

# Delegated Decision Report

|                        |                |                                  |                      |
|------------------------|----------------|----------------------------------|----------------------|
| <b>Application No:</b> | <b>26/0182</b> | <b>Statutory Period Expires:</b> | <b>2nd July 2026</b> |
|------------------------|----------------|----------------------------------|----------------------|

|                   |                                                  |              |              |
|-------------------|--------------------------------------------------|--------------|--------------|
| <b>Site:</b>      | <b>1 Hornbeam Walk Bassaleg Newport NP10 8PW</b> |              |              |
| <b>Proposal:</b>  | <b>ADDITION OF A PORCH AND NEW DRIVEWAY</b>      |              |              |
| <b>Applicant:</b> | <b>T Kilby</b>                                   |              |              |
| <b>Type:</b>      | <b>Full</b>                                      | <b>Ward:</b> | <b>Graig</b> |
| <b>Decision:</b>  | <b>REFUSED</b>                                   |              |              |

## 1. BACKGROUND

- 1.1 We consider the land in which the development is proposed on to have been used as residential curtilage based on a desktop survey / satellite imagery from at least 2001 and therefore is immune from any enforcement action.

## 2. SITE LOCATION AND CONTEXT

- 2.1 The application site comprises of a two storey semi detached dwelling located in the Graig Ward, on Hornbeam Walk a residential street within the defined settlement boundary. The property benefits from a rear private amenity space and a garage that is located in a bank of garages to the side of the dwelling, adjacent to an open parking / turning area.

## 3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application is seeking consent for a front porch measuring 1.5m in depth, 2.5m in width, 2.2m in height to the eaves and 3.2m in height to the ridge. Externally, the porch will be constructed of brick and concrete roof tiles to match the existing dwelling. Furthermore, the porch will adopt a gable roof form.
- 3.2 As well as this, the application is seeking consent for an area of hard standing used for vehicle parking to the front/side of the dwelling in an area of land established as residential curtilage. The area will include a one parking spot measuring at 5m in depth and 2.4m in width. A 3m wide vehicle cross over is proposed along the bend of the existing highway. Furthermore, a 1.2m wooden fence is proposed on the northern boundary of the frontage of the dwelling stopping 2.2m short of the highway.

## 4. RELEVANT SITE HISTORY

| <b>App Number</b> | <b>Proposal</b>          | <b>Decision</b> | <b>Decision Date</b> |
|-------------------|--------------------------|-----------------|----------------------|
| 02/0205           | ERECTION OF CONSERVATORY | GC              | 09.05.2002           |

## 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.

4.1.45 Manual for Streets and the Active Travel Design Guidance provide advice on reducing the speed and volume of motor vehicles. This includes creating connected and permeable road networks, with filtered permeability to prioritise walking and cycling, and careful consideration of issues such as street layout and dimensions, and the design and location of footways (including use of continuous footways at side streets), crossings, parking, trees, planters and surface materials.

4.1.50 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.51 - Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.52 Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience people walking and cycling. This includes preventing pavement parking through the design of the street. Car parking should be overlooked by surrounding properties to provide natural surveillance.

### 5.3 Technical Advice Notes:

Technical advice note (TAN) 5: nature conservation and planning

Technical advice note (TAN) 12: design

Technical advice note (TAN) 18: transport

### 5.4 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

GP2 - General amenity. There will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours and air quality

GP4 - General Development Principles. Highways and Accessibility states that development shall only be permitted if it is not detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network

GP6 - Quality of design. Good quality design will be sought in all forms of development. the aim is to create a safe, accessible, attractive and convenient environment.

GP7 General Development Principles – Environmental Protection and Public Health

T3 – Road Hierarchy. As a general principle, the provision for on-street parking, new frontage access and turning movements will be restricted in the interests of road safety and the efficient movement of traffic.

T4 – Parking. Development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards.

### 5.4 SUPPLEMENTARY PLANNING GUIDANCE

#### 5.4.1 The Newport City Council Parking Standards Supplementary Planning Guidance (adopted

August 2015) and The 'House Extensions and Domestic Outbuildings' Supplementary Planning Guidance (SPG) (Adopted January 2020) are relevant to the determination of this application.

## **6. CONSULTATION RESPONSES**

### **6.1 Local Highways Authority:**

*The proposal includes an inappropriately sized and located dropped kerb arrangement. The details of the boundary treatment would fail to define the drive or confine vehicular movements and would obstruct the visibility to one side. This is in addition to approaching the footway at an angle that prevents proper observation.*

*The footway crossing is not appropriately sized or orientated. There may be scope for some relaxation of standards due to the footway not being continuous and the site being constrained. However, the current proposals are not acceptable.*

## **7. PUBLIC REPRESENTATIONS**

Neighbour and Ward member notification letters were sent on 20.03.2026

### **7.1 COMMUNITY COUNCIL: No objection.**

## **8. ASSESSMENT**

### **8.1 Principle of Development:**

- 8.1.1 The application site comprises of an existing residential dwelling within the defined settlement boundary where there is a presumption in favour of development and the efficient use of land is encouraged. As the property is existing there is a presumption in favour of development incidental to the enjoyment of the dwellinghouse, accordingly, no objection is raised to the principle of the development.

