

Delegated Decision Report

Application No:	26/0521	Statutory Period Expires:	14th September 2026
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Site:	72 Llanthewy Road Newport NP20 4LA		
Proposal:	CHANGE OF USE OF A DWELLING (C3 USE) TO A 6 BEDROOM HOUSE IN MULTIPLE OCCUPATION (C4 USE)		
Applicant:	S Bell		
Type:	Full	Ward:	Allt-yr-Yn
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The site is located within an existing residential area in close proximity to the Handpost district centre and the Stow Park conservation area to the east. The existing residential dwelling is a two storey mid-terrace Edwardian property with feature gable to the principal elevation. Parking is located on-street and a rear amenity area can be accessed via a pedestrian lane linking to Bolton Road.

3. DESCRIPTION OF DEVELOPMENT

3.1 Proposed change of use from a dwellinghouse to a House of Multiple Occupation comprised of 6no. bedrooms for six occupants. Each bedroom would have an ensuite. The communal kitchen/living area shall be located on the ground floor at the rear of the building with direct access into the communal amenity space.

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

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

SP1 – Sustainability

GP2 – General Amenity

GP4 – Highways and Accessibility

GP5 – Natural Environment

GP6 – Quality of Design

GP7 – Environmental Protection and Public Health

H8 - Self Contained Accommodation and Houses in Multiple Occupation

T4 – Parking

W3 – Provision for Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Waste Storage and Collection
- Wildlife and Development
- Parking Standards
- Housing in Multiple Occupation
- Sustainable Travel

6. CONSULTATION RESPONSES

6.1 Drainage Manager: No response.

6.2 Planning Contributions Manager: The proposal represents a net nil gain in residential dwellings. As such, no affordable housing obligations are requested

6.3 Environmental Health Officer: No objection.

6.4 HMO Licencing Officer: No objection.

6.5 Counter Terrorism Officer: No response.

6.6 SAB Officer: SAB application may be required.

6.7 Waste Manager: No response.

6.8 Highways Officer: No objection subject to conditions.

The proposals would require additional in curtilage parking provision to meet the current SPG. The requirement would increase from 3 to 7 spaces. However, there are no off-street spaces.

A parking survey has been submitted that includes photos of local roads during peak demand times for two separate nights. The photos are not properly indexed or date stamped, however taken at face value they show adequate parking is available within 200m of the site.

Cycle storage is proposed and should be secured prior to occupation by way of condition.

In summary, there are no highway related objections, subject to the following conditions.

Suggested Conditions:

The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for cycle parking have been provided in accordance with the details and specifications shown in drawing number 4532.PL.02 Rev B. The cycle parking shall be retained as such thereafter. Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

6.9 Natural Resources Wales: We have reviewed the planning application submitted to us, and from the information provided we do not consider that the proposed development affects a matter listed on our Consultation Topics, *Development Planning Advisory Service: Consultation Topics* (September 2018): <https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/our-role-in-planning-and-development/our-role-in-planning-and-development/?lang=en>. We therefore do not have any comment to make on the proposed development.

Please note that our decision not to comment does not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance.

The applicant should be advised that, in addition to planning permission, it is their responsibility to ensure that they secure all other permits/consents relevant to their development.

- 6.10 Dwr Cymru/Welsh Water: We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. We recommend that the existing private drainage on site should be utilised to avoid any new direct connection to the public sewerage system.

Notwithstanding this, we would request that if you are minded to grant Planning Consent for the above development that the **Conditions** and **Advisory Notes** listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Condition

No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on the 27th July 2026 and a Site Notice was put up on the 31st July 2026.

7.1 NEIGHBOURS: 43no. objections received (summarised):

- Potential overconcentration of HMO's and non-family accommodation
- Loss of family housing stock
- Impact upon the character and appearance of the area
- Cumulative impact of existing HMO's, supported living accommodation, care facilities and flat conversions
- Existing on street parking pressures
- Lack of off street parking
- Potential increase in vehicle ownership
- Overspill of parking into wider street
- Obstruction of junctions
- Increased traffic movements to and from the site
- Increased occupant activity accessing and egressing the site
- Increased noise and disturbance from six unrelated adults occupying the site
- Lack of capacity for bin storage
- Concerns regarding waste management
- Insufficient external amenity space
- Adverse impact upon adjoining properties
- Potential impact upon the nearby conservation area
- Drainage and sewerage capacity concerns
- Adequacy of internal accommodation standards

7.2 COUNCILLORS:

7.2.1 Councillor Evans: I would also like to object in the strongest possible terms. Not only are there numerous HMOs in the vicinity, there are also other properties, such as supported living apartments, which I don't believe are included. But again reduce the amount of family homes, along with flats. Parking is also at the premium, and I can't see anything in these proposals which would have a beneficial impact on neighbouring properties.

