

Delegated Decision Report

Application No:	25/0431	Statutory Period Expires:	15th August 2025
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Site:	63 Queens Hill Crescent Newport NP20 5HG		
Proposal:	DEMOLITION OF THE EXISTING ATTACHED GARAGE, SINGLE STOREY FRONT (PORCH) AND DOUBLE STOREY SIDE EXTENSION, HIP TO GABLE LOFT CONVERSION AND INTERNAL AND EXTERNAL ALTERATIONS INCLUDING NEW VEHICLE ACCESS/PARKING AREA		
Applicant:	M Sanyanga		
Type:	Full	Ward:	Allt-yr-Yn
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The site is predominantly characterised by a mix of two storey semi-detached houses fronting onto Queens Hill Crescent. The area is primarily residential and holds a mix of off-road parking and on road parking. The land level decreases to the East of Queens Hill Crescent opposite the host site.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks demolition of an existing garage, and the addition of a two-storey side extension, a front single storey extension/porch, a hip to gable loft conversion with a rear box dormer. The application also seeks 4no.velux roof lights on the front elevation and new vehicle access/parking area. Materials are set to match that of the existing dwellinghouse.

Two-storey side extension:

W= 2.7m

H= 8.1m

D= 9.1m

Single storey extension/porch

W= 5.3m

H= 3.5m

D= 9.1M

Rear box dormer

W= 7.9m

H= 2.5m

D= 3.7m

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 GP2 (General Amenity)

Policy GP4 (Highways and Accessibility)

Policy GP5 (Natural Environment)

Policy GP6 (Quality of Design)

5.4 SUPPLEMENTARY PLANNING GUIDANCE HOUSE EXTENSIONS AND DOMESTIC OUTBUILDINGS PARKING STANDARDS

6. CONSULTATION RESPONSES

6.1 Local Highways Authority:

It appears that there is no access to the rear through the existing garage. Whilst we would not support an extension that does not leave access to the rear for bin/bike storage etc. if there is none to start with there can be no objection on this issue.

The loss of the garage is compensated for by the widening of the drive in principle. There would therefore be no overall loss of parking. The additional rooms do not attract any requirement for additional parking. Subject to the detail of the proposed drive therefore parking provision is considered acceptable.

Cycle parking is potentially lost, and we would suggest that this is addressed via a condition requiring a garden shed, albeit access is through the house.

It is proposed to widen the footway crossing to suit the widened drive. This is acceptable in principle, but it should not extend to align with the proposed steps, only the vehicular access. This will require separate permission from Highways, which is independent of planning. (see below for informative notes).

When the drive is widened, it is necessary to provide pedestrian visibility splays on both sides above 600mm (from footway height). This should be addressed via condition. It may require re-profiling of the garden adjacent to highway/drive.

In addition, the applicant must ensure that surface water does not drain into highway.

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

Suggested Conditions:

Notwithstanding the details shown on the approved plans parking space adequate for not less than 2 cars to be stored clear of the highway shall be provided within the curtilage of the dwelling prior to first use of the development hereby permitted. The precise manner in which such provision is to be made shall have first been submitted to, and approved in writing by, the Council as Local Planning Authority and, if necessary, include for a widening of the existing driveway opening and associated pavement crossing facility. The parking facilities so provided shall be kept free for that specific use thereafter. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking or re-enacting that order), no building works, would reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure adequate secondary off-street parking space is provided/maintained, without overhanging of the footway in order to maintain unimpeded visibility for all road users, to ensure the safe and free flow of traffic and to assist pedestrian safety.

No part of the development shall be brought into use until visibility splays of 2 metres by 2 metres have been provided on each side of the access. The depth shall be measured from the back of footway/verge; 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 0.6 metres above footway/verge level . 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.

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter. Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 23/06/2025.

7.1 11no. neighbours were consulted. No. comment was received.

I object to the dormer as I feel it will significantly overlook my property and I am also concerned about the effect of the building work on my roof. The plans show that the dormer reaches across the roof almost to where mine adjoins no. 63 and it reaches right up to the chimney. I am concerned that my roof will be damaged by the building works.

