

Delegated Decision Report

Application No:	25/0888	Statutory Period Expires:	5th October 2026
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Site:	<i>Glen View Ponthir Road Newport NP18 3NW</i>		
Proposal:	<i>REMOVAL OF FRONT BOUNDARY WALL TO WIDEN EXISTING ACCESS AND ENLARGEMENT OF DRIVEWAY</i>		
Applicant:	<i>D Bailey</i>		
Type:	Full	Ward:	Caerleon
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 Glen View is a two-storey semi-detached property located in the Caerleon ward. The property is accessed via Ponthir Road (B4236) and benefits from an existing single-track access with up to 3no off-road parking spaces.

2.2 Driveways and forecourt parking are common place along this part of the street

3. DESCRIPTION OF DEVELOPMENT

3.1 It is proposed to remove an 800mm section of the front boundary wall to accommodate a widened access and the enlargement of the existing driveway. The existing access measures 4.2m in width. The proposed access would measure 5m in width. The front boundary is occupied by a red brick wall measuring up to 1m for a width of 8m and an existing hedge that will be removed. A 7.2m width of the wall would be constructed and 2no new piers, measuring up to 1.3m in height would be constructed at the entrance. To accommodate the enlargement of the driveway, engineering works including the removal of a section of the earthed bank in the front garden are proposed. Currently, the front garden is a level landscaped lawn higher than the drive and highway. A section of the front lawn would be retained and the ground of the driveway would be sloped, descending away from the dwelling and surfaced with tarmac. Along the edge of the access (fronting the highway), an ACO channel drain is proposed.

3.2 In addition, a new wall is proposed along both side shared boundaries. The wall to the northern boundary would be set in 1m from the shared boundary and would act as a retaining wall for the bank and green infrastructure. The other will be along the shared boundary and structurally retain the neighbouring garden which is at a similar level to the existing at the application site.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
26/0397	DEMOLITION OF EXISTING GARAGE AND REAR EXTENSION AND ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION	GRANTED WITH CONDITIONS	28.08.2026

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 GP5 – Natural Environment states that proposals should be designed to protect and encourage biodiversity and ecological connectivity and ensure there are no negative impacts on protected habitats. Proposals should not result in an unacceptable impact of water quality or the loss or reduction in quality of agricultural land (Grades 1, 2 and 3A). There should be no unacceptable impact on landscape quality and proposals should enhance the site and wider context including green infrastructure and biodiversity.

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 THE HOUSE EXTENSIONS AND DOMESTIC OUTBUILDINGS SUPPLEMENTARY PLANNING GUIDANCE.

6. CONSULTATION RESPONSES

6.1 HIGHWAYS OFFICER

Assuming that you are minded to approve could you add the following condition and informative please.

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Ponthir Rd for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material such as tarmac, concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: To prevent loose surface material/debris from being carried on to the public highway thus causing a potential source of danger to other road users in the interests of road safety.

6.2 CAERLEON CIVIC SOCIETY No response received to date.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 10.11.2025.

- 7.1 NEIGHBOURS: 2no neighbours were consulted. 1no response received to date.

Oakdene, Ponthir Road (1)

I live next door to Glen View (left side if facing front of Glen View). We share a boundary wall to the left of Glen View. This is a retaining wall. The planning drawings for the proposed front elevation indicate that the driveway will be extended/excavated to the boundary with Oakdene (my property). I am concerned that the current planning drawings and supporting information documents do not include a proposal or plans for the placement and structure/design of the retaining wall on this particular boundary. I can see that there is a drawing for the retaining wall design proposed between Glen View and Lumley on the other side of the property but not for Glen View and Oakdene. I have had a chat with the applicant and I understand that he is requesting further details/drawings so that there is clarity about what is being proposed with regard to this boundary. In principle I have no objection to the driveway being widened but need information on this specific aspect, missing from the current plans, and how it will impinge on the boundary with Oakdene and how the dry stone wall on my side will be supported.

Oakdene, Ponthir Road (2)

Further to my previous email, I have now had the updated plans from the applicant (Glen View) which includes the boundary with Oakdene and where the retaining wall will be built so I am happy having received this clarification.

