

Delegated Decision Report

Application No:	25/0959	Statutory Period Expires:	23rd January 2026
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Site:	159-161 <i>Chepstow Road Newport NP19 8GE</i>		
Proposal:	<i>CHANGE OF USE TO INCLUDE A1 SHOPS, A2 FINANCIAL & PROFESSIONAL SERVICES, B1 BUSINESS AND D1 NON-RESIDENTIAL INSTITUTIONS</i>		
Applicant:	<i>J Phillips</i>		
Type:	Full	Ward:	Beechwood
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The site is located on the corner of Chepstow Road and Victoria Avenue in a prominent position near to a busy road junction on a main thoroughfare into and out of the city centre. The site includes a large single storey building fronting Chepstow Road and parking to the rear enclosed by railings and vehicular gates.

2.2 The unit is currently vacant and was last occupied as a funeral director. Prior to that it was a bank.

3. DESCRIPTION OF DEVELOPMENT

3.1 The proposals include the change of use of the building to include the current A1 use as well as A2 (Financial and Professional Services), B1 (Business) and D1 Non-residential Institutions. No alterations are proposed to the building, and the internal layout is also to be retained.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
90/0161	ALTERATIONS TO ELEVATIONS AND CONSTRUCTION OF CAR PARK AT REAR	GRANTED WITH CONDITIONS	9/5/1990
90/0604	INSTALLATION OF A CASH DISPENSER	GRANTED	19/07/1990
01/0371	DISPLAY OF NON-ILLUMINATED FASCIA SIGNAGE AND PROJECTING SIGNS	GRANTED	14/05/2001
07/1587	RETENTION OF PALISADE FENCING AND GATES	APPEAL ALLOWED	4/9/2008
11/1044	INSTALLATION OF NEW CCTV CAMERA, SECURITY LIGHT AND ATM SURROUND	GRANTED	24/11/2011
11/1045	INSTALLATION OF 2NO. INTERNALLY ILLUMINATED FASCIA SIGNS, 2NO. INTERNALLY ILLUMINATED PROJECTING SIGNS, AND 2NO. BRANCH NAME-PLATES	GRANTED	24/11/2011

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 favours proposals which make a positive contribution to sustainable development.

Policy SP3 Flood Risk ensures development is directed away from flood risk areas.

Policy GP2 General Development Principles – 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 General Development Principles – Highways and Accessibility states that development should provide appropriate access for pedestrians, cyclists and public transport along with appropriate car parking and cycle storage. Development should not be detrimental to the highway, highway capacity or pedestrian safety and should be designed to enhance sustainable forms of transport and accessibility.

Policy GP5 General Development Principles – 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 GP7 General Development Principles – Environmental Protection and Public Health states that development will not be permitted which would cause or result in unacceptable harm to health.

Policy R7 Non-Retail Uses in District Centres states that use classes A2 and A3 and leisure/community uses will be permitted in District Centres providing they would not prejudice the viability of the centre's retailing role; adequate parking is in place or provided; and there would be no unacceptable effect on the local residential amenities or general character.

Policy W3 Provision for Waste Management Facilities in Development states that where appropriate, facilities for waste management will be sought on all new development.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

PARKING

WASTE STORAGE AND COLLECTION

6. CONSULTATION RESPONSES

6.1 Local Highways Authority: **Highway recommendation:**

Objection on highway safety, parking and cycle policy grounds.

Highway Comments:

The submission does not include any proposals for cycle parking or bin storage. It is suggested that the bins will be in the car park but that is already unacceptable (see below) and there is no obvious space.

There is equally no obvious location for cycle storage, so it could not simply be conditioned. Notwithstanding there is a car park with 9 marked spaces the access has zero pedestrian visibility, and the gates are not set back. This represents two safety issues for pedestrians and potentially another for vehicles. This arrangement is not acceptable for any development or change of use. It could be rectified by changing the wall and removing the gates.

The parking arrangement does not provide sufficient space for manoeuvre with cars tightly parked in minimally sized spaces and insufficient space for reversing in/out. Parallel spaces should be 6m long and aisles for reversing should be 6m wide. Highways consider there is only 6 workable spaces.

The parking standard for funeral directors is based mainly on staff numbers so we are unable to state what would have been required or can be assumed to exist for planning/SPG purposes.

In terms of the proposed uses again we lack sufficient information to calculate anything reliably but have assumed around 360sqm based on google measurements for now.

For A1 use this would require 9 cars and 2 commercial spaces.

For A2 or B1 the SPG requires 10 spaces for offices.

For Health the standard requires 1/3 ancillary staff plus 3/practitioner (minimum of 4 but insufficient information to calculate).