I have no real objection to the side extension, the porch or the parking but I would just like to ask that a number of considerations be made during the work:

1. That when the front garden is excavated to make additional parking that nothing is done to damage the integrity of my front garden, including the boundary hedge, or the brick wall that adjoins the garden at 63 Queens Hill Crescent.
2. That everything is done to mitigate the dust from the building work. I have lived with dust for 3 years now because of the development behind me and I don't want to have to keep paying to get my windows and conservatory cleaned because of it.
3. That works are kept to reasonable hours, 8am to 5pm and that I am not disturbed by building work in the evenings or on Sundays. The work that has already been done in the property has been very loud and has considerably disrupted my wellbeing, especially in the evenings and at weekends, including Sundays. A chimney breast has been drilled out and because this was on the shared wall it was impossible to escape the noise anywhere in the house.
4. My house adjoins 63 Queens Hill Crescent so if any changes need to be made to the wall in the loft that separates our properties, then a party wall agreement will be necessary and this should be adhered to.
5. I ask that any damage, no matter how cosmetic, that is done to my property by the building works, is fixed at the expense of the owner of no.63.

8. ASSESSMENT

8.1 Principle of Development

The application seeks the demolition of the existing attached garage, a single storey front (porch) and double storey side extension. The scheme also seeks a hip to gable loft conversion and internal and external alterations including new vehicle access/parking area. 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. A full assessment is carried out below.

8.2 Visual Amenity/ Character and Appearance;

- 8.2.1 The application seeks a two-storey side extension flush to the principal and rear elevation and the existing ridge height. The lack of set down from the ridge and set back from the front elevation appears as a prominent, and dominating addition. It does not appear subordinate to the existing dwelling, nor appears sympathetic and does not replicate designs within the streetscene. The windows on the first and ground floor do not match that of the existing dwellinghouse, and therefore, does not appear as a coherent design. This aspect is contrary to Policy GP6 and the House Extensions and Domestic Outbuildings SPG in paragraph 5.3.2, 5.3.4 and 5.6.2.
- 8.2.2 The hip to gable loft conversion would appear as an incongruous addition to the semi-detached pair. The symmetry would be lost between its neighbouring property, and the strong uniformity of hipped rooves within the streetscene. The hip to gable alteration with the two-storey side extension would be a bulky and unsympathetic feature on the dwellinghouse, and unacceptable in this location relating to the streetscene, contrary to

Policy GP6 and paragraph 5.3.1 within the House Extensions and Domestic Outbuildings SPG.

- 8.2.3 In terms of the single storey front extension/porch, this is 5.3m in width, and 3.5m in height, however, it is considered that part of this front extension serves a porch, and part serves a living room. Therefore, these two aspects will be assessed separately.
- 8.2.4 The porch contains a lean to roof and would be approximately 1.3m deep. Therefore, the porch is not considered a prominent addition. A condition for materials to match the main dwellinghouse would be added.
- 8.2.5 In terms of the front extension to serve the living area, this is attached to the porch, and the development as one would create a dominating addition to the front elevation and into the streetscene. The proposal would not restore symmetry to neighbouring houses, and therefore, the front extension is not justified, contrary to paragraph 5.4.4 of the House Extensions SPG.
- 8.2.6 The box dormer is a large addition to the rear roof plane. It is 7.9m in width and it is not set down from the ridge and set up from the eaves by 0.4m. The dormer is considered bulky and dominating. Whilst it is not overly visible from the streetscene, this does not justify its poor, dominating design and is contrary to the SPG in paragraph 5.7.7 and 5.7.9.
- 8.2.7 There are 4no. velux roof windows proposed as part of the development on the front roof plane. Whilst 4no. roof lights on this small expanse of roof could appear dominating, it is considered the insertion of roof lights are permitted development in this instance. Therefore, this is deemed acceptable.
- 8.2.8 The removal of part of the front garden to parking is not favourable, however, it is considered that part of this garden is retained, and therefore, this is acceptable.
- 8.2.9 The design changes do not restore symmetry between neighbouring houses within the streetscene. The design elements are bulky and dominating and do not adhere to the House Extensions and Domestic Outbuildings SPG and contrary to Local planning Policy. Therefore, the design is unacceptable.

