

Delegated Decision Report

Application No:	25/0513	Statutory Period Expires:	22nd August 2025
Site:	9 Uskvale Drive Caerleon Newport NP18 1NL		
Proposal:	S73 APPLICATION TO VARY CONDITIONS 01 (APPROVED PLANS) AND 02 (CAR PARKING DETAILS) OF PLANNING PERMISSION 16/0062 PROPOSED SINGLE STOREY REAR EXTENSION WITH ROOF TERRACE AND EXTERNAL ALTERATIONS TO FRONT AND SIDE ELEVATION INCLUDING CONVERSION OF GARAGE. AMENDMENTS INCLUDE CHANGES TO PARKING LAYOUT.		
Applicant:	I. Blackburn		
Type:	Renewals and Variation of Conditions	Ward:	Caerleon
Decision:	REFUSED		

1. BACKGROUND

1.1 Permission for a single storey rear extension, roof terrace, external alterations to the front and side elevations including a garage conversion was granted with conditions in 2016 under Permission 16/0062. That permission was non-materially varied under approval 19/0526.

1.2 It is sought to vary condition 1 (approved plans) and condition 2 (car parking details) to amend the car parking arrangement, together with the proposed surface materials and finishes.

1.3 Condition 1 states:

“The development shall be implemented in accordance with the following plans and documents: LD.04.04 Rev. A – Proposed Floor Plans; LD.04.05 Rev. A – Proposed Elevations.

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

1.4 Condition 2 states:

“Prior to the first occupation of the garage conversion hereby approved full details of the additional car parking space to be created within the front garden of the property shall be submitted to and approved in writing by the local planning authority. The car parking space shall then be laid out fully in accordance with the approved details prior to the first beneficial use of the converted garage and retained in that state thereafter. The details shall include full material specifications and site sections.

Reason: To ensure adequate car parking provision is retained and in the interests of the visual appearance of the street scene.”

2. SITE LOCATION AND CONTEXT

2.1 9 Uskvale Drive is a semi-detached bungalow style dwelling located within the Caerleon ward, Newport. The site is within the defined settlement boundary as identified in the Newport Local Development Plan 2011 – 2026 and as shown on the associated proposals map. The surrounding area is predominantly characterised by residential dwellings.

2.2 The property benefits from a generous front garden which provides 2no off road parking spaces. Externally, the property is partially finished in wooden cladding and partially in a smooth cream render with white UPVC windows.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application proposes to alter the existing driveway and front garden. This includes the

repositioning of the 2no. off road parking spaces so that they are side by side rather than in line spaces with a pervious paved turning area in the centre. Other amendments include the removal of a section of the front boundary wall and the installation of paviours along the western edge of the front garden to create a pedestrian walkway, leading to the front access of the property. The pathway would measure 850mm in width and 5.8m in depth. The remainder of the parking area would be finished in gravel chippings with a 250mm paved border, including a 1.5m deep block paved strip fronting the highway.

- 3.2 The front garden is gently sloped towards the dwelling. The proposed driveway is raised approximately 430mm above the ground level of the property. A low wall measuring 580mm in height and 8m in width is proposed approximately 970mm away from the front elevation of the dwelling.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
24/0620	PARTIAL DISCHARGE OF CONDITION 2 (CAR PARKING SPACES) OF 16/0062 PROPOSED SINGLE STOREY REAR EXTENSION WITH ROOF TERRACE AND EXTERNAL ALTERATIONS TO FRONT AND SIDE ELEVATION INCLUDING CONVERSION OF GARAGE	REFUSED	09.09.2024
19/0526	NON MATERIAL AMENDMENT TO PLANNING APPLICATION 16/0062 FOR PROPOSED SINGLE STOREY REAR EXTENSION WITH ROOF TERRACE AND EXTERNAL ALTERATIONS TO FRONT AND SIDE ELEVATION INCLUDING CONVERSION OF GARAGE DOOR FOR BAY WINDOW TO GARAGE CONVERSION, INCREASE IN SIZE OF REAR EXTENSION, INCREASED FRONT EXTENSION, ADDITIONAL WINDOWS IN SIDE ELEVATION AND ERECTION OF RAISED PLATFORM TO THE REAR	PART GRANTED/ PART REFUSED	11.07.2019
16/0062	PROPOSED SINGLE STOREY REAR EXTENSION WITH ROOF TERRACE AND EXTERNAL ALTERATIONS TO FRONT AND SIDE ELEVATION INCLUDING CONVERSION OF GARAGE	GRANTED WITH CONDITIONS	12.04.2016

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 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 Section 73 of the Town and Country Planning Act 1990

6. CONSULTATION RESPONSES

6.1 HIGHWAYS OFFICER

Objection: The proposed dropped crossing is excessively wide, which is not needed for the drive and is prejudicial to other road users with disabilities. The crossing (extent of dropped kerbs) should be a standard double drive.

It is proposed to use loose chippings to surface most of the drive. The surface must be bound permeable material to avoid transfer of deleterious material to highway. Grids do not prevent transfer, and the stone impacts drains and skid resistance.

Bound permeable material must be used for at least 5m from back of footway.

6.2 CAERLEON CIVIC SOCIETY: No response received to date.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 03/07/2025.

