

Delegated Decision Report

Application No:	26/0318	Statutory Period Expires:	5th October 2026
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Site:	48 Pillmawr Road Newport NP20 6WG		
Proposal:	EXTEND EXISTING DRIVEWAY AND ASSOCIATED ALTERATIONS INCLUDING ERECTION OF FRONT BOUNDARY WALL		
Applicant:	S Muir		
Type:	Full	Ward:	Malpas
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

- 1.1 An application for the removal of the existing front wall and raised garden to extend the existing driveway (part retrospective) was refused in December 2025. The reasons for refusal are outlined below:

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

02 The proposed driveway will cause significant harm to interests of acknowledged importance, namely highway and pedestrian safety and highway drainage by reason of its poor layout, design, location and lack of visibility with no positive surface water drainage proposed. This is contrary to Policy GP4 of the Newport Local Development Plan 2011-2026 (January 2015) and no information has been provided to mitigate this objection.

03 The development will have a significant adverse impact upon interests of acknowledged importance, namely biodiversity, as the proposal includes the removal of green infrastructure. No Green Infrastructure Statement or ecological information has been submitted to mitigate this objection to the detriment of biodiversity and ecosystem resilience. This is contrary to Policy SP1, SP9 and GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015), Chapter 6 of Planning Policy Wales (Edition 12) and Policy 9 (Resilient Ecological Networks and Green Infrastructure) of Future Wales."

- 1.2 This application forms a resubmission of the previous application although amendments include the reinstatement of a section of the front boundary wall, the reinstatement of banked earth behind the front boundary wall and the inclusion of a biodiversity enhancement scheme.

2. SITE LOCATION AND CONTEXT

- 2.1 48 Pillmawr Road is a two-storey detached dwelling located in the Malpas ward. Pillmawr Road is a classified highway (R301).

3. DESCRIPTION OF DEVELOPMENT

- 3.1 It is proposed to extend the width of the driveway to provide additional off-road parking spaces. The access would be widened to a width of 5.68m from the existing width of 2.2m (an increase of 3.48m) and would include the introduction of 3no brick pillars, measuring 480mm in width and between 1.5m and 1.68m (due to a slight change in ground level) topped with spherical balls on each side of the driveway and entrance. The front wall (measuring 2.1m in width) would be constructed from Hampshire Stock Bucks multi bricks to match the existing bay and brick corners of the house. Behind the front wall, it is proposed to reinstate a 1.8m section of banked earth topped with lawn and low-level planting. The earth would be curved into the northwestern corner of the driveway for a depth of 3.3m, it would then reduce to 520mm in width and would run parallel with the side boundary, terminating at the existing bay to the front of the dwelling. Along the front boundary, an ACO channel drain is proposed.

- 3.2 In terms of biodiversity enhancement, 2no. bird boxes and 1no bug hotel is proposed to the rear garden, and low-level planting is proposed in the reinstated front lawn.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0796	REMOVAL OF EXISTING FRONT WALL AND RAISED GARDEN TO EXTEND EXISTING DRIVEWAY (PART RETROSPECTIVE)	REFUSED	09.12.2025

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)

Policy SP1 – Sustainability states that proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary. They will be assessed as to their potential contribution to: i) the efficient use of land; ii) the reuse of previously developed land and empty properties in preference to greenfield sites; iii) providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage newport local development plan 2011 – 2026 january 2015 17 and encourage a modal shift to more sustainable modes of transport; iv) reducing energy consumption, increasing energy efficiency and the use of low and zero carbon energy sources; v) the minimisation, re-use and recycling of waste; vi) minimising the risk of and from flood risk, sea level rise and the impact of climate change; vii) improving facilities, services and overall social and environmental equality of existing and future communities; viii) encouraging economic diversification and in particular improving the vitality and viability of the city centre and district centres; ix) conserving, enhancing and linking green infrastructure, protecting and enhancing the built and natural environment; x) conserving and ensuring the efficient use of resources such as water and minerals.

