

Delegated Decision Report

Application No:	26/0194	Statutory Period Expires:	18th September 2026
------------------------	----------------	----------------------------------	----------------------------

Site:	670 Monnow Way, Bettws Newport South Wales NP20 7LP		
Proposal:	CHANGE OF USE OF LAND TO RESIDENTIAL CURTILAGE AND ERECTION OF DETACHED GARAGE		
Applicant:	P. Hourahain		
Type:	Full	Ward:	Bettws
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The application site is an unrestricted parking area to the rear of properties on Monnow Way and Livale Road, accessible from Monnow Way. Previously, there were 12 lock-up garages in the space, though these were removed between 2012 and 2019. The stepped hard standings where the garages were previously sited have been retained and are now used for car parking. It appears that the application site has been bought by the applicant. There are three stepped hard standings to either side of the space, which are evidenced to accommodate up to two cars each.

3. DESCRIPTION OF DEVELOPMENT

3.1 It is proposed that the residential curtilage of 670 Monnow Way is extended to include the hardstanding to its rear, and for a garage to be erected on it. The garage would fill the entire enlarged area and measure 4.7m in width, 4.9m in depth, and a maximum of 3.27m in height with a monopitch roof. Fenestration would include 1 no. steel roller shutter door. The garage would be finished in Canterbury Spar render with a flat galvanised steel roof. Internal dimensions are slightly less than external ones given what appears to be a concrete slab construction. The entry door is 3.65m wide.

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.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy T4 (Parking)
Policy GP2 (General Amenity)
Policy GP4 (Highways and Accessibility)
Policy GP5 (Natural Environment)
Policy GP6 (Quality of Design)

5.4 SUPPLEMENTARY PLANNING GUIDANCE
Parking Standards

6. CONSULTATION RESPONSES

6.1 HIGHWAYS: Objection

The specific use does not raise any issues, however the garage would afford users zero pedestrian visibility and would obstruct visibility for users of the adjacent space. This results in an objection on highway safety grounds.

To meet current standards any garage should have sufficient space to park in front of it without obstructing footway/highway. We note there is no footway here and the road is a cul de sac, so any impact in this respect is minimal.

The carriageway is wide enough for vehicles to turn around without using the hard standings.

Highways would suggest consideration of setting the garage back to provide pedestrian visibility for this and the adjacent space.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 7th August 2026.

7.1 NEIGHBOURS: 6 neighbour letters were sent. 2 Objections were received. The main issues raised are summarised as follows:

- Existing parking problems, obstruction and land ownership
- Newport policy compliance and validation and ownership
- Existing use of other parking bays
- Concerns regarding the claimed rear access
- Highway and pedestrian safety
- History of complaints to local councillors
- Cumulative impact and precedent
- Impact on neighbouring residents

8. ASSESSMENT

8.1 **Principle of Development:**

The application site falls within the defined settlement boundary where there is a presumption in favour of development, and the efficient use of land is encouraged in accordance with the relevant policies of the Newport Local Development Plan (2011-2026).

8.2 **Visual Amenity/ Character and Appearance:**

The proposed design has no particular architectural merit. It is larger than the garages that previously existing in this plot as there were 2 garages in this area previously and with its large roller shutter door and increased height it will have a more industrial appearance in the space that the previous very modest buildings that were demolished. That said, this is a backland communal parking court and the garage will not be readily visible from public spaces. It will be visible from neighbouring houses but will appear as a garage in an area that was previously occupied by such buildings. Although higher than the previous garages here, it is not unreasonably high at 3m and still has domestic proportions such as those more akin to a double garage. The roller shutter door is likely proposed to limit overhang into the shared spaces. In visual terms, the garage is on balance acceptable having regard to the site context.

8.3 **Residential Amenity:**

The proposed garage would measure 3m in height and would be visible above the neighbouring properties (no. 664 and no. 662 Monnow Way) rear garden fences. However,

considering the depth of the gardens and their south-west orientation, the proposal will not result in an overbearing effect on these private amenity spaces.

The Parking Standards SPG states that *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*. The proposed garage cannot be considered deep enough to be used as a single parking space, measuring 4.7m x 4.9m or has the dimensions in width of length of a double garage and therefore cannot be considered as an off-street parking space. Consequently, the proposal would result in the loss of an existing area currently used for vehicle parking and wide enough for 2no. cars.

