

Delegated Decision Report

Application No:	25/0917	Statutory Period Expires:	27th March 2026
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Site:	<i>Darew Lodge Road Caerleon Newport South Wales</i>		
Proposal:	<i>WIDENING OF EXISTING ACCESS AND PROVISION OF ADDITIONAL PARKING SPACE TO FRONTAGE</i>		
Applicant:	<i>S Coleman</i>		
Type:	Full	Ward:	Caerleon
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 Darew is a two-storey semi-detached dwelling located on Lodge Road (R301) in the Caerleon ward. Due to the topography of Lodge Road, the land slopes from the south to the north, meaning that the front garden is sloped down towards the highway. The front garden currently comprises a landscaped lawn above the retaining wall with some moderate shrubbery and 2no off road tandem parking spaces. Directly in front of the front garden, on the pavement, are 3no bollards above a block paved parcel of land. The same arrangement can be found at the adjoining dwelling (Seaton Villa) and the pair of semi-detached properties to the east of Darew.

3. DESCRIPTION OF DEVELOPMENT

3.1 It is proposed to widen the vehicular access from Lodge Road and excavate a section of the raised front lawn to provide an additional off-road parking space. The widened access would measure 3.9m in width (an increase of 1.1m). To accommodate the widened access, the existing stone wall would be removed and a face brickwork wall with edge coping would be erected. The brickwork wall would measure between 850mm and 900mm in height adjacent to the highway. The wall would then curve around into the driveway for a return of 3.3m, and would follow the ground level, increasing in height toward the dwelling. Engineering works are also proposed to remove a section of the raised front garden. A 5.5m x 5.2m section of the raised front garden would be removed. The ground beneath the former lawn would be concrete block pavers to accommodate the off-road parking space. As the driveway slopes toward the highway, an 100mm width ACO drainage channel with an SS grille would be installed where the driveway abuts the highway. The drain would connect to a 4m x 1m x 600mm depth soakaway, 900m below the surface level of the driveway.

3.2 To accommodate pedestrian access from the driveway to the dwelling, a set of curved paved steps with a handrail are proposed from the additional driveway space to the existing paved terrace to the front of the dwelling.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
21/0300	ERECTION OF SINGLE STOREY REAR EXTENSION	GRANTED WITH CONDITIONS	10.06.2021
25/0275	NMA APPLICATION TO VARY CONDITION 1 (APPROVED PLANS) OF 21/0300 ERECTION OF SINGLE STOREY REAR EXTENSION. AMENDMENTS INCLUDE REVISED SITING OF EXTENSION	APPROVED & CONDITIONS	15.05.2025

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 states that development will not be permitted where it has a significant adverse effect on local amenity in terms of noise, disturbance, overbearing, light, odours and air quality. Development will not be permitted which is detrimental to the visual amenity. Proposals should seek to design out crime and anti-social behaviour, promote inclusion and provide adequate amenity for future occupiers.

Policy GP4 – Highways and Accessibility states that Development proposals should: i) provide appropriate access for pedestrians, cyclists and public transport in accordance with national guidance; ii) be accessible by a choice of means of transport; iii) be designed to avoid or reduce transport severance, noise and air pollution; iv) make adequate provision for car parking and cycle storage; v) provide suitable and safe access arrangements; vi) design and build new roads within private development in accordance with the highway authority's design guide and relevant national guidance; vii) ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.

Policy GP5 – Natural Environment states that proposals should be designed to protect and encourage biodiversity and ecological connectivity and ensure there are no negative impacts on protected habitats. Proposals should not result in an unacceptable impact of water quality or the loss or reduction in quality of agricultural land (Grades 1, 2 and 3A). There should be no unacceptable impact on landscape quality and proposals should enhance the site and wider context including green infrastructure and biodiversity.

Policy GP6 – Quality of Design states that good quality design will be sought in all forms of development. In considering proposals, a number of factors are listed which should be considered to ensure a good quality scheme is developed. These include consideration of the context of the site; access, permeability and layout; preservation and enhancement; scale and form of the development; materials and detailing; and sustainability

5.4 THE HOUSE EXTENSIONS AND DOMESTIC OUTBUILDINGS SUPPLEMENTARY PLANNING GUIDANCE

6. CONSULTATION RESPONSES

6.1 HIGHWAYS OFFICER

No objection in principle, but design raises safety issues.

Highways would support the widening of the drive however it should create two spaces perpendicular to highway. Vehicles should approach highway at right angles to allow proper observation and ensure safety of all road users. Given the space available there are a number of ways this can be achieved but the current proposal doesn't comply.

The access is narrower than usually expected, but adequate and constrained by highway bollards so does not raise any objection.

It is not clear what height is proposed for the wall but to provide pedestrian visibility splays it should not exceed 600mm adjacent to the access.

- 6.2 CAERLEON CIVIC SOCIETY
No response received to date.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 07.11.2026.

- 7.1 NEIGHBOURS: 3no neighbours were consulted. No representation received to date.

