

Delegated Decision Report

Application No:	26/0148	Statutory Period Expires:	21st April 2026
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Site:	Sirona Belmont Hill Caerleon Newport NP18 1JX		
Proposal:	REMOVAL OF FRONT WALL AND CREATION OF OFF-STREET PARKING AREA (RESUBMISSION)		
Applicant:	I Cope		
Type:	Full	Ward:	Caerleon
Decision:	REFUSED		

1. BACKGROUND

1.1 The work has commenced on site and the application is part retrospective with significant excavation of the site apparent.

1.2 Planning permission was recently refused for the 'removal of front wall and creation of off street parking area' (ref no.25/0811) at the site for the following reasons;

- The development, by reason of its design, scale, location and removal of existing landscaping features represents an unduly dominant and unsympathetic alteration to this rural streetscape to the significant detriment of visual amenity and the visual setting of the Conservation Area and this area of countryside. This is contrary to Planning Policy Wales 12 and policies SP1, SP5, SP9, CE7, GP2, and GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).*
- The proposal fails to mitigate or compensate for landscape and biodiversity impact or demonstrate that biodiversity enhancement can be achieved. This is contrary to Policy 9 of Future Wales: The National Plan and Planning Policy Wales 12 and policies SP1, SP5, SP9 and GP5 of the Newport Local Development Plan 2011-2026 (Adopted January 2015). No information has been provided that mitigates or outweighs this objection.*
- The development will have a significant adverse impact upon interests of acknowledged importance, namely highway safety, by reason of substandard layout, non-permeable surface and absence of positive drainage, visibility and size. This is contrary to policies SP1 and GP4 of the Newport Local Development Plan 2011-2026 (adopted January 2015) and the Council's adopted Parking SPG. No information has been provided that mitigates this objection.*
- The development will have a significant adverse impact upon interests of acknowledged importance, namely heritage and archaeological resource, by reason of the retrospective nature of excavation works and the site being close to the archaeologically sensitive area of Caerleon and with known archaeological deposits found in investigations close by. Archaeological mitigation is required. This is contrary to Planning Policy Wales Edition 12, policies CE6 and SP9 of the Newport Local Development Plan 2011-2026 (adopted January 2015) and Archaeology and Archaeologically Sensitive Sites SPG.*

2. SITE LOCATION AND CONTEXT

2.1 The site is located on Belmont Hill which is a busy thoroughfare in and out of Caerleon. The application property is significantly elevated in comparison to the highway and has a steeply banked front garden with steps to the south accessed directly from the highway. The property currently has no off-road vehicle parking.

2.2 The site is located outside of the urban boundary and adjacent to the Conservation Area and archaeologically sensitive area.

3. DESCRIPTION OF DEVELOPMENT

3.1 Planning permission is sought to retain and complete the removal of the front boundary wall, excavation of the front garden and the creation of an off street parking space including

the erection of retaining walls and steps. A sloped bank would remain to the rear of the parking area that would slope upwards toward the property. The area measures an approximate depth of 4.1m and width of 12m which includes a 0.9m pedestrian access adjacent to the highway, resulting in the parking space measuring approximately 9.4m wide and 3.2m deep. Retaining walls are proposed along the sides and rear of the parking area, measuring an approximate length of 16.4m at a height of 2.1m. The parking area would be surfaced in permeable material, either gravel or block paving.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0811	REMOVAL OF FRONT WALL AND CREATION OF OFF-STREET PARKING AREA	REFUSED	04/12/2025

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)

- GP2 – General Amenity
- GP4 – Highways and Accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- SP1 – Sustainability
- SP5 – Countryside
- SP9 – Conservation of the Natural, Historic and Built Environment
- CE6 – Archaeology
- CE7 – Conservation Areas
- T4 – Parking

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Parking Standards
- Archaeology and Archaeologically Sensitive Sites

6. CONSULTATION RESPONSES

6.1 Landscape: Objection. I note objections from Highways. From a landscape point of view parking as proposed would not be supported. Belmont Hill is a relatively attractive strategic route into Caerleon and parked cars immediately adjacent to the highway at this location at the boundary with the Conservation Area would be a detractor. Adjoining residents have provided **set-back** parking within the front garden area, noted that these are often

inadequately screened. If a revised proposal is considered, this should include existing and proposed walling, level changes, tree/hedge cover, visibility splays etc all based on a topographic survey so that the impacts can be fully assessed. In addition any revised proposal should include a soft landscape scheme which is appropriate to the site and not copied from another planning application. This should include planting type, species, size, density, along with maintenance and management plan for five years to cover new planting until established. It is advised that a suitably qualified landscape specialist/professional is used to satisfy the above.