Whilst the former lock-up garage may similarly have not met current parking standards, the material consideration is the existing use of the land. Following the removal of the garages, the hardstanding has continued to function as an informal parking area, and site observations indicate that there is an established reliance on these spaces from residents. The proposal would remove one or two of the available spaces from an area where existing parking opportunities are already constrained. Parking provision on this portion of Monnow Way is restricted by the presence of a zebra crossing, associated zig zag markers and lengths of double yellow lines. The displacement of vehicles from the site is likely to put pressure on the surrounding highway network. This is a key concern raised in public representations, consistent with Policy T4 (Parking) of the NLDP which recognises that *on street parking often causes problems by reducing road width, which affects free flow of traffic and causes road safety hazards and reduces amenity for residents, who have to compete for available spaces*. Additionally, the garage will impede the usability of adjoining space(s) as will remove visibility towards the approach road.

The proposed garage site is within the curtilage of 670 Monnow Way. The proposal would result in the removal of land which currently serves as off-street parking for the property. Whilst a T-bar barrier was observed restricting access to the hardstanding at the time of the officer's visit, historical imagery and public representations received indicate that the hardstanding has functioned as an informal parking area since the removal of the former garage block. It is evidenced that the space has historically contributed to local parking provision and remains capable of doing so. The Parking Standards SPG notes that *curtilage parking must be provided wherever possible and where communal parking is provided, it must be conveniently sited and should be in a location that is also overlooked which will thereby enhance its security*. The proposed garage would hinder the current arrangement which has resulted in the use of land as an informal parking area which is overlooked and conveniently sited, will permanently remove open parking space(s) that are clearly used and required, contrary to Policy GP2 (General Amenity) and the Parking Standards.

8.4 **Movement:**

Notwithstanding the potential impact the proposal would have on parking, consultation from the Highways Officer raised objection on highway safety grounds. Policy GP4 (Highways and Accessibility) requires that development provides suitable and safe access arrangements. Whilst the space does not benefit from a defined pedestrian footway and neither does the approach road to it, it is nevertheless used by both pedestrians and vehicles when accessing the parking area. Some houses have direct accesses via gardens into the space also. The proposal would result in no pedestrian visibility for users of the garage when egressing the building and will introduce a barrier to visibility for the adjoining open space(s) adding to the risk of conflict and undermining overall safety.

Although the site was previously occupied by 12 garages, these were positioned on either side of the area which would have reduced visibility concerns and maintained clearer sightlines for both pedestrians and vehicles, opposed to reinstating a singular garage. Considering the wider context of the site, it is evidenced that there is a reliance on the site for parking and the removal of the garages has subsequently provided benefit to residents which would be inhibited by the proposed garage.

Biodiversity:

The application site is of low biodiversity value. Given the nature and scale of the proposed development, no significant adverse impact on biodiversity is anticipated. The proposal would

therefore accord with Policy GP5 (Natural Environment), insofar that it would maintain the biodiversity value of the site.

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

The proposal would generate significant highway and pedestrian safety concerns as will introduce a garage with limited visibility and restrict visibility for adjoining parking space(s). It will result in the loss of existing off-street parking opportunities which is considered harmful in terms of residential amenity too. The proposed garage is therefore considered contrary to Policy T4 (Parking), Policy GP2 (General Amenity), Policy GP4 (Highways and Accessibility).

11. DECISION

REFUSED, for the following reason(s):

01 The proposed development has a significant adverse effect on interests of acknowledged

importance, namely highway and pedestrian safety by reason of the lack of pedestrian visibility for users and the obstruction of visibility for users of the adjacent space(s) contrary to Policy GP4 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

02 The proposed garage will have a significant adverse effect on interests of acknowledged importance, namely residential amenity by reason of the loss of existing off road parking spaces in an area where such spaces are limited, contrary to Policy GP2 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: Proposed Floor Plans (L05777), Proposed Site Plan

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies T4 (Parking), GP2 (General Amenity), GP4 (Highways and Accessibility), GP5 (Natural Environment), GP6 (Quality of Design) 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.