

Delegated Decision Report

Application No:	26/0183	Statutory Period Expires:	17th June 2026
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Site:	15 Oakfield Road Newport NP20 4LZ		
Proposal:	HARD STANDING FOR OFF ROAD PARKING INCLUDING DROPPED KERB AND RETAINING WALL		
Applicant:	V Lugg-Morris		
Type:	Full	Ward:	Allt-yr-Yn
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The application site is a semi-detached property located within the Allt-yr-Yn ward. The surrounding street features a mix of properties of varying scale and design. The site benefits from a large front garden enclosed by a hedgerow. It is situated directly opposite the Shrubbery Conservation Area, approximately 11 metres away, with only a road separating the site boundary from that of the conservation area. The front boundary hedges of properties along the southern side of Oakfield Road make a positive contribution to the setting of the conservation area, reflecting the area's verdant character and helping to soften views along the street.

3. DESCRIPTION OF DEVELOPMENT

3.1 The application seeks consent for the removal of the hedgerow to facilitate a hardstanding that would provide a driveway. The driveway would have a width of 7.68m and a depth of 5.5m. The plans state that the driveway would be permeable block paving. A metal railing would be positioned to the south west and south east of the driveway that would have a height of 1.1 in height.

4. RELEVANT SITE HISTORY

4.1 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.

6.1.5 - The planning system must take into account the Welsh Government's objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

5.3.2 Policies CE7(Conservation Areas), GP2 (General Amenity), GP4 (Highways and Accessibility), GP5 (Natural Environment) and GP6 (Quality of Design) of the Newport Local Development Plan 2011-2026 (Adopted January 2015) are relevant to the determination of this application.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

5.4.1 The House Extensions and Domestic Outbuildings and Parking Standards Supplementary Planning Guidance (Adopted January 2020) is also relevant.

5.5 HISTORIC ENVIRONMENT ACT (2023) WALES

5.6 Consideration has also been given to the following documents:

- The Shrubbery Conservation Area Conservation Area Appraisal (February 2020)
- Managing Conservation Areas in Wales (CADW)

5.7 TECHNICAL ADVICE NOTES

5.7.1 Technical Advice Note (TAN) 12: Design and Technical Advice Note (TAN) 24: The Historic Environment are relevant to the determination of this application.

6. CONSULTATION RESPONSES

6.1 **Highways:** No objection.

The application does not detail boundary treatments, but any treatment would further impede the inter-visibility of pedestrians and emerging vehicles, when they are already unable to make the necessary observations properly.

6.2 **Principal Heritage Officer:** 15 Oakfield Road forms part of a row of semi-detached Victorian houses to the southern side of the street. Directly to the north is the 'The Shrubbery' Conservation Area, constructed on the area known historically as Clytha Park.

As noted within THE SHRUBBERY CONSERVATION AREA CONSERVATION AREA APPRAISAL FEBRUARY 2020, the area is characterised by its villas (with some semi-detached houses on the north side of Westfield Road). These grand houses are typical of the era, when more affluent residents sought larger properties with generous gardens on the outskirts of an urban area.

As a result, the Conservation Area is strongly also characterised by its high proportion of greenery: all such plots have a higher ratio of space given over for garden than for the main house. The maturity of the trees and hedgerows within the Conservation Area create a distinctly rural feel, especially in the centre of Westfield Road. This is emphasised by the contrast with the immediate setting of the Conservation Area, which is more intensively built up with closely positioned semi-detached houses.

The Shrubbery is an enclosed area with mature planting, limiting central views to a short-range or a tantalising glimpse through tree cover. In particular, views along Westfield Road are characteristically green with few built elements visible, often glimpsed through gates or above planted boundaries. The elevated positioning of the houses on the south side of the Conservation Area is a characteristic feature of views along Oakfield Road, including prominent houses on corner plots.

As such, key conservation area views have been identified within The Shrubbery Conservation Area Appraisal, including a key view north-west from the junction of Clytha Park Road and Oakfield Road, and the moving view along Oakfield Road itself. Here, the

front boundary hedges of properties to the south of Oakfield Road contribute positively to the setting of the conservation area, reflecting the rich greenness of the area and softening views along the street.

On that basis, some harm to the setting of The Shrubbery Conservation Area will result from loss of the existing hedgerow and front garden proposed as part of this application.

7. PUBLIC REPRESENTATIONS

- 7.1 NEIGHBOURS: Neighbour notification letters were sent on 28.04.2026. 23no. neighbours were consulted. No representations were received.

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. The main issues in this case are the effect of the development on the character and appearance of the area and highway safety.

