

Delegated Decision Report

Application No:	26/0270	Statutory Period Expires:	5th June 2026
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Site:	<i>Land To Rear Of 25 Fort View Bassaleg Newport NP10 8PF</i>		
Proposal:	<i>CONSTRUCTION OF ONE BEDROOM BUNGALOW ON PARCEL OF LAND AT THE REAR OF 25 FORT VIEW, NEWPORT</i>		
Applicant:	<i>S Maidment</i>		
Type:	Full	Ward:	Graig
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The site is located within an existing residential comprised of semi-detached two storey properties. Fort View is a no-through road and terminates with an area of public open space. Access to the rear of the site can be gained from Highfield Road and crossing a public car park. The topography of the site declines from west to east, therefore the rear garden area is at a lower level than the ground floor of the host dwelling.

3. DESCRIPTION OF DEVELOPMENT

3.1 The proposal seeks to subdivide the existing curtilage and erect a L-shaped one bedroom bungalow in the south of the site with vehicle access onto the public car park area. The site plan includes a vehicle turning area, car parking space and rear garden.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
16/1237	CONSTRUCTION OF ONE RESIDENTIAL DWELLING	Refused	23.01.2017

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
- SP13 – Planning Contributions
- GP2 – General Amenity
- GP3 – Service Infrastructure
- GP4 – Highways and Accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- H2 – Housing Standards

- H4 – Affordable Housing
- H6 – Sub-division of Curtilages, Infill and Backland Development
- T4 – Parking
- W3 – Provision for Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Sustainable Travel
- Planning Obligations
- Affordable Housing
- New Dwellings
- Waste Storage and Collection
- Wildlife and Development
- Parking Standards

6. CONSULTATION RESPONSES

6.1 Ecology Officer: No response.

6.2 Landscape Architect: ADDITIONAL INFORMATION REQUIRED (Please re consult when received).

Comments:

The proposal is development of a one bed bungalow in the rear garden of an existing dwelling. This is not a sensitive landscape, but I would have concerns over the amenity aspects as there is little or no room for planting to the frontage and views will be onto the unattractive car park, in addition there maybe safety aspects to consider as the proposed building will be isolated and accessed through the car park with no natural surveillance or regular footfall etc.

The level of development proposed is squeezed into the space available. There appears to be only an OS base plan which can be insufficiently accurate and as levels are challenging I would advise a topographic survey is provided.

The layout and vehicle turning area allows little space at the site frontage for planting to soften the development, very small planting beds are proposed which are unlikely to support successful planting and the dwelling is shown at the boundary below with no room for maintenance access.

The application should provide an appropriate landscape scheme to meet GP5 General Development Principles – Natural Environment. The submitted 'Site Location and Site Plan' by Ammro is not appropriate. Given the lack of understanding for what is required, it is strongly advised this is undertaken by a professional landscape architect input showing any constraints to planting and detailing plant species, size, density and location, with an outline specification for ground preparation and planting.

There is no indication of how above ground SUDs to meet the Sustainable Drainage Regulations 2018 Standards 4 [Amenity] and 5 [Biodiversity] would be delivered.

A grass-crete surface is proposed for parking – a higher percentage of soil to structure using plastic modules usually achieves better results.

The rear garden 0.8m retaining wall and 1.8m timber fence on top will create a visually 'hemmed in' amenity.

I have a number of concerns but also advise that a suitable planting plan should be provided at this full application stage rather than being conditioned to ensure there is sufficient space.

The following details would be required:

- ♣ Soft Landscape/Planting Plan showing planting type, species, size, density
- ♣ Soft landscape maintenance and management plan for five years to cover new planting until established.

It is strongly advised that a suitably qualified landscape specialist/professional is used to satisfy the above.

- 6.3 Drainage Manager: No response.
- 6.4 Planning Contributions Manager: Planning contributions required.
- 6.5 Environmental Health Officer: Have reviewed the submitted application and I have no objections to the proposals. If permitted there are possibilities of dust/vibration/noise being generated by the development and this may attract statutory nuisance complaints from the nearby residents. This being the case I recommend the following condition should be attached to any permission granted to prevent these issues:

Construction Environmental Management Plan

No development shall take place until a site specific Demolition and Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Newport City Council Noise & Neighbourhood Team
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within permitted hours
- Mitigation measures as defined in BS 5228: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Measures to mitigate demolition dust and material causing a nuisance to local residents, for example sheeting of loads and wheel washing apparatus

Reason: To protect the amenities of occupiers of other premises in the vicinity.

