

Delegated Decision Report

Application No:	26/0601	Statutory Period Expires:	5th October 2026
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Site:	28 Denbigh Road Newport NP19 7JX		
Proposal:	INSTALLATION OF AN ELECTRIC VEHICLE CHARGING POINT		
Applicant:	G O'Keeffe		
Type:	Full	Ward:	St Julians
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 28 Denbigh Road is a two-storey terraced dwelling in the St Julians Ward. The wider street scene is characterised by groups of terraced dwellings, predominantly without off-street parking. Most parking is on street, where there are no parking restrictions.

3. DESCRIPTION OF DEVELOPMENT

3.1 This application seeks consent for the installation of an electric vehicle (EV) charge point. The unit would be located to the right of the front door.

3.2 The proposed charger is a MyEnergy Zappi Eco-Smart, measuring 439mm in height, 282mm in width, and 122mm in depth. It would be reliant upon a cross-pavement cable gulley. The pavement is not part of the application site and any works in the pavement are not part of this application.

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 SP1 (Sustainable Development)

Policy GP1 (Climate Change)

Policy GP2 (General Amenities)

6. CONSULTATION RESPONSES

6.1 Highways: No objections subject to conditions.

The application does not specify the channel to be used, but assuming this is the approved variant for Newport's trials this would be acceptable. The applicant should note that any work in the highway must be licenced by Highways. This is separate and independent of planning consent.

The usual conditions to address removal of cables when not in use should be applied.

The applicant should also note that the charger does not preclude anybody else parking here and can only be used when the kerb space is available.

6.2 Environmental Protection: No objections

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 11th August 2026. No responses received to date.

8. ASSESSMENT

8.1 The application site comprises of an existing residential dwelling within the defined urban boundary, where there is a presumption in favour of development and the efficient use of land is encouraged. Policy GP1 of the NLDP emphasises the importance of development which incorporates appropriate renewable, low or zero carbon energy sources as part of meeting UK targets to tackle climate change, and therefore there is no objection in principle to proposals which seek to implement such measures.

8.2 The Electric Vehicle Charger would be located on the principal elevation of the property. It would be appropriately scaled and positioned relative to the size of the dwelling. The scale of the charger unit would be sympathetic and a reasonable scale to its surrounding environment. The proposed charger unit would be visible from the main highway but would not be visually intrusive. As a result, the proposal is considered to accord with policies GP2 and GP6.

8.3 The proposal will be reliant upon the KerboCharge scheme that includes a cross pavement gully system that allows residents without off street parking to safely charge EVs at home. Providing that the proposed cable gully is the approved variant from NCC's trials of Kerbo Charge, this would mitigate potential safety issues and trip hazards. In any case, works in the pavement must be separately consented. The EV charger installation accords with Policy GP4.

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 electric vehicle charger is acceptable in terms of amenity and public safety and therefore accords with the relevant policies of the NLDP.

11. **DECISION
GRANTED WITH CONDITIONS**

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

Revised site plan
Revised Charger location
Myenergi-Zappi-V2.1 – G – Data sheet

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Revised site plan, Revised Charger location, Myenergi-Zappi-V2.1 – G – Data sheet

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, GP1 (Climate Change), GP2 (General Amenity), GP4 (Highways and Accessibility), and GP6 (Quality of Design) 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 The applicant should note that any works in the highway must be licensed by Highways. This is separate and independent of planning consent.

05 The applicant should also note that installation of the electric vehicle charger does not preclude others parking here and can only be used when the kerb space is available.