7.2.2 Councillor Fouweather: I wish to object to the proposed change of use of 72 Llanthewey Road, Newport, to a six-bedroom House in Multiple Occupation (HMO). My objection is based on the following planning considerations:

1. Overconcentration of HMOs

There is already a significant concentration of HMOs on Llanthewey Road, including properties at numbers 5, 12, 44 and 59. The addition of a further six-bedroom HMO would increase the concentration of this type of accommodation and would alter the balance of the neighbourhood, which has traditionally consisted of family homes. This risks harming the character of the area and reducing the diversity of housing available for families.

2. Parking and Highway Safety

Parking on Llanthewey Road is already extremely limited and is regularly oversubscribed. Residents frequently have to park on nearby Manley Road and Bolton Road due to the lack of available spaces. A six-bedroom HMO is likely to generate additional vehicle ownership and parking demand, exacerbating an already serious problem. Increased parking pressure may also create highway safety concerns and inconvenience for existing residents.

3. Impact on Residential Amenity

A six-bedroom HMO has the potential to result in increased noise, disturbance and activity compared with a single-family dwelling. Given the existing number of HMOs in the immediate area, approving another would further intensify these impacts and adversely affect the living conditions of neighbouring residents.

4. Bedroom Size

I note that one of the proposed bedrooms is stated to measure 10.45 square metres. I would ask the Council to carefully assess whether this complies with all relevant national minimum space standards, HMO licensing requirements and any local planning policies relating to room sizes and the standard of accommodation. If the room does not meet the required standards, this should weigh against the proposal.

In conclusion, I believe this proposal would result in an unacceptable overconcentration of HMOs, worsen existing parking problems, and negatively affect the character and amenity of Llanthewey Road and the surrounding area. I respectfully request that Newport City Council refuses planning permission for this application.

- 7.2.3 Councillor Drewett: I wish to register my strong objection to the above planning application and ask that Newport City Council refuse the application because of the considerable cumulative impact that the proposed development would have upon the character, amenity and sustainability of the surrounding area. While I recognise that houses in multiple occupation can play an important role in meeting housing needs, it is equally important that the concentration of such properties is carefully managed in order to protect the balance, character and stability of such an established residential community.

Llanthewey Road and the surrounding streets already contain a substantial number of HMOs. Properties at numbers 2, 5, 12, 16, 44 and 59 are understood to be operating as HMOs, and there may be additional examples within the immediate vicinity. To my knowledge there are also 2 children's homes and an old persons residential home within 50m of 72 Llanthewey Road. The introduction of another six-bedroom HMO would add further pressure to an area that has traditionally consisted of family homes. In recent years, residents have become increasingly concerned about the gradual erosion of the balance between long-term family occupation and more transient forms of accommodation.

The cumulative effect of this change should not be underestimated. Even where individual applications appear relatively modest when considered in isolation, the combined effect of numerous conversions can fundamentally alter the character of an area, weaken community cohesion and reduce the availability of housing suitable for families. I would therefore urge the council to consider not merely the impact of this proposal on its own merits, but also its impact on the growing concentration of HMOs along Llanthewey Road and the surrounding neighbourhood.

Parking on Llanthewey Road is already under very great strain. Residents regularly report difficulty in finding a parking spaces close to their homes and frequently have no alternative but to park on neighbouring roads, including Manley Road and Bolton Road, compounding existing congestion there. The proposal involves accommodation for six separate occupants. Although not every resident will own a vehicle, experience elsewhere in Newport suggests that larger HMOs frequently generate additional parking demand,

particularly where occupants are working professionals. Granting planning application 26/0521 would inevitably lead to increased parking pressures on the already congested street, obstructed sightlines and difficulties for service vehicles and emergency services which may have knock-on implications for pedestrian safety, particularly for older residents, parents with young children and those with disabilities. The existing situation is already difficult enough, and the council should carefully consider whether the local highway network has sufficient capacity to accommodate any further intensification of use.

