

Delegated Decision Report

Application No:	25/0772	Statutory Period Expires:	9th January 2026
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Site:	<i>Fairfield Station Road Caerleon Newport NP18 1NH</i>		
Proposal:	<i>PROPOSED DEMOLITION OF THE REAR GLASS PORCH AND PART OF THE SINGLE STOREY REAR EXTENSION TO ACCOMMODATE A PARKING BAY</i>		
Applicant:	<i>C. Herbert</i>		
Type:	Full	Ward:	Caerleon
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The property is one of a pair of semi-detached properties that is located on the corner of Station Road and Usk Vale Drive. The property has a detached garage in the rear garden that is accessed off Usk Vale Drive. Directly opposite is another detached garage and gates that appear to serve a vehicular access or parking area.

3. DESCRIPTION OF DEVELOPMENT

3.1 Planning permission is sought for the demolition of a rear glass porch and part of a single storey rear extension to accommodate a driveway/parking area that would adjoin the existing garage.

3.2 The existing rear extension is proposed to be partly demolished, reducing its depth from 7.5m to 3.2m. The construction of the driveway would require the removal of part of the side boundary wall and excavation of part of the rear garden. The driveway would measure a width of 6.8m and depth of 6.4m.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0363	LAWFUL DEVELOPMENT CERTIFICATE (PROPOSED) FOR THE PART DEMOLITION OF EXISTING EXTENSION AND CONSTRUCTION OF A PROPOSED PARKING AREA	REFUSED	03/07/2025

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)
- CE6 (Archaeology)

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Parking Standards
- House Extensions and Domestic Outbuildings

6. CONSULTATION RESPONSES

6.1 Henneb: We have consulted the regional Historic Environment Record and note that the proposal is located in an area of archaeological potential. It is immediately outside the walls of the Roman fortress of Isca close to the extent of the defences, such as ditches. A stone coffin of Roman date, as well as a separate human burial also of Roman date, have been discovered a short distance to the west. The development is also located within the Newport Archaeologically Sensitive Area (ASA). As a result, we have previously recommended archaeological mitigation for applications in the vicinity. However, the current application is for the demolition of a porch and extension to create a parking bay. As such the proposal is limited in scale and in an area that has already been disturbed by construction activities. Overall, it is unlikely that significant archaeological remains will be encountered during the course of the proposal. As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.

6.2 Local Highways Authority: Not supported. The proposals appear to increase the parking provision from a double garage to a total of 4 spaces, which exceeds the maximum provision based on the parking SPG. We note that the garage does not have an appropriate drive, and this should have been set back 5.5m behind highway boundary. Whilst this is not part of the application, it is the reason for it. Highways would suggest consideration of relocation of the garage in preference to this application. Thereby correcting the issue rather than compounding it. A key issue is that the spaces are all parallel, resulting in an extremely wide drive more than doubling the standard double width already provided. It should be noted that this would reduce available kerbside parking almost as much as it increases in curtilage parking. (Can't say precisely due to nature of hand sketches provided but appears to be an additional 6m of dropped kerb and footway crossing). In addition, it is prejudicial to pedestrians particularly those with walking or sight impediments. We note the addition of pedestrian visibility splays and Aco drains which should be secured by way of condition. The applicant should note that to create the extended footway crossover they will need a licence from Highways which is separate to and independent of Planning. The drive cannot be used lawfully without the crossing, which may not be permitted under highway regulation. There is no objection to the demolition per se. Should the planning officer be minded to grant consent we would request conditions to provide the "Aco drain" sufficient to serve the garage and to provide 2m x 2m visibility splays at 600mm height for pedestrian safety.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 26/09/2025.

8. ASSESSMENT

8.1 Visual Amenity/ Character and Appearance:

An existing glass porch is proposed to be demolished as well as part of the existing single storey rear extension that will be reduced in depth from 7.5m to 3.2m. The material, roof form and height of the extension would remain as existing. It is considered that this would not result in a harmful impact on visual amenity or detract from the character and appearance of the host dwelling and wider streetscape.