- 6.6 Senior Scientific Officer:
I have no significant issues with the below planning application.

However, in terms of air quality, I would recommend the following planning conditions:

-Sustainable energy / heating systems: No development shall commence on site until a scheme of sustainable energy / heating systems has been submitted to the local planning authority (LPA). Considerations should include the quality of building insulation, suitability of air source / ground source heat pump or ultra-low emission boiler installation and PV panel fitting. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

Reason: To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2).

-Ultra-low emission vehicle infrastructure: No development shall commence on site until a scheme of ultra-low emission vehicle (ULEV) infrastructure within the parking provision has been submitted to the local planning authority (LPA). The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.

Reason: To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2).

-Access to active travel storage: No development shall commence on site until suitable cycle storage provision has been agreed with the local planning authority (LPA).

Reason: To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2).

In terms of contaminated land, I would recommend the following planning condition (as the application will involve some earthworks and laying of foundations):

-Unforeseen land contamination: Any unforeseen ground contamination encountered during development shall be notified to the Local Planning Authority (LPA) as soon as is practicable. Unless otherwise agreed in writing by the Local Planning Authority as unnecessary, an appropriate ground investigation and/or remediation strategy shall be submitted to and approved in writing by the LPA, and the approved strategy shall be implemented in full prior to further works on site. Following remediation and prior to the occupation of any building, a Completion/Verification Report, confirming the remediation has been carried out in accordance with the approved details, shall be submitted to and approved in writing by the LPA.

Reason: To ensure that any potential risks to human health or the wider environment which may arise as a result of potential land contamination are satisfactorily addressed.

- 6.7 SAB Officer: Having reviewed the information, a SAB application will likely be required due to the scale of the works. Further information can be found on the Council's website.
- 6.8 Waste Officer: No response.
- 6.9 Highways Officer: No objection subject to conditions.

Highway Comments

The access is taken from Highfield Rd via an existing parking area. This is within the red line and we have no information regarding access but it appears to be a shared space. There would be a negligible change in traffic using this area.

The drive is proposed to be grass-crete but as it is remote from adopted highway it raises no objections.

There is no information regarding cycle storage (shed) or electric vehicle charging so these should be secured by way of condition.

There is no detail of refuse management, but this could be addressed via condition.

Access is limited and via an existing cul de sac, therefore a construction management Plan condition is considered necessary to protect neighbours' amenity and safety.

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

Suggested Conditions:

Except for site clearance and remediation no development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

Prior to first occupation of the development hereby permitted a servicing and waste management strategy shall be submitted to, and approved in writing by, the Council as Local Planning Authority. For the avoidance of doubt the strategy shall set out design and operational proposals for servicing and the storage, transfer and collection of goods and waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.

Reason: To ensure that adequate on-site provision is made for servicing and waste management collection including allowance for the storage, transfer and collection of waste to reduce impact on residential amenity and the general amenity of surrounding occupiers.

A scheme for the provision of electric vehicle charging points 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.

6.10 Dwr Cymru/Welsh Water:

ASSET PROTECTION

After reviewing the submitted information we advise that the proposed development site is crossed by a 150mm public sewer with the approximate positions being marked on the attached Statutory Public Sewer Record. In accordance with the Water Industry Act 1991, Dwr Cymru Welsh Water requires access to its apparatus at all times in order to carry out maintenance and repairs.

However, having regard to the submitted drawings it is unclear whether there will be any development situated within the required protection zone of the public sewer measured 3m either side of the pipe's centrelines. In the first instance, it is recommended that the developer carry out a survey to ascertain the location and depth of this sewer and establish its relationship to the proposed development and an updated drawing is submitted showing the sewer crossing and the relationship with the proposed development. We kindly request the applicant contact our Plan and Protect team at developer.services@dwrcymru.com or 0800 917 2562 to discuss the proposed crossings further.

