

Delegated Decision Report

Application No:	25/0861	Statutory Period Expires:	11th December 2025
Site:	11 Pentre Tai Road Rhiwderin Newport NP10 8RL		
Proposal:	PROPOSED EXTENSION AND ALTERATION OF EXISTING SINGLE-STOREY DWELLING (BUNGALOW) TO FORM A 2-STOREY DWELLING, INCLUDING PARTIAL DEMOLITION AND ASSOCIATED LANDSCAPING WORKS		
Applicant:	J Akeman		
Type:	Full	Ward:	Graig
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

- 1.1 The proposal is a resubmission of a previously refused scheme for the erection of a two storey detached dwelling. The previous scheme was refused for 2no. reasons relating to impact upon the character and appearance of the area, and residential amenity.

2. SITE LOCATION AND CONTEXT

- 2.1 The site lies within the village of Rhiwderin which is enveloped by open fields. The site lies to the west of Pentre Tai Road and north of an existing derelict church. The neighbouring site of the former church has received planning consent for the erection of a new dwelling under reference 24/0062.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The proposal includes the widening of the driveway, laying of paviers, demolition of existing dwelling and erection of two storey detached dwelling with integrated garage. The elevations are proposed to be finished in slate roof, putty colour render, natural penant stone, black uPVC rainwater goods and anthracite uPVC fenestration.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
24/0509	DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF TWO STOREY DWELLING WITH A HIPPED ROOF AND DOUBLE GARAGE OUTBUILDING	Refused	19.12.2024

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

- SP4 – Water Resources
- GP2 – General Amenity
- GP4 - Highways and Accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- T4 – Parking
- W3 – Provision for Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Sustainable Travel
- Wildlife and Development
- New Dwellings
- Waste Storage and Collection
- Parking Standards
- Trees, Woodland, Hedgerows and Development Sites

6. CONSULTATION RESPONSES

- 6.1 SAB: Having reviewed the submitted information, a SAB application may not be required but if there are any external works exceeding 100square metres then we would encourage the applicant to visit the SAB website for further information, or contact the SAB team sab@newport.gov.uk for further discussions.
- 6.2 Ecology Officer: No response.
- 6.3 Landscape Architect: No objections in principle however, no landscape proposals have been submitted.

Therefore, the following information should be conditioned and submitted for approval:

- An appropriate landscape/planting plan with details to include:
 - o Species
 - o Specification
 - o Size
 - o Spacing
 - o Position
- A hard landscape/materials plan with details to include:
 - o Surfacing
 - o Edging
 - o Boundary treatment
 - o Enclosures
 - o Walls

Sustainable materials and supplementary planting for landscape character and biodiversity benefits would be favourable. It is recommended that a suitably qualified landscape professional is commissioned to undertake the above requirements

- 6.4 Drainage: No response.
- 6.5 Environmental Health Officer: No response.
- 6.6 Highways Officer:

28/11/2025

I have commented on the letter below using the same headings for ease of reference.

Orientation of the driveway

Firstly the swept path assessments should be based on the current plans. Apologies if we have the wrong plan but they do not accord with PL04B which we believe to be the current proposals. The GA shows a landscaping area which reduces the overall depth behind the spaces. This depth should be a minimum of a 6m wide aisle based on MfS guidance, however we would suggest more is warranted where there is no clear aisle and space is

constrained by walls etc. Whilst the assessments show that the manoeuvre is possible (albeit that residents could have a bigger car and the one used appears to hit the wall) it would clearly be difficult (more so than indicated) and we simply do not accept that this represents the driver behaviour we are likely to see.

The width of the access is based on the manoeuvre in and that means it accommodates making the same manoeuvre in the reverse direction. Whilst we would hope they would reverse in this is statistically unlikely and they are most likely to reverse out to their left. Either way the angle of approach is demonstrated by the swept path in. For clarity we are looking at the left in manoeuvre into the space closest to the highway.