A six-bedroom HMO inevitably differs from a single-family dwelling in terms of the intensity of occupation and the pattern of activity associated with it. Residents have expressed concerns about the cumulative impact of increasing numbers of HMOs upon the quiet enjoyment of their homes. Greater numbers of occupants can and will result in increased levels of noise arising from the movement of people, visitors, deliveries, refuse collections, outdoor activity and vehicles arriving and departing at unsocial hours. Although individual tenants should not be unfairly stigmatised, planning authorities are entitled to consider the broader effects that intensified occupation may have upon the character of an area and the living conditions of neighbouring residents.

Furthermore, a concentration of HMOs very often gives rise to associated problems relating to refuse storage, waste collection arrangements, fly-tipping, the storage of bicycles and furniture, and the maintenance of external areas. These matters can have a significant cumulative effect upon the appearance and attractiveness of a residential neighbourhood. I would ask the council to ensure that the proposal fully complies with all relevant legislation, guidance and standards relating to room sizes, internal layouts, amenity provision, storage facilities, natural lighting, ventilation and fire safety requirements. Particular attention should be paid to the standards required under HMO licensing legislation and any applicable local planning guidance.

The continuing conversion of traditional family dwellings into HMOs also raises wider strategic concerns regarding the availability of suitable housing stock within the city. Family homes make an important contribution to stable and sustainable communities, supporting local schools, community organisations and neighbourhood networks. The loss of another family dwelling to a more intensive use would further reduce the diversity of housing available within the area and may undermine the long-term resilience and character of the neighbourhood.

For the reasons outlined above, I believe that this proposal would not only increase the overconcentration of HMOs within the area, but also intensify parking and highway safety problems, harm the residential amenity of neighbouring properties, and potentially result in accommodation that falls below acceptable standards. As well as these issues it would contribute to the continuing loss of family housing and further erode the character and cohesion of the local community.

I therefore request that planning permission for application 26/0521 is refused. Should you nevertheless be minded to approve the application, I ask that the application is called in to be heard before the full committee.

8. ASSESSMENT

8.1 Principle of Development:

8.1.1 The application site is located within a settlement boundary as designated by the proposals maps contained within the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Therefore, the principle of development accords with Policy SP1.

8.2 Drainage

8.2.1 The comments from Dwr Cymru/Welsh Water relating to the attachment of a condition preventing the connection of surface water from any increased roof areas are noted; however as no alterations or extensions are proposed, the condition does not relate to the development under consideration and would therefore not accord with the six tests for the attachment of conditions as set out in the Circular 016/2014.

8.3 Planning Contributions

- 8.3.1 The proposed change of use would not result in a net increase in dwellings. The Planning Contributions Manager has therefore confirmed that no Section 106 contributions would be required.
- 8.4 **Houses of Multiple Occupation and General Amenity**
- 8.4.1 The application site is located within a 10% HMO threshold area, as such, the density of HMO's within a 50m radius of the application site are required to be below this threshold.
- 8.4.2 *Figure 1* below shows the 50m radius from the application site which encompasses 30no. properties. Assessment of the planning history shows no HMO's previously permitted within the 50m radius and no licenced HMO's. This equates to 0% of properties within the 50m radius being a HMO, which falls below the accepted 10% threshold.
- 8.4.3 Due to the evidence above, it is considered that the density of HMO's in this area is not of a sufficient level to result in any adverse impact upon social cohesion and therefore acceptable. Furthermore, following a site visit, it was observed that the surrounding residential properties are generally well maintained and in good condition, with no evidence of widespread neglect or disrepair. This indicates that the area benefits from a satisfactory level of social cohesion and does not exhibit any of the adverse characteristics that can be associated with an overconcentration of HMOs, including harm to the character and appearance of the locality.
- 8.4.4 The Houses in Multiple Occupation SPG document outlines that each one person bedroom unit has a minimum room size of 6.51sqm, communal kitchens 7sqm, and communal lounges 10sqm.
- 8.4.5 The room sizes (sqm) are detailed below and exclude all associated ensuites:
Kitchen/lounge: 31.89
Bedroom 1: 14.34
Bedroom 2: 14.53
Bedroom 6 (First Floor Front): 20.24
Bedroom 4: 11.77
Bedroom 5: 10.45
Bedroom 6 (First Floor Rear): 11.62
- 8.4.6 The room sizes afforded to future occupants all exceed the HMO Licencing requirements; however it is noted that the HMO Licencing requirements is a separate legislative regime which would not circumvent the need to be acceptable with relevant planning policies.
- 8.4.7 Numerous concerns have been raised by local residents and Councillors on the aspect of residential amenity for neighbours and future occupants. Given the proposed use as a C4 House of Multiple Occupation, the noises generated would be similar to that of the existing dwellinghouse given that the existing and proposed uses are by nature, residential. Furthermore, noise levels within a residential unit are controlled via separate legislation under Building Regulations 2010, therefore, to secure a scheme of noise insulation in the interests of future occupants would be considered as a duplication of controls thereby not meeting the six tests for the attachment of conditions as contained within Welsh Government Circular WGC 016/2014 (The Use of Planning Conditions for Development Management, Oct 2014).
- 8.4.8 The proposal does not include any additional built form to the host dwelling or additional window openings; therefore, the scheme would not alter existing relationships regarding overshadowing, levels of daylight and sunlight entering neighbouring properties, outlook or levels of privacy.
- 8.4.9 The proposal retains the rear amenity space to serve the needs of future occupants. Specific details of the waste storage location and cycle storage structure is included within the application. A condition is attached to ensure the waste and recycling are stored in the rear amenity space and the bicycle storage is erected in accordance with the submitted details.