Policy SP9 – Conservation of the Natural, Built and Historic Environment states that the Conservation of the Natural, Historic and Built Environment the conservation, enhancement and management of recognised sites within the natural, historic and built environment will be sought in all proposals.

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

Objection

The application follows the refused 25/0796 application and is an improved proposal. It now includes drainage and appropriate surface material. It is also narrowed but still wider than it should be. The key issue however is that the pedestrian visibility has not been improved.

The applicant suggests that there is an improvement, but a wider drive is likely to mean more movements and increased speeds. It is not an improvement in terms of public safety.

The boundary wall is described as a reasonable height, however the drawings indicate it is in excess of 1.7m adjacent to the drive. The visibility standard is based on the height of a child able to walk (600mm). This proposal exceeds the requirements for pedestrian visibility and vehicular visibility. It should be noted that the driver's eye height is 1.05m (average applied for visibility purposes). The driver will not be able to see anything until the vehicle has crossed the footway.

We note that the existing wall was high but cannot support the application unless visibility/safety is improved. Applications can only be supported if they are compliant or show some betterment.

6.2 LANDSCAPE OFFICER

Comments:

Adequate soft landscape mitigation and enhancement would be required.

The refused 25/0796 application is noted.

The proposal for planting at the bay area adjacent to the house is fine, but the proposal for planter boxes alongside the west wall is unlikely to thrive [planters restrict growth and risk drying out] and would provide inadequate mitigation and enhancement.

A mixed ornamental hedge could be planted along the west boundary length returning along the frontage wall section, based on planting in nearby gardens. Note that the use of reduced height eg pollinator planting would be required where this is inside the pedestrian visibility splay – please refer to Highways comments.

Note that piers caps along the road are uniformly simple chamfered squares not spheres.

Policy:

Given this is part retrospective, I would advise the planting is sufficiently detailed at this full planning stage to ensure highways compliance but also to adequately meet LDP GP5 vi for an appropriate landscape scheme which enhances the site and the wider context.

Recommendation:

A Planting Plan is required to show planting species, mix, nursery size, density and indicative target maintenance height for hedges. For this site, an outline of planting bed preparation should also be provided to confirm removal of hard surfacing to enable placement of a suitable depth of topsoil over free-draining material.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 29.04.2026.

7.1 NEIGHBOURS: 6no neighbours were consulted. 1no support comment received to date.

46 Pillmawr Road

Having had 2 separate incidents where a vehicle has hit my car as I was driving (very slowly) out of my own drive, anything that makes visibility onto what is a very busy road has to be an improvement.

I support the application with no reservation.

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*'. Development has commenced on site, insofar as the removal of the front boundary wall, and the earthed bank behind. Prior to this the front garden provided 3no off-road tandem parking spaces with a raised garden with some moderate shrubbery and landscaping features, contributing to a pleasant amenity. It is proposed to rebuild the front wall to a width of 2.1m. Behind the front wall, it is proposed to reinstate a 1.8m section of banked earth topped with lawn and low-level planting. The earth would be curved into the northwestern corner of the driveway for a depth of 3.3m, it would then reduce to 520mm in width and would run parallel with the side boundary, terminating at the existing bay to the front of the dwelling. Although the development would remove a substantial section of the front lawn and front wall to accommodate the widened access/driveway, a sufficient section would remain and therefore, the entire front garden is not being sacrificed to provide parking. This is in accordance with the guidance set out in the House Extensions and Domestic Outbuildings SPG.

8.2 When assessing the context of the site and neighbouring properties along this stretch of Pillmawr Road, a strong uniform line of raised front gardens with front boundary walls can be observed. Properties are typically characterised having raised planted front gardens, with hedging/vegetation and sloped tandem off-road parking spaces running parallel. This arrangement, with few exceptions, has not been altered to date. Along the front boundary, all properties benefit from a stone retaining wall with brick piers on either side. The consistency of these front gardens contributes to a pleasant streetscape which holds strong uniformity. As forementioned, development has commenced insofar as the removal of the front boundary wall and raised front garden. It is proposed to rebuild the front wall along the front boundary for a width of 2.1m and reinstate a 1.8m width section of banked earth topped with lawn and low-level planting. The earth would be curved into the northwestern corner of the driveway for a depth of 3.3m, it would then reduce to 520mm in width and would run parallel with the side boundary, terminating at the existing bay to the front of the dwelling. A similar arrangement can be observed at no.40 Pillmawr Road. Given that a section of the front wall is to be rebuilt and earth is to be reinstated, it is considered that the features which are characteristic of this stretch of Pillmawr Road would be retained and the development would not disrupt the pattern of development, nor appear incongruous in this context.