### **8.2 Visual Amenity/ Character and Appearance:**

- 8.2.1 The House Extensions and Domestic Outbuildings SPG states that a porch should relate sympathetically to the existing building and the streetscape by virtue of its size, design and materials. The proposed front porch would extend from the existing dwelling, remaining modest in scale. Externally, it would be constructed using materials that match the existing property and would incorporate a similar roof design. Additionally, a number of nearby properties along Foxwood Close feature smaller front extensions or porches. As such, the proposed porch would be in keeping with the character of the dwelling and would not appear out of context within the surrounding area. Accordingly, the proposal is considered to comply with the requirements of LDP Policy GP6 and the adopted Householder Extensions SPG.
- 8.2.2 The subject of this application is the construction of a hard standing area comprising of a car parking area. Due to its position towards the front/side of the dwellinghouse it is readily visible within the public realm. The application site is a prominent corner site and the area proposed to be the car parking area appears to be maintained as private lawn area. The properties along Hornbeam Walk typically feature green landscaped front gardens.
- 8.2.3 The development has resulted in an area of hard standing that is of considerable scale on the frontage of the site. This change significantly alters the character and amenity of the area compared to the previous green frontage. The impact is further heightened, as the proposal indicates that the area is intended to be used for vehicle parking, consequently, it is considered to result in a significantly different impact that is harmful to the character of the area. PPW12 4.1.50 identifies that "*Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place*", in this instance the development is considered to be a significant detractor in respect of the quality of place and is at odds with the placemaking objectives supported by Local and National Planning Policies. Furthermore, PPW12 4.1.52 states that "*Planning authorities must require good standards of car parking design, which do not allow vehicles to dominate the street or inconvenience*

*people walking and cycling*”, this sentiment is echoed within TAN 12 5.11.7. In this case the proposed development is considered to directly conflict with this requirement by dominating the frontage of the property to the detriment of pedestrians (this is explored further in an later section of this report).

- 8.2.4 The development results in a visually incongruous feature at odds with the established pattern of development within the area detracting from the amenity and character of the area contrary to LDP policy GP6 and the requirements of PPW12.

### 8.3 **Residential Amenity:**

- 8.3.1 The proposed porch would result in an enlargement of the existing built form. Although, the development is proposed with a max height of 3.2m, therefore it is not considered that the proposed development would result in any unacceptable level of overbearing impact. Furthermore, the proposal does not include a side window. Therefore, any impact arising from the development is not considered to have an unacceptable adverse impact upon the living conditions of neighbouring occupiers.

- 8.3.2 The proposal seeks to construct a area of hard standing to the front of the dwelling. However, the development would not result in an unacceptable impact when considering outlook, overbearing or overlooking impact. Therefore, it is considered to be acceptable, as the proposed development would not prejudice the living condition of the neighbouring occupiers to an unacceptable degree.

### 8.4 **Movement:**

- 8.4.1 The Local Authority’s Highways Authority (LHA) has objected to planning consent being granted due to its impact upon highway and pedestrian safety. The proposal includes an inappropriately sized and located dropped kerb arrangement, alongside the proposed details of the boundary treatment would failing to define the drive or confine vehicular movements and would obstruct the visibility to one side. Furthermore, approaching the footway at an angle prevents proper observation and result in an adverse impact to highway and pedestrian safety, this is of particular concern given the proximity of the crossover to the pedestrian path running between the rows of properties.

- 8.4.2 As a result, due to the proposed parking area being located on a bend it is not appropriately sized or orientated and therefore, would be unacceptably detrimental to pedestrian movements especially those less/disabled, this directly conflicts with the requirements of PPW 12 4.1.52

- 8.4.3 The proposed material for the extended driveway is porous/permeable. As a result, the proposed driveway would satisfy the requirements of the General Permitted Development (Wales) Order no concern is raised in respect of surface water entering the highway

### 8.5 **Biodiversity:**

- 8.5.1 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. In this case a bat box and pollinator planting has been proposed, this is considered to be appropriate when considering the scale and context of the development.

- 8.5.2 In accordance with Chapter 6 of PPW 12 due regard has been given to the fact that the application should be accompanied by a Green Infrastructure Statement, however given the scale of the development proposed it is not considered proportionate to request one in this instance.

## 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 an unacceptable adverse effect on the character and visual amenity of the surrounding area. It would also create impacts upon highway and pedestrian safety. As a result, the proposal is contrary to Policy GP2, GP4 and GP6 of the Newport Local Development Plan 2011-2026 (adopted January 2015) and is therefore refused.**

**11. DECISION**

**Refuse, for the following reason(s):**

01 The proposed driveway has a significant adverse effect on interests of acknowledged importance, owing to its scale and location the development has an unacceptable adverse impact on the character and appearance of the wider area contrary to Planning Policy Wales 12, Technical Advice Note 12: Design and Policy GP6 of the Newport Local Development Plan 2011-2026 (adopted January 2015)

02 The development has a significant adverse effect on interests of acknowledged importance, namely highway and pedestrian safety contrary to Planning Policy Wales 12, Technical Advice Note 12: Design and Policy GP4 of the Newport Local Development Plan 2011-2026 (adopted January 2015)

*NOTE TO APPLICANT*

01 This decision relates to plan Nos: Site Plan and Proposed Block Plan SD1189 00i, Existing/ Proposed Floor Plans and Elevations SD1189 01

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP6, GP7 T3 and T4 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.