

Delegated Decision Report

Application No:	25/0832	Statutory Period Expires:	27th November 2025
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Site:	229 Waltwood Road Llanmartin Newport NP18 2EY		
Proposal:	PROPOSED VEHICULAR ACCESS/DROPPED KERB AND OPERATIONAL DEVELOPMENT TO CREATE A RAISED PLATFORM (WITH RETAINING WALL AND RAILING) AND DRIVEWAY		
Applicant:	P Jackson		
Type:	Full	Ward:	Bishton And Langstone
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 229 Waltwood Road is the penultimate dwelling in a row of terraced dwellings located in Underwood in the Bishton and Langstone Ward. The front garden is currently an embanked grassed area with a stepped pedestrian concrete footpath and metal railing providing access/egress to the dwelling. The front boundary is chamfered as abuts a fork in the pathway between the carriageway and front gardens.

3. DESCRIPTION OF DEVELOPMENT

3.1 A vehicular access and parking plateau are proposed to create 1no off road parking space in the front garden. The parking plateau would measure 5.8m in depth max, and 4.7m in width. In terms of height, the retaining wall would reach up to 1m in height from ground level and would be topped with 1.1m metal balustrade along the full width of the northern edge and part of the eastern and western (side edges). The retaining wall would be finished with brick cladding to match the existing garden walls and precast concrete coping is proposed along sides. The proposed parking area would be permeable pavements.

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)

- GP2 (General Amenity)

- GP4 (Highways and Accessibility)
- GP6 (Quality of Design)

6. CONSULTATION RESPONSES

6.1 HIGHWAYS OFFICER

Objection

There are no objections to the principle of off-road parking with a footway crossing for access. However, the design and dimensions are not appropriate.

A standard footway crossing is 2.7m wide (plus 1.8m of transition kerbs). A drive should be 2.4m wide, but additional width is acceptable for safe movement around the vehicle. The entire width however should have 5.5m depth. This additional depth is required when parking up to a railing/wall and is to ensure vehicles do not overhang footway.

The site allows a compliant parking bay which must be surfaced with bound permeable material, but the proposals are excessively wide. Part of the drive is not long enough, and wide crossings reduce the available space for parking and are prejudicial to those with certain disabilities, so cannot be supported.

Subject to some amendment Highways could support the proposal.

The applicant should note that separate licence is needed to work on the highway. This is independent of planning and needed prior to lawful use of the drive.

Commented [JD1]: Is the chamfered part less than 5.5m depth?

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 09.10.2025.

7.1 NEIGHBOURS: 4no neighbours were consulted. 1no response received to date.

172 Waltwood Road

Having this in place will cause even more disruption. Already on a daily basis we have a number of cars parked outside our house on the pavement. We struggle to put our bins out due to this. This will cause more issues as no one will be able to park outside 229. Buses already struggle to get past, where are all the cars going to go.

8. ASSESSMENT

8.1 Visual Amenity/ Character and Appearance;

The House Extensions and Domestic Outbuildings SPG states that schemes that sacrifice entire gardens in order to provide parking spaces will not receive planning permission. The front garden currently comprises a gently sloped lawn with no boundary treatment along the front/edge, a style replicated along the remainder of the terraced row and evident at nos.225 to 231 Waltwood Road. The lack of boundary treatments separating the front gardens contributes to a pleasant and open grass verge which positively contributes to the streetscape. The grass verge to the front of these dwellings forms an attractive feature and reinforces the open character of the streetscene hereabouts. The loss of the existing green verge in this location in particular is considered to have an adverse impact in respect of the character of the wider streetscene. In addition, the proposed hardstanding would be at a raised level and therefore would be highly visible from the public realm. The proposal is therefore considered to be contrary to Policy GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

8.2 Moreover it is considered that engineering works to level the garden along with the creation of a driveway and parking space would set a precedent for further changes to front gardens in the vicinity and general erosion of such spaces, cumulatively undermining the character and appearance of the area to the detriment of visual amenity.

8.3 Residential Amenity:

The proposal would introduce a 1m retaining wall above the lower ground level of the front garden. The wall would be 2.2m from the front elevation of no.229 at it's closest point. The retaining wall would be 4m from protected windows on the front elevation of no.227 and 5m from the protected front elevation windows at no.231 Waltwood Road. Due to the separation distance between the proposed driveway and the neighbouring protected windows, it is considered that the proposal would not result in a loss of light nor loss of privacy on the adjoining properties.

8.4 Due to the increased height of the parking area of a maximum of 1m compared to the existing garden, the proposal has the potential to result in an overbearing impact on the neighbouring occupiers. However as the parking area would be set back 2.2m from the front elevation of the dwellings, would be at a similar height as the public highway and adequate light would still be afforded to the habitable rooms, on balance it is considered that the proposal would not result in a detrimental impact on neighbouring amenity and accords with policy GP2 of the Newport Local Development Plan 2011 – 2026.

8.5 **Highways Safety:**

The Council's Highways Officer has not raised an objection to the principle of an off-road parking area however has raised concerns with the design and dimensions of the proposal. A standard footway crossing is 2.7m wide (plus 1.8m of transition kerbs). A drive should be 2.4m wide, but additional width is acceptable for safe movement around the vehicle. The entire width however should have 5.5m depth. This additional depth is required when parking up to a railing/wall and is to ensure vehicles do not overhang footway. The site allows a compliant parking bay which must be surfaced with bound permeable material, but the proposals are excessively wide. Part of the drive is not long enough, and wide crossings reduce the available space for parking and are prejudicial to those with certain disabilities, so cannot be supported. It would likely result in vehicles overhanging the pavement and partially obstructing the forked pathway that spurs off the main pavement to access other properties. This will impact all users and give rise to a deeper than standard cross over with cars having to access the deepest part of the parking area over 2 pavements. The width of the proposed parking area and its insufficient depth in part, will give rise to highway safety concerns and likely footpath obstruction to the detriment of users.

8.6 Moreover, whilst there may be some merit in facilitating the parking of a vehicle off the highway, this does not increase parking supply as by doing so, ~~an~~ on-road space is removed.

8.7 **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. No ecological enhancement is proposed as part of the development. As such the proposal is not 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 proposal by reasons of its location, scale, design and appearance would result in a prominent and obtrusive development that would be out of keeping with the surrounding area and harmful to the character and appearance and visual amenity of the streetscene. It would set an undesirable precedent for similar development elsewhere along this street. This is contrary to Policies GP2 and GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). It will also give rise obstructions across the footway(s) by reason of insufficient depth (in part) and likely vehicle overhang of the public footway as well as inevitable increase in vehicle encroachment and manoeuvres across the pedestrian priority area. Any merit of creating an off-road parking space to serve this dwelling does not outweigh this objection and in any case will remove on road parking, thereby having no net gain in parking space.

11. DECISION

REFUSED

01 The proposal by reasons of its location, scale, design and appearance will result in a prominent and obtrusive development that would be out of keeping with the surrounding area and harmful to the character and appearance and visual amenity of the streetscene. It would set an undesirable precedent for similar development elsewhere along this street. This is contrary to Policies GP2 and GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

02 The development will cause significant harm to interests of acknowledged importance, namely highway and pedestrian safety by reason of layout, location and size leading to vehicles overhanging the pavement and increased manoeuvres across the footpaths. This is prejudicial to highway and pedestrian safety and contrary to Policy GP4 of the Newport Local Development Plan 2011-2026 (January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan, Existing Block Plan, Existing Floor Plan and Elevation, Existing Sections, Planning Statement, Proposed Block, Proposed Plan and Elevation, Proposed Sections.

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.