- 8.4.10 All rooms are served by a single or double window as per the existing layout; as such, it is considered that each bedroom would receive adequate levels of daylight and ventilation. However, significant concern is raised regarding the privacy afforded to any future occupant of Bedroom 2 as glimpsed views into the associated window would be possible from the bay window serving the communal kitchen/living room. Furthermore, persons accessing and egressing the kitchen via the side elevation door would have a direct view to the ground floor rear elevation of the host dwelling resulting in further views toward the window of Bedroom 2.
- 8.4.11 With regard to Bedroom 5 at the first floor, outlook from this window is blocked by the neighbouring property of 70 Llanthewy Road which is sited only 3.9m away from the window itself. An existing side elevation at 70 Llanthewy Road directly faces the window serving the proposed bedroom. The proposed bedroom in the context of a HMO use, serves as the primary private space whereby occupants are likely to spend most of their time. Given the height, proximity and presence of an existing window directly opposite at the neighbouring property this represents as demonstrable harm upon the living conditions of any future occupant resulting in inadequate living standards contrary to Policies GP2, H8 and Houses in Multiple Occupation Supplementary Planning Guidance.
- 8.4.12 The application site is sited at a higher slab level than the neighbouring property of 70 Llanthewy Road. The proposed use of the building as a House in Multiple Occupation intensifies the use of each bedroom as they would become the principal living and private space for the unrelated occupants. Bedroom 5 has an unimpeded view toward the first floor side elevation window and downward to the ground floor patio doors of 70 Llanthewy Road. It is considered that due to the intensified use of the bedroom this would result in additional overlooking causing an adverse impact over and above what is currently experienced. As such, the fallback position of the existing use as a bedroom has been considered, however the change of use class results in a materially different impact and is therefore considered to have a different consequence than the existing dwelling.

