

Delegated Decision Report

Application No:	26/0374	Statutory Period Expires:	16th July 2026
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Site:	8 Acorn Close Rogerstone Newport NP10 9HY		
Proposal:	CONVERSION OF EXISTING GARAGE TO CREATE HABITABLE ACCOMMODATION ANCILLARY TO THE MAIN DWELLINGHOUSE, INCLUDING EXTERNAL ALTERATIONS		
Applicant:	A Owen		
Type:	Full	Ward:	Rogerstone West
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 The original consents at the application site are as follows:

1.2 Outline application: 97/0687- DEVELOPMENT OF LAND FOR RESIDENTIAL PURPOSES (OUTLINE APPLICATION)

02 Provision shall be made within the site for garaging/parking facilities for each unit in accordance with the Council's adopted parking standards and shall be kept available for such use at all times. Reason: To ensure that adequate parking provision is made off the highway in the interests of road safety.

1.3 Reserved Matters application 00/1017- ERECTION OF 31 DETACHED HOUSES WITH ASSOCIATED WORKS (REVISED SCHEME):

*04 The garage(s) hereby permitted shall only be used for the parking of private motor vehicles and for no other purpose, including any other purpose incidental to the enjoyment of the dwellinghouse
Reason: To ensure that adequate onsite parking-is retained.*

2. SITE LOCATION AND CONTEXT

2.1 The application site is a three-storey detached property within Acorn Close. The surrounding area is residential with predominantly large, detached houses with a strong design narrative of red brick and render. To the rear of the property is Monmouthshire and Brecon Canal (Crumlin) which is a Conservation Area and SINC. To the south of the property is Cefn Road B4591.

3. DESCRIPTION OF DEVELOPMENT

3.1 This application seeks the conversion of a garage to ancillary living accommodation, including a bathroom, lounge area, bed and kitchenette. The garage door is proposed to be removed and a new doorway with 2no. windows proposed to be inserted. The brickwork is proposed to match as close as possible to the existing dwellinghouse, whilst the 2no. windows are in upvc to match the main dwellinghouse.

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

Policy 12- Regional Connectivity

Page 83- 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 86- Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.

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. The needs of disabled people must be recognised and adequate parking provided for them.

5.3 The Historic Environment Act Wales 2023

5.4 Technical Advice Note Wales

Technical advice note (TAN) 24: the historic environment

5.5 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy GP2 (General Amenity)

Policy GP4 (Highways and Accessibility)
Policy GP5 (Natural Environment)
Policy GP6 (Quality of Design)
Policy CE7 (Conservation Area)

5.6 **SUPPLEMENTARY PLANNING GUIDANCE**

House extensions and domestic outbuildings SPG
Parking standards SPG
Trees, woodland, hedgerows and development sites SPG

6. CONSULTATION RESPONSES

- 6.1 Local Highways Authority: The house is substantial and the proposal adds an additional bedroom whilst removing car and cycle parking. Unless alternative provision is identified Highways cannot support the proposals.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 22/05/2026.

- 7.1 6no. neighbours were consulted. No comments received.

- 7.2 Rogerstone Community Council: No comments received to date.

8. ASSESSMENT

8.1 Principle of Development

- 8.1.1 The application site is within the defined settlement boundary as shown on the proposals map that accompany the Newport City Council Local Development Plan, accordingly there is a presumption in favour of development, and the efficient use of land is encouraged.

8.2 Visual Amenity/ Character and Appearance

- 8.2.1 When assessing the visual impact, it is considered that the neighbouring property to the North, no.9 Acorn Close, mirrors the same architectural style as the host property. The applicant proposes to remove the garage door and implement double doors and 2no. windows. The proposed door infill brickwork and plinth are to match the existing brickwork as close as possible. The window materials are proposed to match the main dwellinghouse. Whilst the removal of the garage door would break up the symmetry between the neighbouring property, the houses are detached and set back from the main street. The streetscene holds varying designs, and the removal of the garage door does not add a new form of physical development which would detrimentally alter the appearance of the property in the streetscene. The matching materials provide a coherent finish on the property. Therefore, it is considered that the scheme accords with Policy GP6.