7.1 NEIGHBOURS: 9no neighbours were consulted. No representations have been received to date.

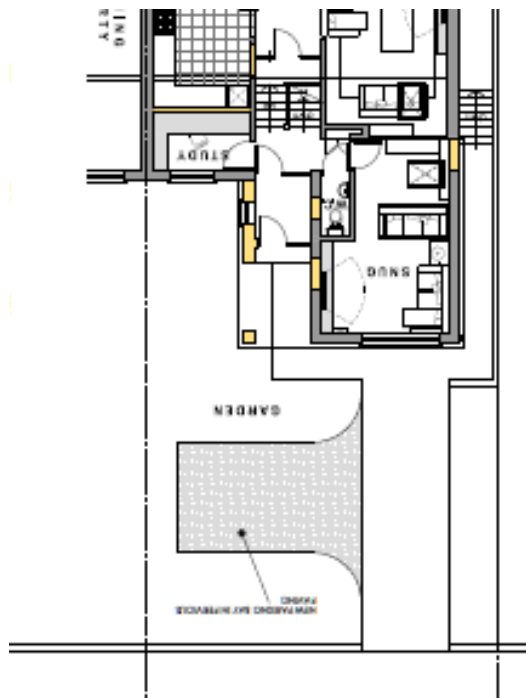
8. ASSESSMENT

8.1 Principle of Development:

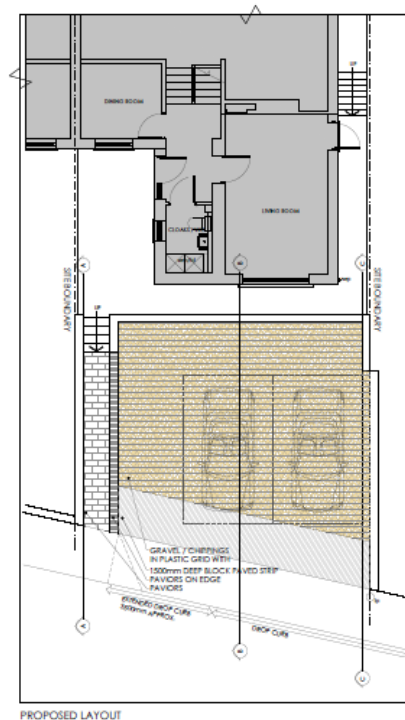
The principle of the proposed development has already been established under application 16/0062 which permitted the creation of an additional parking space in the front garden following the conversion of the former garage. Condition 2 required the submission of full details of the additional parking space, including site sections and material specifications to control the level and finish of the parking space, although no such details have been agreed to date.

8.2 Visual Amenity/ Character and Appearance

The previously approved driveway included a turning area and a grassed bank. This application proposes the removal of the grassed area and the surfacing of the full width of the driveway with pavements/gravel chippings. Works have commenced insofar as the removal of the grass, the construction of a parking plateau and the removal of a section of the front boundary wall. Currently, no pavements or gravel chippings have been laid, and the parking area is a rough surface.



Previously approved layout (16/0062)



Proposed layout (25/0513)

- 8.3 Uskvale Drive is typically characterised by landscaped front gardens with low front walls and single/in-line off road parking spaces. The landscaped front gardens contribute to a pleasant street scene which at present, remains relatively unaltered by development. Only a singular double drive can be observed at no.14 and it is considered that this driveway appears as an outlier which is harmful in the context of the general appearance of Uskvale Drive. It is acknowledged that the originally approved drive retained the full width of low front boundary wall, the grassed area in the front garden and proposed in-line spaces, albeit with a turning area. This design is more akin to the driveways along Uskvale Drive and is more in keeping with the pattern of development. The proposed drive would result in the removal of the soft landscaping, replacing it with gravel chippings and block pavements. It is considered that this would result in a bland and sterile appearance which would harm the visual amenity of the streetscene in the context of Uskvale Drive.

8.4 Residential Amenity

The proposal does not include an unacceptable increase in height or massing of the driveway so it is not anticipated that the driveway would impact the neighbouring property by means of an overbearing effect, in accordance with Policy GP2 of the Newport Local Development Plan 2011 - 2026.

8.5 Highways & Pedestrian Safety

The Council's Highways Officer has raised an objection to the proposed driveway as it is considered that the proposed dropped crossing is excessively wide, which is not needed for the drive and is prejudicial to other road users with disabilities. The crossing (extent of dropped kerbs) should be a standard double drive. Moreover, it is proposed to use loose chippings to surface most of the drive. The surface must be bound permeable material to avoid transfer of deleterious material to highway. Grids do not prevent transfer, and the stone impacts drains and skid resistance. Bound permeable material must be used for at least 5m from back of footway. Given the above, it is considered that the proposed driveway is not in

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 parking alteration would result in an adverse impact to highway safety as the excessive width of the dropped crossing would prejudice other road users, including those with disabilities and the use of loose gravel chippings would result in deleterious material being transferred onto the highway. The use of loose gravel chippings would also impact drains and skid resistance and is therefore not acceptable. Moreover, by reason of its design, proposed driveway represents an unacceptable and incongruous development to the detriment of the appearance of the host property and the street scape along Uskvale Drive. The proposal is not in accordance with Policy GP4 and GP6 of Newport Local Development Plan 2011 – 2026 (Adopted January 2015)

11. DECISION

REFUSED

01 The proposed alterations to the driveway, namely the dropped crossing and loose gravel chippings would cause significant harm to interests of acknowledged importance, namely highway and pedestrian safety. This is prejudicial to other road users with disabilities which is contrary to Policy GP4 of the Newport Local Development Plan 2011-2026 (January 2015).

02 By reason of its poor design, the proposed development will have a significant adverse impact upon interests of acknowledged importance, namely visual amenity and the appearance of the host property and streetscene. This is contrary to Policies GP6 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: 9 Usk Vale Drive - 1903 PL401 - Proposed Driveway Section, 9 Usk Vale Drive - 1903 PL400D - Existing and Proposed Driveway Plan.

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