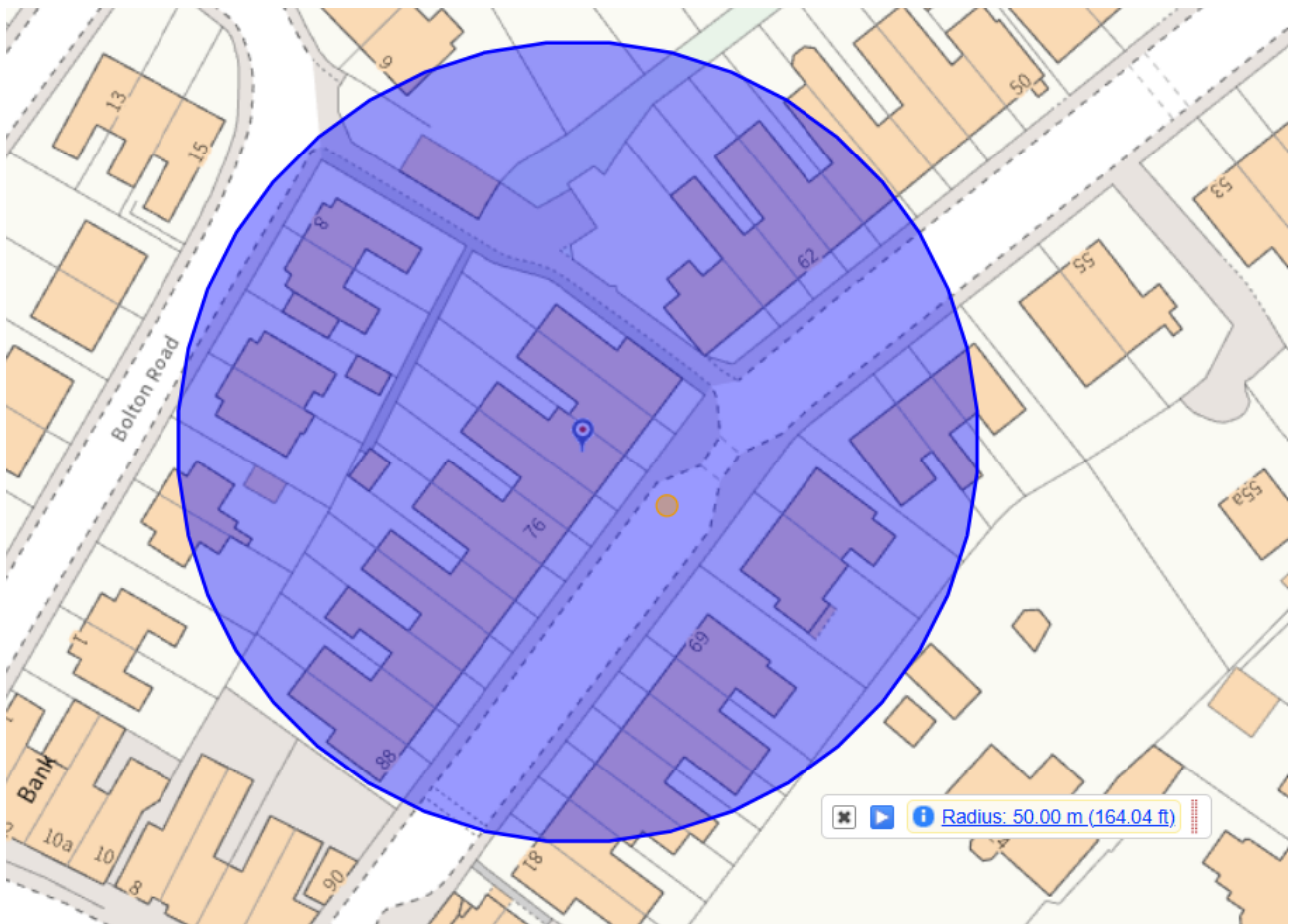


Figure 1: Image showing the 50m radius from the application site.

8.5 Impact on Highways and Parking

- 8.5.1 The application site lies within Parking Zone 3; the Parking SPG document sets out that this area is *'Very much part of a substantial built up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of the site restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent.'*
- 8.5.2 The above description outlines the sites sustainable location near to a limited amount of local facilities within walking distance. Regarding the site specifically, there are no parking restrictions along Llanthewy Road which is a one-way highway with parking facilitated on-street both sides of the highway.
- 8.5.3 The third party comments received outline the existing parking pressures on and around the site.
- 8.5.4 The Parking demand for the existing dwelling is 3no. off street parking spaces; the parking demand for the proposed HMO use totals 7no. spaces which represents as a theoretical increase in parking demand.
- 8.5.5 The application is supported by a Parking Survey using the Lambeth Methodology which showed that of the available parking within the survey area, occupation range between 87.5-94%. The Highways Officer raises no objection to the potential increase in demand and notes that there remains sufficient on-street parking available.
- 8.5.6 The proposed layout shows that bicycle storage shall be located in the rear amenity area which has direct access to the rear pedestrian lane linking to Bolton Road and Llanthewy Road. The scale and type of bicycle storage proposed is acceptable and would be secured by way of condition should all other matters be acceptable.
- 8.5.7 Due to the highly sustainable nature of the site no concern or objection is raised in respect of parking provision as the proposal is considered to accord with the aims and objectives of local and national planning policies which seek to reduce the amount of off street parking within suitable, sustainable locations and to facilitate the modal shift away from trips made by private vehicles, this accords with the aims of Llwybr Newydd: the Wales Transport Strategy, which sets a mode share target of 45% of journeys to be made by walking, cycling and public transport by 2040, Policies 2 and 12 of Future Wales, Planning Policy Wales 12 (4.1.50 - 4.1.53) and Objective 2 and Policy SP1 of the Newport City Council LDP.
- 8.6 **Biodiversity**
- 8.6.1 In respect of ecology and biodiversity the site as existing comprises a residential dwelling and garden area, all floors of the property are currently available for occupation and no conversion of the loft space is required. Additionally, the garden areas are part hard surfaced within an urban environment therefore, the site offers little ecological value and the potential habitat for bats or other European Protected Species is limited.
- 8.6.2 Planning Policy Wales (Ed.12) sets out that "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" (para 6.4.5). This element and subsequent requirements in Chapter 6 of PPW respond to the Section 6 Duty of the Environment (Wales) Act 2016.
- 8.6.3 The application includes a Green Infrastructure Statement and references the step-wise approach as per national policy requirements. The proposed biodiversity enhancement of a bird box is considered as a proportionate scheme on the development proposed. A condition is attached to ensure the bird box is erected prior to the first occupation which achieves the aims of PPW (Ed12) regarding biodiversity net gain in accordance with Policy GP5.