- 6.2 Local Highways Authority: Objection on highway safety grounds and parking policy. As previously advised, there would be no objection in principle. The proposals however do not meet the requirements for parking provision. The spaces must at least 5m deep and perpendicular to highway. The width should be 2.4m minimum per space plus 900mm for the pedestrian access if it is incorporated. They must demonstrate full visibility requirements which are 2.4 by 25 and 2m by 2m at 600mm height. The application must also show bound, permeable surfacing and how surface water is prevented from entering highway. No gates will be supported. For the avoidance of doubt highways would support off road parking subject to meeting the design criteria.
- 6.3 Heritage: The property in question is located on Old Hill, the road forming principal approach from the south-east. It is immediately outside Caerleon Conservation Area (CA), its north-west curtilage boundary being conterminous with that of the CA. This is therefore a question of conservation area Setting impact.

The character of Old Hill is defined within the CAA as *"principally a green streetscape with groups of traditional cottages set into the sloping landscape behind front boundary walls."*

Item 3.6.6 of the same states that:

"As is common across Newport and South Wales generally, there is a considerable amount of local Pennant stone used as building material. This is especially prevalent in boundary walls, sometimes combined with brick dressings, and as the main building material behind rendered elevations."

I would suggest that the site has principally been excluded from the CA due to the modern nature of the building. However, its generous front boundary does fulfil the above criteria: an existing (though dilapidated) boundary wall comprising of rubblestone, which retains the stepped and greened slope behind. The present arrangement therefore comprises of positively contributing landscaping, which softens transition into the CA (and the stone-built boundary wall of Hill House immediately adjacent) within approach from the south-east, and makes a positive contribution towards its setting.

The proposed works will substantially reduce the greened slope and reconfigure the line of the stone wall which forms the roadside boundary, to create a paving-finished parking area.

It is considered that loss of the existing green boundary and stone wall - to what is essentially a widening of the hard-finished road with car parking against the boundary line - will result in some harm the setting of Caerleon Conservation Area as it will harden the immediately adjacent landscaping within this principal approach to the area.

I would also highlight that the Archaeologically sensitive area is immediately adjacent, its boundary also conterminous with that of the CA. I see that *Heneb* requested a WSI relating to previous application 25/0811.

- 6.4 Structural Engineer: The structure meets all regulatory standards and so there is no objection from the structures team regarding this application. However, it would be good to see the retaining wall calculations to check for compliance.

Further comments - The calculations show the design is suitable for the off road parking space.

- 6.5 SAB: Having reviewed the submitted information, a SAB application may not be required.
6.6 Heneb: The proposal will require archaeological mitigation.

Information in the regional Historic Environment Record (HER) shows that the application area is to the immediate south of the Archaeologically Sensitive Area (ASA). To the northwest of the wider area is the Roman Legionary Fortress of Isca. The area is on the outskirts of a known area of civilian settlement where Roman finds of pottery and coins and human burials (inhumations and cremations) have been located. Furthermore, an archaeological watching brief was undertaken during development works less than 100m to the northwest of the area, during 2015 and 2016, in which Roman features and finds including a Roman funerary inscription were encountered, confirming the existence of a nearby Roman cemetery. A review of the historic Ordnance Survey maps shows the area as previously an open field on the First to Third Editions (1883 to 1920), with the footprint of the property depicted on the Fourth Edition (dated 1936). Given the site's location and recent discoveries of remains within the immediate vicinity, it is considered that it is possible that archaeological remains and deposits may be encountered during any ground works in the area.

