

Delegated Decision Report

Application No:	26/0220	Statutory Period Expires:	5th June 2026
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Site:	22 Sycamore Avenue Newport NP19 9AH		
Proposal:	PROPOSED FRONT PORCH WITH PARKING BAY AND DROPPED KERB		
Applicant:	T Powell		
Type:	Full	Ward:	Alway
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 22 Sycamore Avenue is a two-storey semi-detached property located in the Alway ward.

3. DESCRIPTION OF DEVELOPMENT

3.1 A front porch is proposed, measuring 2.8m in width, 1.2m in depth, 2.4m in height to the eaves and 3m in height to the ridge. Externally, the porch would be finished in white and cream roughcast render with dark roof tiles to match the existing. 1no window is proposed on the north-facing elevation and 1no door is proposed on the west-facing elevation. Both the window and the door would be white UPVC to match the existing.

3.2 It is also proposed to excavate the raised ground area (which is currently subsoil) in the front garden and remove a section of the brick wall along the front boundary to accommodate a parking bay. An 850mm section of the front wall would be retained on each side. The parking area would measure 5.5m in width and 5.5m in depth and would be paved with permeable block pavements. A new retaining wall, measuring 600mm in height would be installed along the eastern and southern edge of the parking area and an ACO channel drain would be installed along the northern edge. Along the western edge of the parking area, a pedestrian path, leading to the front porch is proposed.

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)

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

There would be no in principle objection to the proposals, but the plans cannot be scaled and the dimensions are critical.

The drive must be at least 5.5m deep to prevent over hanging of the footway when parking up to a wall. If this can be achieved, along with the visibility splays shown there would be objection.

Conditions to prevent water discharging into highway, prevent the addition of gates and secure a bound permeable surface would be needed.

The applicant should note that the footway crossing is subject to separate licensing by highways. This is independent of planning and would only be granted if the drive meets the required visibility standards

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 30.03.2026

7.1 NEIGHBOURS: 25no neighbours were consulted. No representation received to date.

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 raised subsoil in the front garden would be removed to reduce the level in addition to a 5.5m section of the front wall removed to create a vehicular access. The front garden is currently an area of sub soil with chippings above and some moderate shrubbery including 2no bushes in front of the dwelling and 1no small sapling to the northeastern corner of the front garden. It is raised above the pathway level but not significantly. The raised area would be replaced by block paviours to accommodate the driveway. Details in respect of the finish of the hard surfaced area have been provided and are considered acceptable. Although part of the raised area and front wall would be removed to accommodate the development, a minimal section of

the front wall would be retained, in addition to the existing shrub to the southeast of the site. Moreover, despite the guidance set out in the SPG, it is considered that in this case, the existing garden is of little aesthetic value i.e. subsoil and gravel chippings and its removal will not appear incongruous or have any demonstrable adverse visual effect.

8.2 A number of driveways can be observed along this stretch of Sycamore Avenue however due to the topography of the land, the driveways to the west of the development do not require any retaining walls and instead, are flat and span the full width of the front garden. Nevertheless, the proposed driveway would not introduce significant engineered levels to the garden and given the context, scale and design of the works it is considered that the proposed works would not result in a harmful impact on visual amenity and would not detract from the character and appearance of the property and wider streetscape.

8.3 Regarding the front porch, the House Extensions and Domestic Outbuildings Supplementary Planning Guidance (Adopted January 2020) states that 'a porch should relate sympathetically to the existing building and the streetscape by virtue of its size, design and materials'. The proposed front porch is appropriately scaled in relation to the host dwelling and the design and materials are sympathetic to the host dwelling.

Residential Amenity:

8.4 The front porch would be set in 2.65m from the nearest boundary and its closest point and is of limited depth and scale. As such, it is not anticipated that the porch would adversely affect neighbouring amenity, in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

8.5 In relation to the driveway, given the nature and scale of the proposed development, it is not likely that there would be a significant impact on neighbouring occupiers in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

Highways Safety:

The Council's Highways Officer was consulted on this application and has not raised an objection as the drive is 5.5m deep into the site so there would be no vehicle overhang on the footway and 2m x 2m pedestrian visibility splays with no obstruction above 600mm in height can be achieved. Conditions to prevent water discharging into the highway, the addition of gates and to ensure a permeable surface is used will be added.

8.7 The merit of the creation of 2no off road parking spaces has been given some weight in the consideration of this application. Currently, the property does not benefit from any off-road parking and on street parking outside the property is limited due to the on-street parking arrangement of Sycamore Avenue and the presence of a widened footway directly adjacent to property. It appears that in the past the highway has been altered to create parking laybys separated by build outs such as that outside this property. In several cases, layby parking obstructs off road parking on plots. In this case, layby parking is not impacted and on road parking will not be reduced, however, access to the parking will be across a built-out section of the pavement separating existing layby on road spaces. Consequently, a greater cross over is required to access the plot than is standard. The pavement is very wide at this point but no landscape or features of note would be affected by the cross over and the highways officer raises no objection. As such, the development would not reduce the availability of on street parking and would provide an additional 2no parking spaces. This is in line with the Parking Standards SPG which requires a 3no bedroom property to provide 2no off road parking spaces.

8.8 For the avoidance of doubt, the lawful use of the driveway for vehicular access requires the provision of an authorised dropped kerb. Without an approved vehicular crossover, vehicles would be required to cross the footway unlawfully, which can cause damage to the highway and pose risks to pedestrian safety. The absence of a dropped kerb therefore means the driveway cannot be used legally for parking or access purposes, regardless of its physical availability within the curtilage of the property. The applicant is advised that 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, the applicant must contact the Council's Highways Authority

but is likely awaiting the outcome of this application.

8.9 **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, however given the scale of development there is no reason why this could not be achieved through a suitably worded planning condition. 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 Sycamore Avenue nor the residential amenity of neighbouring occupiers. A condition will be added to ensure the submission 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

- Existing/Proposed Elevations 4A
- Proposed Site Plan 3A

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 northern edge of the driveway shall be fully installed in accordance with the details shown in approved document 'Proposed Site Plan 3A' 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 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

04 Prior to the commencement of development, a biodiversity enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved. The location and details of these must be shown on relevant plans.

Reason: In the interest of protected species, in accordance with Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

NOTE TO APPLICANT

01 This decision relates to plan Nos: Site Location Plan, Existing/Proposed Elevations 4A, Proposed Site Plan 3A,

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.