8. ASSESSMENT

8.1 Visual Amenity/ Character and Appearance;

The House Extensions and Domestic Outbuildings Supplementary Planning Guidance (Adopted January 2020) states that '*The council favours off-street parking, but schemes that sacrifice entire gardens in order to provide parking spaces will not receive planning permission*'. To accommodate the access/parking area, the existing access would be widened by 1.1m and a moderate section of the raised grassed area in the front garden would be removed. The front garden is currently a grassed area with some moderate shrubbery. The grass would be replaced by concrete block pavements to accommodate the driveway and turning area. Details in respect of the finish of the hard surfaced area have been provided and are considered acceptable. Although part of the grassed area/front wall would be removed to accommodate the development a large portion of the front wall and a moderate area of grass would remain. Given the above, the proposed driveway is acceptable on the terms that the applicant is not removing the front garden entirely and consequently the verdant character and appearance of street frontages will be retained.

- 8.2 When assessing the context of the site and neighbouring properties along this stretch of Lodge Road, properties are typically characterised by having verdant front gardens although varied boundary treatments and access widths can be observed. Overall, this contributes to a pleasant amenity. As forementioned, the development would remove a moderate section of the grassed area and some low-level shrubbery however the garden would retain some shrubbery along the shared boundary with Seaton Villa and topsoil for planting along the front boundary. Given that some planting/green infrastructure is to remain on site, it is considered that the driveway would not appear incongruous along this stretch of Lodge Road.

- 8.3 Curved steps are also proposed from the driveway to the existing paved terrace. The steps would be facing brick with coping along the edge to match the design of the new front boundary wall. The design and appearance of the steps are considered acceptable and would not appear incongruous in this location.

8.4 Residential Amenity:

Given the nature and scale of the proposed development, it is not likely that there would be a significant impact on neighbouring occupiers as a result of the development. While the scheme includes the addition of steps within the front garden, these would link to the existing paved terrace. As such, the works are not expected to create any unacceptable overlooking or give rise to harmful views toward neighbouring properties in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

8.5 Highways Safety:

As Lodge Road (R301) is a classified highway, the Council's Highways Officer was consulted on the proposal. The Highways Officer does not object in principle but has identified concerns relating to approach angles and pedestrian visibility splays. It is recognised that a perpendicular approach to the highway is generally required to ensure adequate visibility and the safe operation of the access. However, in this instance, the site is unusually constrained by existing highway bollards, which restrict both the achievable width of the access and the range of possible approach angles. The Highways Officer has indicated that compliance could potentially be achieved through an alternative access arrangement. Nevertheless, such an amendment would necessitate further encroachment into the existing landscaping, resulting in the loss of additional green infrastructure and for

the reasons set out above, this loss would be harmful to the visual amenity of the street scene and is therefore not considered desirable. Regarding the boundary treatment, the Highways Officer has noted that walls fronting the highway should not exceed 600 mm in height. In this case, the existing wall already exceeds that threshold (measuring 850–900 mm), and the proposed wall would replicate this height. As such, the proposal would not materially worsen the existing situation. Pedestrian visibility is adequate by reason of topography as cars egressing from the driveway are visible above the existing and retained boundary treatment and along this stretch of Lodge Road that includes many driveways, pedestrians will be aware of the need to be cautious of egressing domestic vehicles. Furthermore, the pavement in this location is particular wide as is the highway itself so vehicular traffic will have long and clear view of emerging vehicles. Risks to highway safety are considered limited. Taking these considerations into account, while it is accepted that the approach angle and visibility splays could be improved, seeking further revised details is not considered necessary and on balance, given the existing physical constraints of the site and the limited degree of harm identified, the proposal is acceptable.

8.6 **Biodiversity:**

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. PPW 12 requires development to provide a net-benefit for biodiversity informed by a Green Infrastructure Statement that uses the DECCA principles and step-wise approach as detailed within Chapter 6. The application proposes the removal of green infrastructure and therefore any application for planning consent should be accompanied by scheme for biodiversity enhancement informed by a Green Infrastructure Statement. No Green Infrastructure Statement or biodiversity enhancement measures have been submitted as part of this application however given the scale of development there is no reason why this could not be achieved through a suitably worded planning condition. As such the proposal is compliant with the aims of Policy GP5 of the NLDP 2011-2026.

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 would not result in a harmful impact on visual amenity, residential amenity, highway safety nor landscaping and accords with the forementioned policies.

11. DECISION

GRANTED WITH CONDITIONS

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

- Site Location Plan
- Proposed Layout Plan
- Proposed Section A-A
- Proposed Site Plan
- Elevations of new garden steps
- Proposed Section a a and Front Wall Elevation rev A

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 Prior to the commencement of development, a biodiversity enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved. The location and details of these must be shown on relevant plans.

Reason: In the interest of protected species, in accordance with Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan, Proposed Layout Plan, Proposed Section A-A, Proposed Site Plan, Elevations of new garden steps, Proposed Section a a and Front Wall Elevation rev A, Existing Layout Plan, Existing Section a a and Front Wall Elevation rev A, Existing Site Plan, Existing Section A-A.

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