As previously stated we are looking for approach angles close to 90degrees. This can be achieved by any means, but is necessary for drivers to be able to comfortably and reliably make the observations they should. We do not consider that the parking bay must be perpendicular to highway just the exiting car. Where this is dictated by the layout arrangements similar to the proposal would be accepted.

We do not rely on MfS to dictate every detail. Clearly the documents (MfS 1 and 2) have a limited scope. The principle was accepted in highway design before MfS was ever written.

Our comments are tempered with how drivers behaviour not just what is just about possible. Where they perceive it is easier to reverse into the highway (because there's more space) they will.

Reference to "extensive" parking areas

As set out above there is no meaningful manoeuvring space or any requirement to provide any. It is all likely to be used for parking.

Pedestrian safety and pedestrian visibility

We do not appear to have an updated plan showing the pedestrian visibility splays but accept they can be achieved with appropriate planting. A landscaping condition and a visibility condition would be appropriate

The existing lawful situation

As set out above we do not expect any change in terms of reversing and therefore do not accept that there is a material improvement or that the fallback position provides any support for the proposals. We would reiterate that the proposal is less safe in practice.

Comparisons with other local garages

The adjacent garages all appear to present vehicles at an acceptable angle. There are other properties nearby with access arrangements that would raise objections for various reasons but they do not set any precedent

Traffic volumes

We consider the comments represent a balanced assessment. We are not asking for any difficult or expensive amendments, just keep it simple. If the road was a classified one we would ask for the turning area, but we do not consider it is essential or adequate in this case.

Footway crossing

These comments were advice continued from the pre-app. They are governed by separate legislation and were not presented as grounds for refusal so this just appears to be a misunderstanding. The only relevant point would be that it should not be any wider than needed and the developer would need to action it if the development is approved.

Conclusion

We would conclude that the proposals are not policy compliant and would operate less safely than the existing situation.

07/11/2025

Highway recommendation: Objection on policy and highway safety grounds.

Highway Comments: As previously advised, the proposed drive arrangement could not be supported by highways. Whilst it provides the requisite number of spaces the orientation of the drive would result in vehicles approaching highway at unacceptable angles. Parking should be perpendicular to highway or set back so that vehicles approach more or less perpendicular.

We note the agent's comments but would re-iterate that traffic volumes are not the critical factor and that pedestrian safety is a primary issue. Furthermore, the reference to other garages accessing highway directly does not address the issue.

Whilst some parking and the garage are perpendicular to highway the proposal has an extensive area that exceeds the requirements of the SPG (max 3 spaces) and does not direct drivers to approach highway at a safe angle. This could be addressed with additional soft landscaping.

In addition, the plan now shows the pedestrian visibility splay to the north provided at a height of 900mm This must be corrected to 600mm as it relates to size of a child.

We note that the drive has been relocated (and widened) to achieve the necessary pedestrian visibility splays and these are now correctly constructed. This would necessitate changes to the footway crossing prior to lawful use. These changes need separate highway approvals independent of planning. It appears that there are existing low kerbs, but these do not constitute a footway crossing. The applicant should discuss this with the street works department who are best placed to advise. Kerb height is not the only consideration. Load capacity and other matters will also be considered by Street Works.

Electric vehicle charging and cycle storage would be requested by way of condition.

In conclusion, the design has not changed from the pre-app and results in objections on safety and parking policy grounds

6.7 Tree Officer: No response.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on the 21.10.2025.

7.1 NEIGHBOURS: No objections received.

8. ASSESSMENT

8.1 Principle of Development:

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

8.2 Impact on Amenity

8.2.1 The neighbouring property of 9 Pentre Tai Road recently received planning permission for the redevelopment of the site for the erection of 1no. detached dwelling. The planning consent at 9 Pentre Tai Road is a material consideration in the assessment of the amenity of future occupiers of the application site and neighbouring properties.