8.7 **Waste and Recycling**

- 8.7.1 The waste and recycling storage area is proposed to be sited forward of the principal elevation within 2no. outbuildings measuring 2.6m (w) x 0.8m (d) x 1.65m (h) formed of treated tongue and groove cladding.
- 8.7.2 The Waste SPG sets out that a 6 person HMO should be served by individual 180litre bins, communal 660litre and/or 1100litre along with a suitable combination of recycling boxes. The storage proposed only allows for two 180litre bins along with two of each type of recycling receptacle. The amount of waste and recycling storage offered does not accord with the adopted supplementary planning guidance and therefore the site would not be served by adequate waste and recycling storage provision contrary to Policy W3.
- 8.7.3 Furthermore, the siting of an outbuildings to this scale forward of the principle elevation would not integrate with the overall openness and regularity of the existing street scene. The erection of a timber structure in an area predominantly finished with facing brick in such a prominent location would result in an incongruous and contrived appearance contrary to Policies GP2 and GP6.

8.8 **Other Matters**

- 8.8.1 The objections received from Councillors and members of the public are considered to have been suitably addressed via the assessment above regarding HMO density, general amenity, parking, waste and impact upon the character and appearance of the area. Regarding other matters which are not material planning considerations, no further commentary is provided.
- 8.8.2 The concerns raised regarding property value are not material planning considerations and are therefore not considered further.

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 change of use would result in demonstratable harm upon the amenity of future occupiers and the character and appearance of the area contrary to local planning policies.

11. DECISION

Refuse, for the following reason(s):

01 The proposed development would result in inadequate levels of privacy to Bedroom 2 and a poor outlook from Bedroom 5 to the detriment of the living conditions and residential amenity of future occupiers. The intensified use of Bedroom 5 would result in an adverse impact upon the neighbouring property of 70 Llanthemy Road due to additional overlooking within close proximity, failing to provide a satisfactory standard of amenity contrary to Policy GP2 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

02 The proposed waste and recycling storage area is of insufficient size to adequately accommodate the required waste and recycling receptacles and therefore fails to meet the requirements of the Council's Waste and Recycling Supplementary Planning Guidance and Policy W3 of the Newport Local Development Plan 2011-2026 (Adopted January 2015). Furthermore, by reason of its design, siting and prominence within the street scene, the proposed enclosure would appear incongruous, contrived and visually intrusive, resulting in harm to the character and appearance of the surrounding area. The proposal is therefore contrary to Policies GP2 and GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos:

- Sustainability Appraisal (Received: 13.07.2026)
- Planning Statement (Received: 13.07.2026)
- Parking Survey (Received: 13.07.2026)
- Green Infrastructure Statement (Received: 13.07.2026)
- Proposed Plans (Drawing ref: 4532.PL.04 Rev C)
- Existing Plans (Drawing ref: 4532.PL.03 Rev A)
- Existing & Proposed Block Plans (Drawing ref: 4532.PL.02 Rev B)
- Site Location Plan (Drawing ref: 4532.PL.01 Rev A)

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, GP2, GP4, GP5, GP6, GP7, H8, T4 and W3 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.