonstrable detrimental impact on residential or visual amenity. The proposal would not have a significant and detrimental impact on parking or highway safety. Overall it is considered that the proposed development would accord with the aforementioned policies.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Green Infrastructure Statement, M102-EXISTING AND PROPOSED BLOCK PLANS, M101A-PROPOSED FLOOR PLANS AND ELEVATIONS, M100 - Existing Floor Plans and Elevations, Site Location Plan

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 external surfaces of the extensions hereby permitted shall only be of materials to match those of the existing building.

Reason: To ensure the development is completed in a manner compatible with its surroundings.

03 No additional windows or doors other than those shown on approved plans, shall be installed into the side elevation of the two storey side extension hereby approved.

Reason: To protect privacy to adjoining occupiers.

04 The biodiversity enhancement scheme shall be implemented in accordance with the Green Infrastructure Statement 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).

05 The existing off road parking space(s) located on the existing driveway shall be kept available for such use at all times and for the lifetime of development..

Reason: To ensure that off-street parking provision is retained in the interests of highway safety and amenity.

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 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.