8.2.2 The current use of the land is for a C3 residential dwelling, therefore, the proposals impact with regard to noise, disturbance, air quality and proposed use of the land is considered to not result in any adverse impacts on the amenity of neighbouring properties.

8.2.3 The proposed dwelling measures 13.1m (w) x 14.3m (d) x 7.85m (h).

8.2.4 The proposed dwelling is set off the common boundary with neighbouring properties either side by approximately 1.2m and 1.3m. The proposed separation would represent as a betterment when compared to the existing single storey leave to which sits hard against the common boundary with 9 Pentre Tai Road.

- 8.2.5 The separation distance to the common boundary has adequately addressed the previous concerns regarding overbearing with 9 Pentre Tai Road. The first floor side elevation windows would serve bathrooms to ensure they are, and remain obscure glazed, a condition is attached in the interests of residential amenity. Regarding the ground floor side elevation windows, these would not lead to overlooking subject to a form of closed boundary treatment being erected. As such, a condition is attached for the submission of boundary treatment details.
- 8.2.6 Due to the site's orientation on an east-west axis, the majority of the shadow in the mornings and early evenings fall to the rear amenity space and frontage of the application site. Therefore, it is considered that the neighbouring properties would not be impacted by the increased amount of shadowing from the property due to its orientation.
- 8.2.7 When taking a measurement of 45 degrees from the closest first floor rear bedroom window of 13 Pentre Tai Road, and the first floor rear bedroom window of the consented dwelling at 9 Pentre Tai Road, the proposed dwelling would not breach the 45 degree line.
- 8.2.8 The consented dwelling at 9 Pentre Tai Road and the existing dwelling 13 Pentre Tai Road do not have any protected side elevation windows adjacent the common boundary with the application site, therefore, the 25 degree test does not apply in this circumstance.
- 8.2.9 It is considered that the neighbouring dwellings would continue to be served by adequate levels of daylight and sunlight.
- 8.2.10 The New Dwellings Supplementary Planning Guidance document sets out that new detached dwellings should be provided with 1sqm for every square metre of the proposed units footprint. Assessment of the proposed block plan shows the proposed dwelling has a footprint of 157sqm. The remaining private amenity space measures 195sqm, therefore it is considered that the site would be served by sufficient private amenity space for the needs of future occupants.

8.3 **Impact on Highways and Parking**

- 8.3.1 The application site remains to be accessed from the existing highway of Pentre Tai Road, with the vehicle access point remaining the same position as the existing albeit with an increased width. It is noted that the Highways Officer seeks to ensure that visibility splays are provided for vehicles leaving the site and pedestrian safety. However, a material consideration is the visibility splays afforded to the property currently; therefore, an assessment is required to confirm if the proposed access would have an adverse impact on the existing visibility splay.
- 8.3.2 The increased access width provides a betterment in terms of visibility splays. The concerns raised by the Highways Officer regarding the planting in the north east are noted, however the site does currently benefit from unrestricted permitted development rights regarding means of enclosure. Therefore, a means of enclosure up to a maximum height of 1m adjacent to a highway could be erected without planning permission.
- 8.3.3 This fallback position represents as a material consideration in the acceptability of the proposed planting, annotated to be a maximum height of 0.9m – less than that allowed under permitted development.
- 8.3.4 The requested condition for electric vehicle charging is also noted, however there is currently no policy backing through Future Wales or Planning Policy Wales (Ed.12) to secure this on residential scheme. As such, it is considered that attaching a condition for electric vehicle charging would not meet the six tests for the attachment of conditions.
- 8.3.5 The proposed garage space could adequately provide suitable secure cycle storage, with car parking for 3no. vehicles possible on the proposed driveway area.
- 8.3.6 The proposed development would also require works to the pavement to extend the length of the dropped kerb. These works are required to be carried out the Local Authorities Street Works team to ensure compliance with relevant standards.