8.2 Character and Appearance

- 8.2.1 The property currently benefits from a well-established, densely planted hedge that makes a positive contribution to the character and appearance of the area, as well as to the setting of the nearby Shrubbery Conservation Area. It is acknowledged that a number of properties along the street already have driveways, although there is limited planning history available for many of these. Notably, No. 27 Oakfield Road was recently granted permission (ref. 24/0247) for the creation of a vehicular access and off-street parking.

- 8.2.2 It is acknowledged that the loss of the hedgerow would result in an overall negative impact upon the character and appearance of the area, however, this can be removed at will without the express consent of the LPA therefore considerable weight is attached to the legitimate fallback position in the assessment of this application. The presence of similar alterations along the street indicates that the introduction of a new access would not materially detract from the overall character and appearance of the area or appear as out of character or incongruous within the setting. It is acknowledged that the Principal Heritage Officer has raised concerns on the basis that the hedgerow makes a positive contribution to the setting of the conservation area. However, the site lies adjacent to, rather than within, the designated Shrubbery Conservation Area. Furthermore, the relationship between the site and the conservation area is limited, as the property fronts a boundary wall and substantial vegetation. The street itself is residential in nature and characterised by active frontages, where off-street parking is a common feature. In this context, it is considered that the proposed alteration would have a neutral impact in terms of preserving or enhancing the setting of the conservation area accordingly no conflict is identified in respect of the requirements of TAN24 or The Historic Environment (Wales) Act 2023.

8.3 Residential Amenity

- 8.3.1 Given the nature and scale of the development in combination with the relationship of neighbouring residential properties, it is considered that there would not be a significant impact on neighbouring occupier amenity that would cause significant concern or warrant the refusal of this application.

8.4 Highways

- 8.4.1 The access and parking arrangements provide sufficient space for vehicles to enter and leave in a controlled manner, as the width of the driveway is approximately 7.9m. The Highways Officer notes that there are limited details on the boundary treatments as such it is unclear what the visibility would be like for pedestrian and drivers. No boundary treatments are proposed, however visibility when manoeuvring from the site could be constrained by the existing boundary walls between properties and potentially by parked vehicles. However, the open frontage and long driveway would alert pedestrians to potential vehicle movements, and on-street parking is likely to encourage drivers to manoeuvre with caution. In these circumstances, visibility is considered, on balance, to be adequate. There is no persuasive evidence that the development will materially increase the risk to pedestrians using the footway or to users of Oakfield Road. It is considered necessary to attach a condition to restrict permitted development rights in relation to any

boundary treatments/means of enclosure forward of the principle elevation.

8.4.2 The internal dimensions of the parking spaces accord with the Newport City Council Parking Standards Supplementary Planning Guidance and the Highways Officer has confirmed that this would be acceptable. Whilst the development has created a new access, the above factors would limit any risk to highway safety such that no unacceptable harm would arise. The development provides off-street parking within the site, but will remove on road parking so is likely to have a neutral impact on parking provision. It is therefore considered that the development complies with Policy GP4.

8.4.3 The drive must be surfaced with permeable bound material and must not discharge water onto highway. The plans show that the materials would include permeable block paving. This will be conditions to ensure that water does not drain into the highway as a result of the proposal.

8.4.4 The applicant is advised that there is no lawful access without a footway crossing (dropped kerb). This is a requirement of the Highways Act 1980. The applicant should note that it is unlawful to undertake works on highway without the permission of the highway authority and separate licensing and regulation is needed which is independent of planning.

8.5 **Biodiversity**

8.5.1 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. 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. The application proposes the removal of green infrastructure and therefore any application for planning consent should be accompanied by scheme for biodiversity enhancement informed by a Green Infrastructure Statement. No Green Infrastructure Statement or biodiversity enhancement measures have been submitted as part of this application. Had the LPA found the development acceptable in all other respects, a condition could have been imposed to ensure that the development makes provision for biodiversity enhancements in accordance with the policy requirements of Future Wales Policy 9, Chapter 6 of Planning Policy Wales, and LDP Policies SP1 and GP5.

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 It is not considered that the proposals would have a significant impact on the character and appearance of the area or the nearby shrubbery conservation area. There would not be an impact on highway safety. Overall the proposals are considered acceptable.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: A3-FP3 0 - Revised Existing/Proposed Elevations, Location Plan, A3-FP3_0, A3-FP2_0, A3-FP1_0, FP2 0 - Proposed Plan and Section

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 gates, walls or other means of enclosure shall be installed forward of the principle elevation of the dwelling.

Reason: In the interests of highway safety.

03 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 and retained as such for the lifetime of the development.

Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

04 The hardstanding area hereby approved shall be constructed of permeable paving stones and shall be retained as such thereafter in perpetuity.

Reason: To ensure adequate drainage of surface water and visual amenity

NOTE TO APPLICANT

01 This decision relates to plan Nos: FP1 0 - Existing Plan and Section

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies CE7, GP2, GP4 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.