You may recall our response to an earlier application at the site in which archaeological mitigation was recommended (Pl.App.No.: 25/0811, dated 26th November 2025). It is noted that works have already commenced on site, which includes the removal of the boundary wall, along with ground reductions. We do not condone works undertaken prior to planning consent, and as the works were undertaken without archaeological supervision, it is unknown as to whether archaeological remains and deposits have been removed and destroyed in the process. However, it is noted that the profile of the ground reduction appears to be intact, along with partial spoil heaps, which will provide detail as to whether there has been any impact, from the works undertaken, upon the archaeological resource. There is also still potential for archaeological remains and deposits to be encountered during further proposed ground works and consequently, our previous advice remains the same.

Therefore, in order to mitigate the impact of the development on the archaeological resource it is our recommendation that a condition requiring the applicant to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource should be attached to any consent granted by your Members.

We envisage that this programme of work will take the form of Archaeological Monitoring and Recording (watching brief), to include the recording of the exposed section and disturbed spoil heaps from recent works, and during any further groundworks required for the development, with detailed contingency arrangements including the provision of sufficient time and resources to ensure that any archaeological features or finds that are located are properly investigated and recorded; it should include provision for any sampling that may prove necessary, post-excavation recording and assessment and reporting and possible publication of the results.

To ensure adherence to the recommendations we recommend that the condition should be worded in a manner similar to model condition 24 given in Welsh Government Circular 016/2014: *No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.* Reason: *To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource.*

We also recommend that a note should be attached to the planning consent explaining that: *The archaeological work must be undertaken to the appropriate Standard and Guidance set by Chartered Institute for Archaeologists (CIfA), CIfA regulations, standards and guidance | CIfA and it is recommended that it is carried out either by a CIfA Registered Organisation or a MCIfA level accredited Member | CIfA*

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 02/03/26. No responses received.

7.1 **CAERLEON CIVIC SOCIETY:**

After discussion at a recent meeting, Caerleon Civic Society decided to object to this re-submission on the same grounds as those relating to the previous, retrospective, application, 25/0811. 'Belmont Hill is a busy road being the main road to and from Caerleon from the SE. It is also a potentially dangerous road for all users with, near the application site, a sharp bend, limited sight lines and no pavements. Our objection is on the grounds that the entrance and exit of vehicles to the proposed site would represent a significant hazard to other road users especially cyclists and pedestrians. Apart from the road safety issues, we consider that the proposals do not meet the requirements of the Council's parking provision policy and would set an unacceptable precedent if approved'.

8. **ASSESSMENT**

8.1 **Principle of Development:**

The site is constrained being located outside of the urban boundary within the countryside and adjacent to the conservation area. It is also archaeologically sensitive. The site is prominent, elevated and located on a primary thoroughfare leading to and from Caerleon to the M4. As such, the following policies are of particular importance as well as the other policies and guidance outlined above.

Policy SP5 (Countryside) states;

Development in the countryside (that is, that area of land lying beyond the settlement boundaries shown on the proposal and inset maps) will only be permitted where the use is appropriate in the countryside, respects the landscape character and biodiversity of the immediate and surrounding area and is appropriate in scale and design. Housing development, rural diversification and rural enterprise uses, beyond settlement boundaries, will only be appropriate where they comply with national planning policy.

Policy CE7 (Conservation Areas) states;

Development within or adjacent to conservation areas will be required to:

i) be designed to preserve or enhance the character or appearance of the conservation area, having regard to the conservation area appraisal where appropriate.

ii) avoid the removal of existing historic features, including traditional shopfronts and joinery.

iii) use materials which are traditional, or appropriate to their context.

iv) complement or reflect the architectural qualities of nearby buildings which make a positive contribution to the character of the area.

v) pay special attention to the settings of buildings, and avoid the loss of any existing domestic gardens and open spaces which contribute to the character of the area.

vi) avoid adverse impact on any significant views, within, towards and outwards from the conservation area.