Therefore, for the reasons set out above, we offer a **HOLDING OBJECTION** and welcome further dialogue with the applicant.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on the 15th April 2026 and a Site Notice was put up on the 24th April 2026.

7.1 NEIGHBOURS: 4no. objections (summarised)

- Proposed access unsafe for existing users of car park
- Damage to existing buildings
- Inconsistent plans
- Excessively high density housing
- Car parking issues

7.2 Graig Community Council: No response.

8. ASSESSMENT

8.1 **Principle of Development:**

8.1.1 The application site is located within a settlement boundary, and therefore the principle of development is acceptable, however the schemes acceptability will rely upon all material planning considerations as assessed below.

8.2 **Impact upon Amenity**

8.2.1 The proposal seeks to subdivide the existing residential curtilage and create a new vehicular access onto a public carpark.

8.2.2 The proposed dwelling requires 1sqm for every square metre of the proposed dwellings footprint. In this case, the proposed dwelling has a footprint of 58sqm, and the proposed amenity space is 95sqm. Therefore, the proposed dwelling has a sufficient amount of amenity space.

- 8.2.3 The existing dwelling would retain approximately 143sqm of rear amenity space, therefore 25 Fort View would have a sufficient amount of private amenity space to serve the needs of existing and future occupants.
- 8.2.4 The streets of Fort View, Highfield Road, Penylan Road, Garth Close, Graig Close, Duffryn Close, Church Crescent and St Basils Crescent all have a regularly spaced semi-detached dwellings with generous rear gardens. The proposed subdivision of the curtilage does not integrate with the existing pattern of development which is further compounded by its irregular approach and access through a public car park. The siting of the proposed dwelling does not align to the rhythm of existing dwellings and would represent as an incongruous and contrived form of development. The L-shaped building also has no integration with the regularity of existing two storey semi-detached dwellings.
- 8.2.5 The separation distance between the existing and proposed dwelling is approximately 19m; this falls short of the required 21m as set out in the New Dwellings SPG. The proposal is supported by a section drawing showing the topography through the site between the existing and proposed dwelling. The finished floor level of the proposed dwelling would be sited 2m lower than the rear garden level of 25 Fort View.
- 8.2.6 Due to the proposed bungalows slab levels, it is considered that the dwelling would not result in an unacceptable level of overlooking toward the rear amenity space of 25 Fort View.
- 8.2.7 Notwithstanding the above, the red edge site location plan does not reflect the proportions of the proposed block plan. The red edge site location plan significantly reduces the available rear amenity space of 25 Fort View to 3.9m, however the proposed block plan shows an amenity space retained for 25 Fort View of approximately 11m. This is a considered disparity and therefore the planning application is not supported by consistent information.
- 8.2.8 The section drawing does show that without a 1.8m boundary treatment along the rear common boundary, there is potential for the first floor rear windows to overlook the private amenity space associated with the new dwelling. While this could be overcome by erection of a 1.8m high fence atop the proposed retaining wall, this would in turn create a boundary approximately 4m in height from the ground level of the proposed bungalow within 8m of the property. It is considered that this relationship would result in an overbearing form of development resulting in an adverse impact upon the amenity of any future occupier of the bungalow.
- 8.2.9 The siting of the proposed dwelling would not result in the loss of any daylight, sunlight or overshadowing of neighbouring properties.

8.3 **Service Infrastructure**

- 8.3.1 The developable area exceeds 100sqm and would therefore require separate approval for methods of sustainable drainage through the Flood and Water Management Act 2010. The proposed site location plan does not include details of the methods of sustainable drainage, however as the details of sustainable drainage are controlled by the Flood and Water Management Act 2010, no further details are required within the assessment of the planning application.
- 8.3.2 The consultation response from Dwr Cymru/Welsh Water sets out that the site is crossed by a sewer and that they raise objection to the scheme subject to further survey work to identify the specific location of the asset. The presence of the asset does not preclude the consideration of the scheme via planning legislation.

