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GREEN INFRASTRUCTURE STATEMENT

Background and proposal

The previous application was refused under delegated powers on 3 April 2025 for reasons relating to (i) highway visibility and (ii) the impact of the fence and land enclosure on the character and openness of the surrounding street scene. Since that time, the scheme has been comprehensively redesigned, following consultation with the Council's Senior Enforcement Officer.

The fence has now been repositioned further away from the highway and the lane junction, and a detailed soft-landscaping scheme has been introduced to reinstate and enhance the openness, greenery and visual character of the verge. These amendments directly address the concerns previously identified.

The revised proposal therefore now includes:

- A new fence line set further back from the highway and junction, providing materially improved visibility for vehicles emerging onto Kipling Hill and the connecting rear lane;
- A robust landscape scheme, incorporating new planting and green enhancements to soften the boundary, reintroduce verge character and maintain the established sense of openness; and



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- Design amendments that reduce the perceived height, massing and prominence of the boundary treatment, ensuring it sits more comfortably within the local street scene.

The former decision and subsequent appeal (ref. CAS-04246-W7V4D5, dismissed 7 November 2025) related to an earlier arrangement that no longer reflects the revised layout. The current submission provides a fundamentally different proposal, specifically prepared to overcome the identified issues. The scheme now delivers a safe, visually sensitive and well-integrated boundary treatment while maintaining the openness that defines the area.

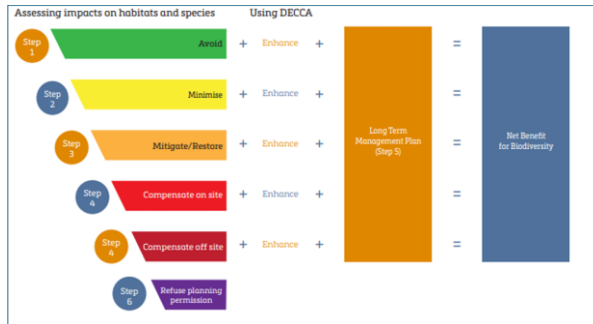
Planning Policy Wales

As per Planning Policy Wales, Edition 12, February 2024 a Green Infrastructure Statement is required to demonstrate how a step-wise approach has been considered in maintaining and enhancing biodiversity for the proposals. The statement should be proportionate to the scale and nature of the proposed development. Only a short description is required more minor developments such as householder applications. Figure 1 below sets out the summary of the stepwise approach as set out in the Chapter 6 of PPW.



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Summary of the Step-Wise Approach

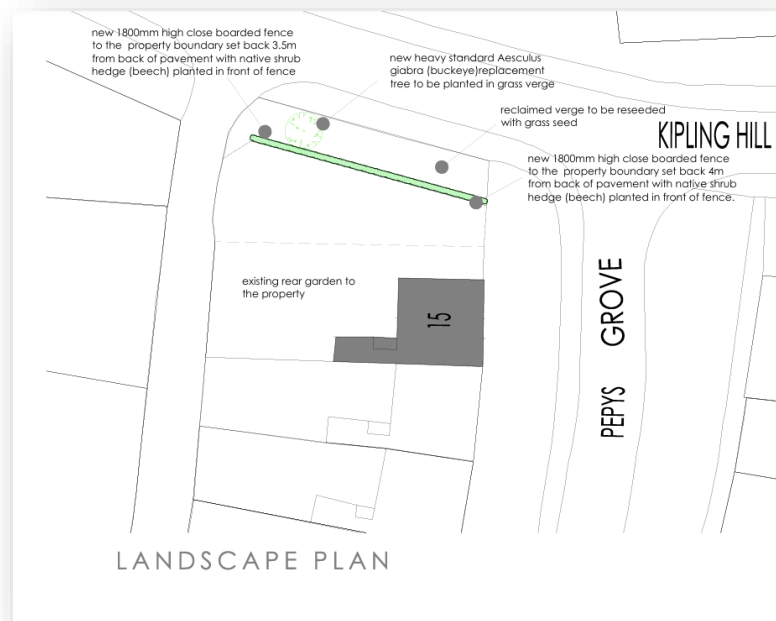




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Biodiversity Enhancement

As regards to biodiversity measures, the proposal will seek to deliver biodiversity enhancements illustrated below.





Conclusion

The revised proposal has been comprehensively designed to overcome all concerns previously identified by the Council and the Inspector. The fence has been relocated further from the highway, resulting in a substantial improvement to visibility at the junction and ensuring that the development no longer presents a risk to highway or pedestrian safety. In addition, the introduction of a high-quality soft-landscaping scheme reinstates the verdant character of the verge, softens the boundary treatment and maintains the sense of openness that defines the surrounding streetscape.

These amendments fundamentally alter the impact of the development when compared to the earlier scheme. The proposal now accords with the objectives of Policies GP2, GP4 and GP6 of the Newport Local Development Plan by safeguarding visual amenity, ensuring highway safety, and delivering a boundary treatment that is attractive, well-integrated, and sensitive to local character.

For these reasons, the revised application represents an appropriate, considered and policy compliant form of development, and planning permission is respectfully sought.