In order to create the driveway, part of the side boundary wall would need to be removed as well as the undertaking of engineering works to remove part of the raised garden and erect a new retaining wall to the side and back of the driveway. A set of steps from the driveway to the rear garden are proposed at the back of the drive. The materials for the retaining walls have not been provided, however, they should match materials used within the site. A condition will be attached requiring these details to be submitted and agreed. The proposed driveway would sit next to the existing detached garage. It is considered that the drive would be of an appropriate scale and its nature and siting would be appropriate in this location and would not undermine the character of either the site or wider streetscape.

8.2 **Residential Amenity:**

Given the scale and location of the proposed works, it is considered that they would not harmfully impact local amenity in terms of noise, disturbance, privacy, overbearing or light and would not be detrimental to the visual amenities of nearby occupiers, in accordance with policy GP2.

8.3 **Movement:**

The proposed driveway would be accessed off Usk Vale Drive, an unclassified road. The proposed site plan includes 2m x 2m pedestrian visibility splays. A condition will be attached to the consent requiring these to be provided prior to the use of the driveway. The splays shall be created clear of obstructions to visibility at or above a height of 0.6m and shall be retained at all times. The plans also show Aco drains. Their installation will also be required by condition.

The Council's Highways Officer has suggested in their comments that the applicant consider relocating their existing detached garage further into the site in order to provide a driveway in front of rather than next to the garage. This is not what the applicant has applied for and it would be unreasonable to request this as part of the application. The Officer also advises that the driveway would reduce kerbside parking however, the road is not wide enough for kerbside parking on both sides of the road, therefore, it is not considered that the creation of the driveway would reduce kerbside parking. The existing garage appears to be able to accommodate one car comfortably rather than two. The proposal will potentially accommodate 2no. parked cars thereby giving 3no. off road parking spaces in total. This accords with the adopted Parking SPG.

Overall and notwithstanding the Highway Officer concerns, provided that the applicant accords with the suggested conditions relating to visibility splays, drainage, driveway materials and gates, it is considered that the proposed driveway is acceptable and will not harm highway safety.

8.4 **Archaeology:**

Due to the nature and scale of the works, Heneb have advised that it is unlikely that significant archaeological remains will be encountered during the course of the proposed and therefore have no objection to the positive determination of the application. However, the applicant should be aware that if any features are disturbed during work, they should contact Heneb.

8.5 **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 LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. Whilst the applicant has not indicated any measures as part of the application, it is considered reasonable and necessary in this instance to secure a scheme of biodiversity enhancement measures by condition to ensure that a net benefit is provided to biodiversity as part of this application.

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 By reason of their location, scale and design, it is considered that the proposed works are acceptable and accord with the aforementioned policies. It is therefore recommended that planning permission is granted subject to the following conditions.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Proposed Site Plan Drawing Ref.3B, Cross Sectional Views Drawing Ref.4A and Proposed Elevations Drawing Ref.6.

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

02 No work shall be commenced on the construction of the retaining walls until details of materials and finishes to be used on the external surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out using the approved materials.

Reason: To ensure that the development is completed in a manner compatible with its surroundings.

03 Prior to the commencement of development, a scheme of Biodiversity Enhancement Measure(s) and an Implementation Timetable shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Enhancement Measure(s) shall thereafter be undertaken in accordance with the approved scheme and Implementation Timetable and retained thereafter for the lifetime of the development.

Reason: In the interests of biodiversity and to provide a net benefit to biodiversity in accordance with policy GP5 and policy 9 of Future Wales.

04 No part of the development shall be brought into use until visibility splays of 2 metres by 2 metres have been provided on each side of the parking area. The depth shall be measured from the back of footway; and the width measured outward from the edges of the parking area. The splays shall be kept clear of any obstructions to visibility higher than 0.6 metres above footway level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility in the interests of road safety.

05 Prior to the first beneficial use of the driveway hereby approved, the approved driveway materials and drainage details shall be implemented in accordance with Proposed Site Plan Drawing Ref.3B.

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

06 No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Location Plan Drawing Ref.1, Existing Site Plan Drawing Ref.2A, Proposed Site Plan Drawing Ref.3B, Cross Sectional Views Drawing Ref.4A, Existing Elevations Drawing Ref.5 and Proposed Elevations Drawing Ref.6.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP6 and CE6 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 It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.