8. **ASSESSMENT**

8.1 **Visual Amenity/ Character and Appearance;**

The House Extensions and Domestic Outbuildings Supplementary Planning Guidance (Adopted January 2020) states that '*The council favours off-street parking, but schemes that sacrifice entire gardens in order to provide parking spaces will not receive planning permission*'. To accommodate the widened access/parking area, the existing access would be widened by 800mm (from 4.2m to 5m) and a section of the grassed/landscaped bank in the front garden would be removed. A substantial section of the front wall would be rebuilt to limit the width of the access, and a sufficient section of the front lawn would be retained with planting proposed above. The driveway would follow the natural topography and would be sloped away from the dwelling toward the highway. Other off road parking areas to property frontages along the street provide a visible presence of cars perpendicular to the highway so cars parked on the front of the property will not appear incongruous in this context. Moreover, the driveways in the immediate vicinity generally display wider access' than the width of the proposed, with a lack of front boundary treatments fronting the highway. The brick wall feature with green infrastructure behind is an attractive delineation between the site and public footpath and the presence of hedgerow and shrubs affords the site a verdant appearance in comparison to some of its neighbours. Given this, it is considered that the development would not harm the character and appearance of the area or conflict with LDP Policy GP6, as it is compatible with the site context and the adjacent townscape. Details in respect of the finish of the hard surfaced area are considered acceptable. Although a section of the grassed area would be removed to accommodate the development, the wider street scene is broadly characterised by hard-surfaced frontages. In this case, a meaningful section of the front lawn would be retained, the existing hedgerow along the shared boundary with Oakdene is to remain and a new planting bed erected, in addition to the retention of the flower border with bedding plants along the shared boundary with Lumley and the planted border under the front bay window which is to be planted with new shrubs and bedding plants. The retention and erection of these features offer visual relief and will ensure that the development does not appear sterile. Given the context of this stretch of Ponthir Road, the development does not appear visually intrusive or overly dominant within the streetscape.

8.2 **Residential Amenity:**

Given the nature and scale of the proposed development, it is not likely that there would be a significant impact on neighbouring occupiers as a result of the development. As such, the proposal is in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

- 8.3 It is acknowledged that concerns were originally raised in relation to the removal and replacement of the retaining wall along the shared boundary. Updated plans have since been

received and sufficient detail has been provided in relation to the retaining wall/shared boundary.

8.4 **Highways Safety:**

As Ponthir Road (B4236) is a classified highway, the Council's Highways Officer was consulted on the proposal. The Highways Officer initially objected to the development due to the width of the driveway however following discussions between the case officer and the applicant, the width of the access has been reduced to 5m in width and a larger section of the front boundary wall is to be retained. As such, the Highways Officer has removed their objection and has recommended a condition relating to the surfacing of the driveway. The applicant is also advised that 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, the applicant is advised that they must contact the Council's Highway Maintenance Team for further details.

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 NLDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. PPW 12 requires development to provide a net-benefit for biodiversity informed by a Green Infrastructure Statement that uses the DECCA principles and step-wise approach as detailed within Chapter 6. To accommodate the enlarged parking area, a section of the front lawn would be removed and therefore any application for planning consent should be accompanied by scheme for biodiversity enhancement informed by a Green Infrastructure Statement. The application is accompanied by a Green Infrastructure Statement which specifies the siting of a hedgehog house in the rear garden. A sufficient section of the front lawn is to remain and the existing hedge along the shared boundary with Oakdene is to remain, in addition to the flower border with bedding plants along the shared boundary with Lumley and the planted border under the front bay window which will be planted with new shrubs and bedding plants and new planting is also proposed along the shared boundary with Oakdene. The proposed mitigation/enhancement measures are considered sufficient to satisfy the stepwise approach set out in Planning Policy Wales (Edition 12) and having regard to the modest development proposed. As such the proposal is 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 development does not harm the visual amenity of Ponthir Road nor the residential amenity of neighbouring occupiers. A condition will be added to ensure the implementation of the biodiversity enhancement scheme. The proposal is in accordance with Policies GP2, GP4, GP5 and GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

11. **DECISION**

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents:

- Block Plan, Elevations and Sections REV A
- Green Infrastructure Statement

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 Prior to the first use of the development hereby permitted, the channel drain along the western edge of the driveway shall be fully installed in accordance with the details shown in approved document 'Block Plan, Elevations and Sections REV A' and be retained as such for the lifetime of the development.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users, in accordance with Policy GP4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

03 Prior to the first use of the driveway/access hereby approved, the boundary wall shall be constructed in accordance with the details shown in approved plans 'Block Plan, Elevations and Sections REV A'. At no time shall the access exceed 5 metres in width. The wall shall be retained as such thereafter for the lifetime of development.

Reason: In the interests of highway safety and visual amenity in accordance with Policy GP2, GP6 and T4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

04 Prior to the first beneficial use of the driveway/access hereby approved, the Green Infrastructure shall be maintained in accordance with the details shown in approved plans 'Block Plan, Elevations and Sections REV A'. The earth shall be retained as such

thereafter for the lifetime of development.

Reason: In the interests of visual amenity in accordance with Policy GP2 & GP6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

05 Prior to the first beneficial use of the development hereby approved, the biodiversity enhancement scheme as detailed in the approved document 'Green Infrastructure Statement' shall be undertaken in full and retained for the lifetime of development.

Reason: In the interest of biodiversity, in accordance with Policy GP5 of the NLDP 2011-2026.

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: Site Location Plan, Block Plan, Elevations and Sections REV A, Green Infrastructure Statement, Correspondence RE: Existing Landscaping.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6 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.

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.