- 8.2.2 It is noted there is a conservation area located to the rear of the property, however, given the topography of the land, and that the garage is to the front of the property, there would be no intervisibility between the development site and the CA, accordingly, the development would preserve the setting of the Conservation Area in accordance with Policy CE, TAN24 and the requirements of the Historic Environment (Wales) Act 2023.

8.3 Residential Amenity

- 8..3.1 The conversion of the garage to a room will not cause demonstrable harm to neighbouring properties in terms of an overbearing impact, loss of light or overlooking in accordance with Policy GP4. Whilst the removal of a space may lead to parking on the street, this is discussed below.

8.4 **Movement**

- 8.4.1 When assessing the size of the garage, the internal garage dimensions measure 6m x5m. As per the parking standards SPG, it states, *garages may only be counted as parking spaces if they have clear internal dimensions of 6 m x 3 m for a single garage (6 m x 3.8 m where disabled access specifically required) and 6m x 5.4m for a double garage.* Therefore, the garage can only be classed as 1no. parking space. The parking on the existing driveway is to be retained. The highways officer was consulted on the scheme and states the house is substantial and the proposal adds an additional bedroom whilst removing car and cycle parking. Unless alternative provision is identified Highways cannot support the proposals. Whilst it is acknowledged that one parking space is being lost, the application site is within the defined settlement boundary, and therefore, located in a sustainable location and provides the occupiers access to sustainable modes of transport with The Uplands bus stop located approximately 200m from the host dwelling, and is within close proximity to the long distance cycleway which is to the East of the property. The use of sustainable modes of transport and lower dependency on car provisions accord with PPW12 and Future Wales. Moreover, there are no restrictions to parking on the road within the estate nearby. Therefore, given the constraints of the site and the highly sustainable location it is considered that a relaxation of the adopted parking standards can be allowed in this instance in accordance with the guidance contained within national planning policy. Therefore, no adverse conflict with the requirements of LDP Policy GP4 has been identified.

- 8.4.2 The Highway Authority raised concerns regarding the potential loss of cycle parking as a result of the garage conversion. However, it is noted that access to the rear garden is available via the side of the dwelling and there is a suitable amount of space for the storage of cycles on plot. Whilst this access involves the use of steps, it nevertheless provides a means of reaching the rear garden where bicycles could be stored. In addition, there is a small, grassed area to the front of the property which could accommodate bicycle storage if required. The applicant has also indicated that this area could be converted to provide an additional parking space if necessary. Whilst the retention of the grassed area is preferable, as it helps to soften the appearance of the street scene and reduces the extent of hard surfacing, it is acknowledged that the area could be hard surfaced under permitted development rights should the applicant wish to create further parking provision. As such, it is not considered necessary to add a condition in this regard. Overall, the proposal is considered acceptable and would not result in an unacceptable impact on cycle parking provision.

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. No ecological enhancements are proposed as part of the development. As such the proposal is currently

not compliant with the aims of Policy GP5 of the NLDP 2011-2026 (adopted January 2015). Given the scale of development, this can be reasonably conditioned.

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 Overall, the proposal is considered acceptable and compliant with the relevant policies of the Development Plan. The garage conversion would not result in significant harm to the character and appearance of the dwelling or the wider street scene, with the proposed materials ensuring a cohesive appearance. The development would also not adversely affect the amenities of neighbouring occupiers in terms of overlooking, loss of light, or overbearing impact. Whilst the proposal would result in the loss of a garage parking space, the site benefits from retained driveway parking and is located in a sustainable location with access to public transport and cycle routes. Furthermore, suitable opportunities remain available for cycle storage. Subject to a condition securing biodiversity enhancements to achieve compliance with Policy GP5 and Future Wales, no overriding planning concerns have been identified, and the proposal is considered acceptable.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Existing and Proposed Elevation and Ground Floor Plans; Site Location Plan; Existing driveway

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 Prior to the commencement of development, 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).

03 The two parking spaces on the driveway of number 8 Acorn Close, shall be kept available for the parking of vehicles and retained as such for the lifetime of development.

Reason: To ensure adequate parking is provided for residents.

04 The garage door shall be replaced with materials shown on plan: *Existing and Proposed Elevation and Ground Floor Plans* to match that used in the existing house and a window to match the style and proportions of the windows to the front elevation of the existing property.

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

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, CE7 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.