8.3.7 Turning to off street parking, the site is located within Parking Zone 4; a detached dwelling in Parking Zone 4 has a desired parking standard of 3no. off street parking spaces. The proposed layout drawing shows these spaces are located within the garage and on the driveway. The proposal is considered to be served by sufficient levels of off street parking.

8.4 **Impact on Biodiversity and Hedgerows**

8.4.1 No response have been provided by the Ecology Officer. The proposal is supported by a bat survey which confirms that no droppings or evidence of bats and no roosts were identified.

8.4.2 Planning Policy Wales (Ed. 12) sets out that *planning authorities must follow the step-wise approach to maintain and enhance biodiversity, build resilient ecological networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimised, mitigated and as a last resort compensated for.*

8.4.3 This guidance sets out the requirement for a Green Infrastructure statement to demonstrate that the step-wise approach has been followed and the scheme of mitigation and enhancement having informed by the step-wise approach. A Green Infrastructure statement is included with the submission. The Green Infrastructure Statement sets out that biodiversity measures in the form of bird boxes are to be installed along with grass seeding and wildflowers. It is considered these measures are proportionate to the scheme proposed. In light of the above, it is considered that the loss of hedgerow is suitable mitigated for. Therefore, the proposal is considered to be in accordance with Policy GP5 and the requirements of Planning Policy Wales (Ed.12).

8.5 **Impact on the Character and Appearance**

8.5.1 Pentre Tai Road is characterised by dwellings facing the highway which contrasts against the garages to the east associated with the properties on Tredegar Street. The dwellings along Pentre Tai Road have an established building line which this proposal seeks alignment with. It is noted that the garage projects beyond this line, however it is considered this would not result in any significant adverse impact on the wider character of the area.

8.5.2 The proposed dwelling would be sited between the existing two storey dwelling of 13 Pentre Tai Road and the proposed two storey dwelling at 9 Pentre Tai Road. The proposed dwelling at 9 Pentre Tai Road has a ridge height approximately 0.5m lower than the application site. The ridge height of 13 Pentre Tai Road is approximately 0.9m higher than the proposed dwelling. It is considered that tiered ridge heights between dwellings follows the gently incline along the length of Pentre Tai Road and would therefore not harm the overall character and appearance of the area and would integrate with the neighbouring development.

8.5.3 The overall design has visual interest with cill and header heights aligning where relevant. The feature central window breaks the overall bulk and massing which is further aided by the stone detailing to the front gable.

8.5.4 The height of the main roof extends from the height of the gable which increases the bulk and massing. However, when viewed in the context of neighbouring existing properties and those recently approved, it is considered that the height of the roof form would not be overbearing or out of character with the area.

8.5.5 Glimpsed views of the side elevations would be possible from public vantage points and would be finished in putty coloured render. It is considered that the uniformity of the side elevation colour is acceptable given that the structures themselves provide some visual interest thereby overcoming concerns of bulkiness.

8.5.6 To the rear, header and cill heights are consistent across the elevation in a horizontal and vertical emphasis which is welcomed and provides balance to the elevation.

8.5.7 Taking into account the design changes, it is considered that the proposal would integrate into the wider character and appearance of the area in accordance with Policy GP6.

8.5.8 Given the scale and massing proposed of the new dwelling, it is considered appropriate to ensure further development is assessed by the Local Planning Authority to ensure no impacts upon the character of the area and residential amenity. As such, a condition is attached to the decision limiting permitted development rights relating to Part 1, Classes A – G.

8.6 **Waste**

8.6.1 A waste and recycling storage area is located forward of the principal elevation accessed from the footpath leading to the rear of the property. An area of landscaping is located to the east side of the storage area which will provide some screening of the structure. Elevation details of the waste and recycling structure shall be secured by way of condition to ensure integration with the overall appearance of the area. Subject to condition, the proposal accords with Policy W3.

8.7 **Drainage**

8.7.1 The consultation from the SAB Officer notes that a SAB application may/may not be required dependent on the scale of the works. The applicant is advised via an informative note to contact the Sustainable Drainage team to provide confirmation if SAB approval is required.

