

Delegated Decision Report

Application No:	25/1110	Statutory Period Expires:	25th February 2026
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Site:	91 Glasllwch Crescent Newport NP10 9SG		
Proposal:	CONSTRUCTION OF PARKING AREA/HARDSTANDING INCLUDING RETAINING WALLS AND ASSOCIATED WORKS (PART RETROSPECTIVE)		
Applicant:	K Fox		
Type:	Full	Ward:	Rogerstone East
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

- 1.1 This application has been submitted as a result of enforcement case E25/0246, the application is therefore submitted on a part retrospective basis.

2. SITE LOCATION AND CONTEXT

- 2.1 The application site comprises of a 2 storey semi detached dwelling located on Glasllwch Crescent, a residential street within Rogerstone East. The property benefits from a green space to the front and a private rear amenity space.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application is seeking consent for the construction of a parking area on the frontage of the property. The proposal involves removing most of the existing green space to create a tarmac finished area measuring 9.5m in depth, 7.2m in width, and set 2.4m below the current ground level. The area will accommodate two car parking spaces measuring at 4.8m in depth and 2.4m in width each. The scheme also includes the installation of new face brick retaining walls, masonry access steps, and a 1m high balustrade positioned along the top of the retaining walls.

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.

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 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

6. CONSULTATION RESPONSES

6.1 Local Highways Authority:

The key issue from a highways' perspective is pedestrian visibility. Notwithstanding the construction submitted the drive does not meet the requirement of 2x2m at 600mm height. There is some visibility if cars are parked centrally but there is nothing to ensure they would be. We would suggest that dwarf walls or similar could be used to guide parking into the centre and hence enhance pedestrian safety and a condition to provide and pedestrian visibility could be applied.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 09.01.2026

7.1 No comments

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 subject of this application is the construction of a parking area to the front of the

dwelling house to accommodate off street parking spaces. Due to its position on the front of the dwellinghouse it is readily visible within the public realm and will therefore impact upon the amenity and character of the area. The majority of the properties on Glasllwch Crescent benefit from off-street parking spaces however the existing off street spaces are provided as driveways that follow the existing topography of the area and maintain an element of garden area. Due to the steep topography of the area retaining walls are a common feature within the front garden areas of dwellings/the public realm.

- 8.2.2 This application relates to parking being provided at the same level as the road with a significant amount of excavation being undertaken already to facilitate the proposal. This does not follow the established manner of providing off street parking in this area, however although not typical and not following the characteristics of development of the area it has not been possible to identify an unacceptable level of visual harm that would arise from the proposed development, subject to acceptable material finishes being use, therefore, it is recommended that a condition be attached to the grant of planning consent requiring full details of the external finish be submitted to an approved in writing by the LPA prior to their application/installation.

8.3 **Residential Amenity:**

- 8.3.1 The proposed development would result in the creation of a parking area on the frontage of the dwelling. The development site is at a lower level than the host property and the adjoining neighbouring properties, accordingly given the relationship between the adjoining dwellings and the development site it is considered that the proposed development would result in an unacceptable impact upon the living conditions of the adjoining occupiers. Other neighbouring properties opposite and within the wider area are not considered to be subject to any unacceptable impact arising from the development given the separation distance between them and the development site. Overall, the development would not prejudice the living condition of the neighbouring occupiers to an unacceptable degree.

8.4 **Highways:**

- 8.4.1 The Local Authority's Highways (LHA) Team was consulted on the application and raised no objections to the proposed parking area, noting that the driveway is shorted than the kerb space required to accommodate two cars. The LHA also highlighted that the drive is parking at any time, but the road is limited stay/times and parking on classified roads is more tolerated than desired. However, they advised that should the application be approved, an additional suggested condition should be attached to the decision. This condition is necessary to maintain pedestrian visibility

8.5 **Drainage/ Flooding:**

- 8.5.1 The proposed material for the driveway area is tarmac, therefore, it would not be porous/permeable. However, given that a drainage channel and new soakaway are proposed this would satisfy the requirements of the General Permitted Development (Wales) Order. It is considered necessary to condition that the drainage channel is implemented prior to the development coming into beneficial use and maintained as such in perpetuity.

8.6 **Biodiversity:**

- 8.6.1 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 bird box has been proposed, this is considered to be appropriate when considering the scale and context of the development.

- 8.6.2 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 has been considered against the requirements of the relevant local and national planning policies and is considered to be compliant. The development would be in keeping with the character and appearance of the host dwelling while not having a harmful impact upon residential amenity. Therefore, the proposal is recommended for approval subject to condition.

**11. DECISION
GRANTED WITH CONDITIONS**

1. The development shall be implemented in accordance with the following plans and documents: Location Plan, Site Location Plan Existing and Proposed Layouts Elevations and Sections GC91 01
Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.
2. The biodiversity enhancement scheme as shown on approved plan Site Location Plan

Existing and Proposed Layouts Elevations and Sections GC91 01 shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development. Reason: In the interest of ecology and biodiversity, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

3. Prior to the commencement of development, all materials proposed shall be submitted to and approved in writing by the Local Planning Authority.
Reason: To ensure the development is completed in a manner compatible with its surroundings, in accordance with Policy GP6 of the Newport Local Development Plan (adopted January 2015).
4. Prior to the development hereby approved coming into beneficial use, the "Drainage Channel" and "Soakaway" as shown on approved plan shall be implemented and shall be maintained as such in perpetuity.
Reason: In the interests of Highway Safety.
5. No part of the development shall be brought into use until visibility splays of 2metres by 2metres have been provided on each side of the access. The depth shall be measured from the back of footway; and the width measured outward from the edges of the access. The splays shall be created clear of obstructions to visibility at or above a height of 0.6 metres above footway/verge level <to footway/verge 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.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Location Plan, Site Location Plan Existing and Proposed Layouts Elevations and Sections GC91 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.