8.2 **Character and Appearance;**

As noted above, the works include the excavation of the existing vegetated embankment to the front of the property. The vegetated frontages along Belmont Hill make positive contributions to the area as you transition from the urban area into open countryside and to the Caerleon Conservation Area. The loss of the green infrastructure and the extensive retaining walls and hard surfacing required in this case would appear incongruous and at odds with its surroundings and would result in an unduly dominant and unsympathetic addition to this street scene, and the conservation area setting contrary to policies SP5, SP9, GP2 (General Amenity), CE7 (Conservation Areas) and GP6 (Quality of Design).

Applications for similar developments involving extensive excavation works and associated retaining structures to support level off road parking provision have been processed along Caerleon Road (no's 526, 528 and 546) and some dismissed at appeal on the basis of visual amenity. Properties on Caerleon Road share some similar characteristics with the application property being located on a busy thoroughfare with elevated front garden and property. Significant excavation and associated retaining walls, particularly along primary thoroughfares and in prominent locations are often seriously at odds with their surroundings and have an adverse impact on the street scene. The proposals in this case are arguably of

greater adverse impact and are unacceptable. They include the replacement of the current verdant front garden with extensive retaining walls of significant height and extensive hard surfacing and modern walling. The property is particularly prominent and the works are notable on the approach to the Caerleon Conservation Area and demonstrably impact its setting. The property, unlike the Caerleon Road examples, is located in countryside too, and forms part of a row of dwellings that transition into the urban fringe with very pleasant visual amenity. The impact of the development will be particularly prominent and adverse with the retaining wall being up to 2.2m high around the excavated area. The excavated area will be finished in tarmac and will only allow vehicles to pull off the highway akin to a layby rather than a standard parking space or drive. The presence of the tarmacked layby, walls and parked vehicle(s) are significantly detracting from the appearance of the street scene and represent poor design. Whilst it is recognised that the property does not currently benefit from any off-street parking with associated requirements to park away from property and walk along the highway that is without a pavement, this is not a new matter as the property has always had this arrangement. This fact does not outweigh the visual harm resulting from the development and in any case, the proposals raise highways and heritage objections which are discussed further below.

As noted above, the site is directly adjacent to the Conservation Area, and the proposals must therefore be assessed in terms of any potential impact to this heritage asset. The Conservation Area Appraisal for Caerleon defines the character of the area as follows:

“principally a green streetscape with groups of traditional cottages set into the sloping landscape behind front boundary walls.”

The Council's Heritage officer advises that prior to the works being undertaken, the site contributed positively to the landscape, softening the transition into the Conservation Area within approach from the south-east, and made a positive contribution towards its setting. The Officer notes that the proposed works will substantially reduce the greened slope and reconfigure the line of the stone wall which forms the roadside boundary, to create a paving finished parking area. It is considered that the loss of the existing green boundary and stone wall will result in some harm to the setting of the Caerleon Conservation Area as it will harden the immediately adjacent landscaping within this principal approach to the area. The proposal is therefore contrary to The Historic Environment (Wales) Act 2023 and Policy CE7 of the NLDP.

8.3 **Movement:**

The Council's Highways Officer objects to the application on highway safety grounds and parking policy providing the following comments;

As previously advised, there would be no objection in principle. The proposals however do not meet the requirements for parking provision. The spaces must at least 5m deep and perpendicular to highway. The width should be 2.4m minimum per space plus 900mm for the pedestrian access if it is incorporated. They must demonstrate full visibility requirements which are 2.4 by 25 and 2m by 2m at 600mm height. The application must also show bound, permeable surfacing and how surface water is prevented from entering highway. No gates will be supported. For the avoidance of doubt highways would support off road parking subject to meeting the design criteria.

Compared to the recently refused application, this application includes a 0.9m pedestrian access, relocated steps angling toward the site rather than along the boundary, confirmation of a permeable surface and visibility splays. With regard to the permeable surface, both gravel and block paving have been detailed as potential options. Any material should be bound to prevent it being transferred, therefore gravel would be considered to be unacceptable. Whilst visibility splays have been shown on the plans, they must demonstrate full visibility requirements which are 2.4 by 25 and 2m by 2m at 600mm height however the plans only show vehicular visibility splays of 2.4m by 25m in one direction and 1m by 25m in the other direction.