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 development is considered to have sufficiently addressed the previous reasons for refusal and is hereby approved.

11. DECISION

GRANTED WITH CONDITIONS:

01 The development shall be implemented in accordance with the following plans and documents:

- Proposed Ground Floor Plan – Overlay with Existing (Drawing ref: PL 09 Rev B)
- Existing and Proposed Street Scene Elevation (Drawing ref: PL 08 Rev B)
- Proposed Elevations (Drawing ref: PL 07 Rev B)
- Proposed First Floor Plan (Drawing ref: PL 06 Rev A)
- Proposed Ground Floor Plan (Drawing ref: PL 05 Rev B)
- Proposed Site Plan (Drawing ref: PL 04 Rev B)
- Existing Elevations (Drawing ref: PL 03 Rev A)
- Existing Floor and Roof Plan (Drawing ref: PL 02 Rev A)
- Existing Site Plan (Drawing ref: PL 01 Rev A)
- Site Location & Block Plan (Drawing ref: LP 01)
- Green Infrastructure Statement & Biodiversity Enhancement Scheme (Received: 13/10/2025)
- Swept Path Analysis Estate Car (Drawing ref: 25-756-TR01)
- Bat Inspection Survey – October 2025 by BE Ecological Ltd (Received: 13/10/2025)

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 The first floor side elevation windows serving the bathroom and ensuite shall be obscure glazed to Level 5 and retained for the duration of the use.

REASON: In the interests of privacy in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

03 Prior to the erection of any boundary treatment, details in the form of elevation plan and materials shall be submitted to and agreed in writing by the Local Planning Authority. Development shall commence in accordance with the agreed details.

REASON: In the interests of residential amenity in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2011).

04 Prior to the siting of the waste and recycling storage area, elevation details shall be submitted to and agreed in writing by the Local Planning. The use shall commence in accordance with the agreed details and retained for the duration of the use.

REASON: To ensure suitable waste and recycling storage is provided in accordance with Policy W3 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

05 The hardstanding forward of the principal elevation shall be formed of permeable pavements and retained as such for the duration of the use.

REASON: In the interests of sustainable drainage and reduction of surface water run-off onto the highway in accordance with Policies SP4 and GP4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

06 The biodiversity enhancements as detailed in Section 9.0 of the Bat Survey shall be installed prior to completion of the works hereby permitted and retained for the duration of the use.

REASON: To provide a biodiversity enhancement in accordance with the aims of Planning Policy Wales (Ed.12) and Policy GP5 of the Newport Local Development Plan 2011 – 2025 (Adopted January 2015).

07 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order revoking or re-enacting that Order), Schedule 2, Part 1, no development within Classes A, B, C, D, or E shall be carried out without the prior written permission of the Local Planning Authority.

Reason: To ensure that a satisfactory form of development takes place and to protect the amenities of occupiers of adjoining properties.

08 The soft landscaping as shown on the approved drawings shall be implemented prior to the first beneficial use of the development and retained as such for the duration of the use.
REASON: To ensure integration with the wider character and appearance of the area in accordance with Policy GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

09 The development shall be completed in accordance with the material finishes as detailed within approved drawing Proposed Elevations (Drawing ref: PL07 Rev B) and maintained as such in perpetuity.

REASON: In the interests of visual amenity in accordance with Policies GP2 and GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP4, GP2, GP4, GP5, GP6, T4 and W3 were relevant to the determination of this application.

02 The applicant should contact the Highway Networks Section on 01633 656656 to arrange for the provision of a dropped kerb.

03 Caution should be exercised due to the possibility of encountering bat roosts unexpectedly during development work. In the event that a bat roost is found, work on the structure should cease immediately whilst advice is sought from the Countryside Council for Wales on 02920 772400.

04 The applicant should contact the Sustainable Drainage Approving Body at sab@newport.gov.uk for clarification if the scheme would be subject to a SAB application.

05 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.