8.4 **Impact on Biodiversity**

- 8.4.1 Planning Policy Wales (Ed.12) sets out that proposed developments should be supported by a proportionate Green Infrastructure Statement using the DECCA framework following the step-wise approach. The application is not supported by a Green Infrastructure Statement which identifies the ecological baseline of the site and a scheme of proportionate biodiversity enhancement. The absence of the Green Infrastructure Statement forms a further reason for refusal.

8.5 Impact on Highways and Parking

- 8.5.1 The site is to be accessed from an existing public car park which links to Highfield Road. The Highways Officer raises no objection regarding the safe and efficient use of the access and link to the adopted highway, or the proposed onsite car parking provision.
- 8.5.2 Notwithstanding the Highways Officers view, the site location plan does not link to the adopted highway network; therefore, access is proposed to be gained via an unadopted piece of land outside of the applicants control therefore access to the public highway is not explicit and this raises significant concern as unfettered access to the site cannot be guaranteed for the duration of the use.
- 8.5.3 The proposed site layout includes the provision of 1no. car parking space to serve the one bedroom bungalow. The car parking space accords with the space size requirements and the tracking diagram shows that a car can enter and leave in a forward gear albeit within a physically constrained area. The Highways Officer has raised no concerns regarding the tracking information.
- 8.5.4 The driveway area is proposed to be surfaced with grasscrete; this would ensure no loose materials migrate into the public car park and softens the appearance of the hardstanding.
- 8.5.5 Details of bicycle storage can be secured by way of condition should all other matters be acceptable. The Highways Officer comments that a scheme of electric vehicle charging should be secured by way of condition. The installation of domestic vehicle charging for new dwellings is not a requirement of national or local planning policies; therefore to attach a condition securing this detail would not meet the six tests for the attachment of conditions.

8.6 Impact on the Character and Appearance

- 8.6.1 As set out above, the area is characterised by regularly spaced semi-detached two storey properties with generous gardens. The proposed L-shape bungalow does not accord with the existing pattern of development or dwelling design and thereby represents as a uncharacteristic form of development and does not contribute toward achieving the placemaking objectives within Future Wales – The National Plan 2040. The approach to the proposed dwelling also conflicts with the character of the area where dwellings are perpendicular to the highway set back at a regular distance. The scheme lacks integration with the character of the area resulting in a contrived appearance which is further compounded by the overall poor design and use of grasscrete for the driveway and turning area contrary to Policy GP6.
- 8.6.2 The proposed external finishes of facing brick with coloured render above and roof tiles integrates with the wider appearance of existing dwellings. However, the choice of materials does not outweigh the identified harm regarding the pattern of development and building form.

8.7 Waste and Recycling

- 8.7.1 The proposal does not include a dedicated area for the storage of waste and recycling. However, assessment of the proposed site plan confirms that there is sufficient space within the site to cater for the provision of a storage space. As such, should all other matters be acceptable, a scheme of waste and recycling storage could be secured by way of condition.

8.8 Other Matters

- 8.8.1 With regard to the third party comments received, the proposed access has received no objection from the Highways Officer relating to access safety or any adverse impact upon users of the existing car park as the amount of vehicle movements to and from the site would be negligible. No car parking issues were identified during a site visit and the proposal does not reduce the amount of car parking afforded to any other dwelling and the proposed dwelling has a suitable level of onsite car parking.
- 8.8.2 Concern has been raised regarding damage to existing buildings, this matter falls outside the considerations of a planning application; any contractor undertaking the works should

have appropriate insurances should third party land or building be damaged during construction.

8.8.3 To clarify, the scheme relates to 1no. dwelling as per the submitted drawings only.

8.8.4 The proposed siting of 1no. dwelling does not significantly altered the housing density to an unacceptable level.

8.9 Section 106 Planning Obligation matters

In 2010 the Community Infrastructure Levy Regulations (2010) came into effect. Reg 122 of these regulations sets out limitations on the use of planning obligations. It sets out three tests that planning obligations need to meet. It states that planning obligations may only constitute a reason for granting planning permission if the obligation is:

a) Necessary to make the development acceptable in planning terms; (the obligations of the Section 106 Agreement are necessary to ensure adequate education provision, secure affordable housing on site, provide sufficient open space and ensure its continued maintenance, monitor air quality, promote local employment benefits, secure appropriate long-term marketing of the retail/ commercial units and to improve accessibility for vehicles and pedestrians to/ from the development to ensure policy compliance.)

b) Directly related to the development; (the obligations of the Section 106 Agreement are directly related to the development.)

and

c) Fairly and reasonably related in scale and kind to the development (the obligations as set out in the Section 106 Agreement, both in terms of scale and kind of obligations being required, are fair and reasonable to ensure the aforementioned contributions for the development of this strategic site).