When completed, the excavated area would measure a maximum depth of 4.1m and width of 12m. This would include a 0.9m pedestrian access to the front, adjacent to the highway, which allows for a parallel parking space measuring approximately 0.4m wide and 2.3m

deep. In terms of the parking space, the Council's Parking Standards SPG states that 'The standard dimensions of car parking spaces are: 4.8m x 2.4m. An additional pedestrian access of 900 mm will be required to any dwelling (the footpath may be shared with adjacent dwellings). Where parking spaces abut a structure such as a wall, fence or garage, the length of the space must be increased to 5.5 m to alleviate any overhang of the public highway.'

Therefore, it is considered that the proposal would result in a harmful impact on highway safety by reason of substandard layout, visibility and size. This is contrary to policy GP4 of the LDP and the Parking Standards SPG.

8.4 **Biodiversity:**

As noted above, the proposals would include the excavation of the existing embankment to the front of the property and a significant hardening to the appearance of the property as a result of the retaining walls and hardstanding area. The application is not supported by a Green Infrastructure Statement and there is no regard for the step wise approach advocated by PPW12. Such a statement should set out how green infrastructure has been incorporated into the site and how the step-wise approach has been applied. The requirement for appropriate landscaping is further strengthened in the Chief Planning Officer letter dated 11th October 2023 and PPW 12 and the proposals are contrary to this. Paragraph 6.4.12 of PPW states "Where biodiversity enhancement proportionate to the scale and nature of the development is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission"

Whilst some planting has been proposed, it lacks detail and hasn't been shown on plan. There has been a loss of green infrastructure due to the commencement of works and any enhancement must be on a baseline pre development. As no Green Infrastructure Statement has been provided there appears to be no regard for the step wise approach and how this has been considered.

8.5 **Landscaping:**

The Landscape Officer does not support the proposed development in its current form, stating that Belmont Hill is a relatively attractive strategic route in Caerleon. The Officer advised that a revised proposal should include a scheme which is appropriate to the site and should include planting type, species, size, density along with maintenance and management plan for 5 years to cover new planting until established. Whilst the plans include a table detailing some planting as well as a beech hedge to the top of the bank, this lacks sufficient detail and aren't shown on a plan.

Whilst some planting has been proposed, it lacks detail and is not sufficient. No Green Infrastructure Statement has been provided.

8.5 **Residential Amenity:**

Given the siting of the works to the front of the property and forward of neighbouring properties which are set at a higher level, the proposal is not considered to result in an adverse impact to the amenity of neighbouring properties.

8.6 **Archaeology:**

The site is located to the immediate south of the archaeologically sensitive area. Heneb are the Council's archaeological consultants and have advised that the proposal would require archaeological mitigation. Heneb note that works have already commenced on site and without archaeological supervision it is unknown whether archaeological remains and deposits and remains have been removed and destroyed in the process. However, they note that the profile of the ground reduction appears to be intact, along with partial spoke heaps, which will provide detail as to whether there has been any impact from the works undertaken. There is also still potential for archaeological remains and deposits to be encountered during further proposed ground works and consequently Heneb advise that a condition should be attached to any consent requiring the application to submit a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource. Consequently, this reason for refusal included on the previous decision is no longer applicable and archaeological interests can be safeguarded by

condition if permission is forthcoming.

8.7 **Structural Stability**

As the application includes significant excavation and retaining walls, the Council's Structural Engineer was consulted on the application and offered no objection to the application, advising that the structure meets all regulatory standards however they requested that retaining wall calculations were submitted to check for compliance. These were provided by the applicant and the Council's Structural Engineer confirmed that the calculations show that the design is suitable for the off-road parking space.