8.3 The proposed front wall would be constructed from Hampshire Stock Bucks multi bricks. The former front wall, which has now been removed, was constructed from rockface concrete block, along with neighbouring properties along this stretch of Pillmawr Road. Although the proposed wall would not match the front wall of the neighbouring properties in terms of materials, the proposed brick would match the existing bay and brick corners of the dwelling. As such, the proposed materials are sympathetic to the dwelling and are appropriate in this instance.

8.4 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.

8.5 Highways Safety:

Pillmawr Road (R301) is a classified road. As such the Council's Highways Officer was consulted. The Highways Officer has noted that the application follows the refused 25/0796 application and is an improved proposal as it now includes drainage and appropriate surface material. The Highways Officer has also noted that the driveway has been narrowed but is still wider than it should be and pedestrian visibility has not been improved. Notwithstanding the response from the Highways Officer, it is considered that the width of the driveway is required to allow safe access/egress for two vehicles without the need for unacceptable and unsafe reversing manoeuvres onto a busy classified road. Regarding the wall, it is acknowledged that the proposed wall does not meet the visibility standard however the former wall was also in excess of the visibility standard, so although no betterment is achieved, there is no material worsening over and above the existing situation.

8.6 It is considered that lowering the height of the wall to be compliant with the visibility standard would be harmful to the character and appearance of the wider street scene as a significantly lower wall would disrupt the established pattern of development along this stretch of Pillmawr, which as outlined above, provides a pleasant amenity. Therefore, while the merit of lowering the wall has been considered, it is considered unnecessary to seek such amendments in this instance as they would be to the detriment of visual amenity.

8.7 The driveway is sloped toward the highway and therefore any surface water runoff would drain toward the highway. The proposal includes the installation of an ACO channel drain along the front boundary where it abuts the highway. Details in respect of surface water drainage are considered acceptable.

8.8 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/access, 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 that the new planting will include bee friendly plants including lavender, foxgloves and dahlias and 2 no. bird boxes and a bug hotel is proposed in the rear garden. What's more, a sufficient section of the front lawn is to remain. 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.

8.9 Other Matters:

Initially, it was proposed to install 3no planter boxes along the western side boundary of the driveway. No earth was proposed to be reinstated. Following discussion, a 1.8m width section of banked earth topped with lawn and low-level planting is proposed to be reinstated. The Council's Landscape Officer initially provided comments based on the original plans and noted that planter boxes alongside the west wall are unlikely to thrive as planters restrict growth and risk drying out so would therefore provide inadequate mitigation and enhancement. Instead, the Landscape Officer recommended the planting of a mixed ornamental hedge along the west boundary length returning along the frontage wall section. The mixed ornamental hedge was not sought, but instead, sufficient mitigation and enhancement has been sought through the banked earth with low planting and therefore a planting plan in relation to the ornamental hedge is not required (as per the Landscape

Officers recommendation).

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 Pillmawr 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:

- P003D - Proposed Plan Layout
- Proposed Elevation Plan - SM Drive E003 D
- GIS Report

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 beneficial 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 'P003D - Proposed Plan Layout' 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 beneficial use of the driveway/access hereby approved, the boundary wall shall be constructed in accordance with the details shown in approved plans 'P003D - Proposed Plan Layout'. 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 banked earth shall be reinstated in accordance with the details shown in approved plans 'P003D - Proposed Plan Layout'. 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 'GIS Report' 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 in accordance with Policy T4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan, P003D - Proposed Plan Layout, Proposed Elevation Plan - SM Drive E003 D, GIS Report, Planning Statement 220426.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP9, 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.

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.