8.3 **Residential Amenity**

- 8.3.1 The two storey side extension would be erected on the South elevation closest to no.65. When assessing if any loss of light would be lost from the side windows to the neighbour property, it appears there are 2no. first floor windows and 2no. ground floor windows. The first-floor windows serve a bathroom and hallway, and the ground floor windows, serves a store room and the other is blocked up as confirmed by the neighbours and a site visit. These rooms are not classed as habitable rooms, and therefore, any loss of light is not considered harmful.
- 8.3.2 The rear elevation of number 65 is set further back than the host site. Given the two storey side extension is proposed to become flush to the rear elevation of the host site, loss of light to the neighbouring rear windows should also be considered. There are two types of assessment which consider the potential loss of daylight from new development. In this instance, the 45 degree light test is undertaken. The 45° test is required where any extension from an existing building line affects a protected window, that is it is required

except when the 25° test applies. The plan view test was undertaken and the neighbouring ground floor kitchen window closest to the development passes the light test. When assessing the elevation test, it is understood that the levels are slightly different between the two houses and full details have not been presented on this. However, it is noted that the elevation test is likely failed. Despite this, given that one of the light test passes, it is deemed acceptable in this instance as per the SPG guidance.

- 8.3.3 2no. new windows are proposed in the rear box dormer. The insertion of windows on the rear elevation of the dwelling is deemed acceptable and would constitute a standard residential relationship with neighbouring properties.

8.4 **Movement**

- 8.4.1 Highways held concerns over the lack of rear access given the side extension for bin/bike storage, however, the officer suggested there was no rear door on the garage on the submitted plans, and therefore, is an existing situation and not grounds for objection. However, it is considered on a site visit that there was a door present on the rear of the garage. Despite this, there is ample space to the front of the property for bin storage, whilst not ideal, this is an existing situation for most houses within the streetscene. Highways have requested a condition for further information on cycle storage.

- 8.4.2 In terms of parking, the loss of the garage is compensated for by the widening of the drive in principle. It is proposed to widen the footway crossing to suit the widened drive. This is acceptable in principle, however, will require a separate highways license. There would therefore be no overall loss of parking. Subject to the detail of the proposed drive therefore parking provision is considered acceptable. When the drive is widened, it is necessary to provide pedestrian visibility splays on both sides above 600mm (from footway height). This should be addressed via condition. In addition, the applicant must ensure that surface water does not drain into the highway.

- 8.4.3 The highways officer has requested a condition for electric vehicle charging, however, it is considered it is not reasonable in this instance.

- 8.4.4 Overall, there are no highways objections subject to conditions.

8.5 **Biodiversity**

- 8.5.1 PPW12 in paragraph 6.2.12 states, *A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.* Given the scale of development, a GI statement is not required in this instance.

- 8.5.2 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), however, this can be reasonably conditioned.

8.6 Other comments

- 8.6.1 One neighbour at 61 Queens Hill Crescent submitted comments. Concerns were raised over the damaging of the neighbouring roof when the dormer is installed, and the widening of the driveway should not damage no.61's front garden. The neighbour has also requested that any damage done to the property is fixed at the expense of the owner. This cannot be controlled at this stage. Any damages in the construction period would be a civil matter.
- 8.6.2 Any changes to the party wall in the loft should be sorted through a party wall agreement and this is a civil matter.
- 8.6.3 The neighbour also raised concerns that mitigation for dust from the building work should be implemented and building hours should be regulated to reduce noise disturbance. Given the scale of the works, a Construction management plan is not required 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 Overall, it is considered that the proposed design is unacceptable. The two-storey side extension is a dominating and unsympathetic addition to the neighbouring semi-detached pair and the streetscene. The front extension and box dormer are bulky additions and are contrary to the House Extensions and Domestic Outbuildings SPG. The widening of the driveway is deemed acceptable subject to pedestrian visibility splays being met. This information has not been provided, and therefore, the scheme is unacceptable and refused.

11. DECISION

REFUSED

01 The development would have a significant adverse impact upon interests of acknowledged importance, namely the design. By reason of its scale, position and design, the proposed development would have an unacceptable adverse visual impact that would be harmful to the visual amenity of the dwelling and the character of the area to an unacceptable degree. The development would not appear subordinate to the main dwellinghouse and therefore is contrary to Policies GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015) as well as the advice and guidance in the House Extensions and Domestic Outbuildings Supplementary Planning Guidance (Adopted August 2015).

02 The development would have a significant adverse impact upon interests of acknowledged importance, namely on highway safety. No information has been provided to demonstrate safe pedestrian visibility splays from the widened driveway contrary to Policies GP4 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: 25312-A102-A1_PLANNING_Proposed_RevA; 25312-A101-A1_PLANNING_Extg_RevA; 25312-A102- Proposed Site Location Plan, Floor Plans and Elevations, Drainage Layout and Demolition Plan; 25312-A101 - Site Location Plan, Existing Floor/Block Plans, Section and Elevations

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

05 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.