8.8 **Other Matters**

The planning application was supported by a written statement from the applicant that raised a number of points regarding the proposal and surrounding development. Reference has been made to the approved works opposite the application site at Robinwood. Planning permission was approved in 2024 (ref no.23/1092) for 'PROPOSED ALTERATIONS TO EXISTING DRIVEWAY TO INCLUDE CONSTRUCTION OF A 1.99M RETAINING WALL FOLLOWING LAND SLIP, WIDENING OF DRIVEWAY AT ENTRANCE AND LOWERING OF STONE WALL ADJACENT TO THE HIGHWAY DUE TO DANGEROUS LEAN TOWARDS ROAD CREATING INCREASED VISIBILITY AND SAFETY FOR INGRESS AND EGRESS (PART RETROSPECTIVE).' Whilst the application site is in close proximity to the property across the road, Robinwood, it is considered that both the site context and proposals aren't comparable. Primarily, the works at Robinwood relate to an existing access rather than the creation of a new access and off-street parking. With regard to the proposal at Robinwood, the Council's Highways Officer confirmed that the proposed would represent an 'improvement to the existing access arrangement in terms of highway safety.' It was also noted that an appropriate landscaping scheme was proposed as well as the walls being finished in 'locally sourced natural stone to match the existing properties adjacent to the site.' Both the Council's Heritage and Highways Officers offered no objection to the proposal.

Reference was also made to neighbouring properties not having green areas to the fronts. However, this is existing development and there is no recent planning history relating to it. Notwithstanding this, the current proposal results in the removal of existing green infrastructure that has not been adequately addressed as detailed above. This is a material planning consideration.

The written statement referred to the layout of the parking space, being parallel to the highway, removing the need for reversing manoeuvres. However, it should be noted that parallel spaces are not generally supported. Parking spaces should be perpendicular to the highway and of adequate size to minimise potential for overhang into the public highway which, in this case, would be particularly dangerous.

Finally, reference was also made to a property a few doors down that has undertaken works without planning permission. This should be a matter for planning enforcement to investigate further.

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 proposal by reason of its design, scale, location and removal of existing landscaping features within countryside, close to the Caerleon Conservation Area and archaeologically sensitive area, represents an unduly dominant, unsympathetic and unacceptable development. It is damaging to the rural streetscape to the detriment of visual amenity and results in harm to the setting of the Conservation Area and rural landscape. It is also unknown whether any harm has occurred to the archaeological resource and the proposals are considered to result in an adverse highway safety impact. This is contrary to Policy 9 of Future Wales - the National Plan 2040, Planning Policy Wales Edition 12, policies SP1, SP5, SP9, CE6, CE7, GP2, GP4, GP5 and GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015) and the Council's Parking SPG, Archaeology and archaeologically sensitive area SPG and Wildlife and Development SPG. No information outweighs this objection.

11. **DECISION**

REFUSED

01 The development, by reason of its design, scale, location and removal of existing landscaping features represents an unduly dominant and unsympathetic alteration to this rural streetscape to the significant detriment of visual amenity and the visual setting of the Conservation Area and this area of countryside. This is contrary to Planning Policy Wales 12 and policies SP1, SP5, SP9, CE7, GP2, and GP6 of the Newport Local Development Plan 2011-2026 (Adopted January 2015).

02 The proposal fails to mitigate or compensate for landscape and biodiversity impact or demonstrate that biodiversity enhancement can be achieved in accordance with the Stepwise Approach of PPW12. This is contrary to Policy 9 of Future Wales: The National Plan and Planning Policy Wales 12 and policies SP1, SP5, SP9 and GP5 of the Newport Local Development Plan 2011-2026 (Adopted January 2015). No information has been provided that mitigates or outweighs this objection.

03 The development will have a significant adverse impact upon interests of acknowledged importance, namely highway safety, by reason of substandard layout, visibility and size. This is contrary to policies SP1 and GP4 of the Newport Local Development Plan 2011-2026 (adopted January 2015) and the Council's adopted Parking SPG. No information has been provided that mitigates this objection.

NOTE TO APPLICANT

01 This decision relates to plan Nos: Location Plan, Landscape Plan, New Driveway Retaining Wall, Proposed Plan, Vehicle Tracking, Retaining Wall Calculation, CADW Site Map, Heneb Map, Site Photos and Written Statement.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6, SP1, SP5, SP9, CE6, CE7 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.