In accordance with Policy SP13 of the adopted Newport Local Development Plan 2011-2026 and the adopted Planning Obligations Supplementary Planning Guidance, development will be required to help deliver more sustainable communities by providing, or making contributions to, local and regional infrastructure in proportion to its scale and the sustainability of the location. In this case, section 106 planning obligations are required to mitigate the impact of the development in accordance with the table below.

Service Area that requires planning obligation	Purpose of planning obligation	Planning obligation initially sought by Planning Authority	Summary Heads of Terms agreed by applicant(s)	Viability Issues?
<i>Regeneration and Economic Development</i>	To provide a contribution toward off site affordable housing.	A commuted sum of £1,315 toward off site affordable housing.	Not agreed.	No.

8.9.1 The draft Section 106 terms have not been agreed by the agent and therefore the proposal does not secure the required planning contributions toward off site affordable housing, nor is the scheme supported by a viability appraisal to waive the requested commuted sum. Therefore, the proposal fails to address Policy SP13 and Policy H4 forming a further reason for refusal.

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 lacks integration with the existing pattern of development resulting in an adverse impact upon the wider setting of the residential area, fails to secure a contribution toward affordable housing, lack of Green Infrastructure Statement and an overbearing impact on any future occupiers of the proposed dwelling due to the height of the boundary treatment required to protect privacy.

11. DECISION

Refuse, for the following reason(s):

01 The development would have a significant adverse impact upon interests of acknowledged importance, namely it represents an unsustainable form of development which fails to be mitigated by contributions towards affordable housing. As such, the scheme is contrary to the Planning Obligations SPG dated January 2020 and policies SP1, SP13 and H4 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

02 The proposed development would result in a contrived and incongruous form of development in relation to the introduction of a poorly designed L-shaped residential dwelling, failure to respect the established pattern of development and character of the surrounding area by reason of its siting, layout and overall form, lacking integration with the street scene and wider context contrary to Policies GP2 and GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015) and the placemaking objectives within Future Wales – The National Plan 2040.

03 The cumulative height of the required boundary treatment on the rear common boundary would result in an overbearing appearance resulting in an adverse impact upon the amenity of any future occupant contrary to Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

04 Insufficient information has been submitted to demonstrate accordance with the Step-Wise Approach as set out within Planning Policy Wales (Ed.12) and thereby would not result in a biodiversity net gain contrary to the requirements of Policy GP5 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

05 Inconsistent information has been submitted relating to the red edge site location plan and proposed block plan curtailing the Local Planning Authorities assessment of the scheme in relation to residential amenity contrary to Policy GP2 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

06 Insufficient information has been submitted to demonstrate that the proposed development would benefit from a lawful and permanent means of access to the adopted highway network. The submitted Site Location Plan does not connect the application site to the adopted highway and indicates that access would be taken across an unadopted parcel of land outside the applicant's ownership and control. In the absence of evidence confirming any necessary legal rights to cross this land, the Local Planning Authority cannot be satisfied that unrestricted access to and from the site can be secured for the duration of the proposed use. The proposal therefore represents an uncertain and potentially undeliverable form of development and is contrary to Policy GP4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos:

- Long Cross Section (Drawing ref: 007)
- Vehicle Tracking Plan (Drawing ref: 006)
- Proposed Ground Floor Plan (Drawing ref: 005)
- Section Details (Drawing ref: 004)
- Proposed Site Elevations (Drawing ref: 003)
- Proposed Front & Rear Elevations (Drawing ref: 002)
- Site Location and Site Plan (Drawing ref: 001)

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP13, GP2, GP3, GP4, GP5, GP6, H4, H6, T4 and W3 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.