We understand that the proposal is to combine uses, but without more detail it is not possible to comment definitively on parking. However, the car park is not accepted as meeting any current standards and could only be supported (for 6 spaces) with changes to the wall and gate.

Based on the above Highways would raise a number of objections, but would welcome a more detailed application supported by parking proposals and survey.

6.2 Dwr Cymru – Welsh Water: We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. We recommend that the existing private drainage on site should be utilised to avoid any new direct connection to the public sewerage system.

Notwithstanding this, we would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Condition

No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

6.3 NATURAL RESOURCES WALES: We have no objection to the proposed development as submitted and provide the following advice.

Flood Risk

The planning application proposes the retention of less vulnerable development (employment, commercial, and retail). The Flood Map for Planning identifies the application site to be at risk of flooding and is within Flood Zone 2 and 3 (Sea), and the TAN 15 Defended Zone.

Given the nature of the proposed development (and in the absence of a flood consequences assessment) we consider the proposal could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. We would also expect the developer to take the opportunity to incorporate flood resilient design where feasible.

Guidance on resilient design can be found in Chapter 13 of Technical Advice Note 15: Development, flooding and coastal erosion (2025), which references advice from Construction Industry Research and Information Association, including a Code of Practice and Guidance for Property Flood Resilience.

We provide advice on our website Natural Resources Wales / Preparing for a flood which may be useful for the developer or occupant of the proposal.

Other Matters

The advice in this letter relates to matters which are included on our consultation topics list. We do not rule out the potential for the proposed development to affect other environmental interests that are not included on this list.

We advise the applicant that, in addition to planning permission, it is their responsibility to ensure they secure all other permits/consents/licences relevant to their development. Please refer to our website for further details.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 17/11/2025, Site Notice was put up on 21/11/2025.

7.1 NEIGHBOURS: 1no objection received as follows:

We object on the basis of the recent food shops opening, the parking has become an issue on Victoria Avenue. We often find people are parked up and waiting in the cars or leave their car for a long duration and this has happened since the opening of new shops. While we support new businesses opening and keen to have shops on Chepstow Road it has become a real issue. I am uncertain if this is the case but the property does appear to have parking at the back, but this will not guarantee people parking on Victoria Avenue for a quick in an out depending on what opens. Recently we have had to park further away from our residence and it is unfair as Chepstow Road does not offer roadside parking except a parking site further down which people are not going to park at. Please consider the residents on Victoria Avenue before approving this or further consultation at the very least.

7.2 COUNCILLOR Matthew Pimm: Given the new business venture that has opened up directly opposite this building (the former George Pub) we would be cautious of future business plans in this area of our ward.

8. ASSESSMENT

8.1 Principle of Development:

The site is located within the urban boundary wherein the principle of development is acceptable. It is located within the Maindee District Centre and policy R7 of the NLDP is relevant to the proposals. This policy aims to protect retail uses in district centres and permits non-retail uses only where it is considered that such uses would not prejudice the viability of the centre. The proposal is for a mixed use including A1, A2, B1 and D1. All of these uses are best located in-centre in accordance with PPW12 which confirms that A2, B1 and D1 uses are complimentary to retail uses.

8.2 The unit is a large, prominent corner property in the district centre and on a main thoroughfare in and out of the city and has been vacant since 2024. It is beginning to fall into disrepair, and its appearance and vacant nature are detracting from the vitality of the district centre and the character of the area. The re-use of this vacant building has merit. Furthermore, there is not considered to be an over-concentration of either A2, or B1 uses in the district centre and the proposed uses will not negatively impact the viability of the retail centre.

8.3 No specific breakdown of how much floorspace is proposed for each use has been provided but the supporting information states an established cleaning company will be

relocating their offices to the building along with opening a health and wellness element which will offer a small selection of treatments for pre-booked clients. The building could be used solely for any of the uses listed or a mix of some or all. This has been considered. Given that national planning policy is supportive of these types of uses within retail centres, it is not considered necessary to impose conditions to restrict the floorspace within the building in any way or prevent subdivision. The absence of any proposals for external alterations suggest no formal internal subdivision that would necessitate additional shop frontages for example, but this is possible in future and would not be objectionable in principle.

8.4 Visual Amenity/ Character and Appearance;

As noted above, no external alterations are proposed as part of this application and the proposals are no considered to result in an adverse visual impact. The re-use of the vacant, prominent building is considered to be beneficial to the character of the area.

8.5 Residential Amenity:

There are residential properties within close proximity of the site, the nearest of which are on Victoria Avenue. The building does not directly adjoin any residential dwellings. In any case, the proposed uses are not considered to result in adverse impact in terms of neighbouring amenity when compared with the lawful A1 use of the site and location within a district centre. The hours of opening vary relative to each use that is proposed, with the longest hours being 8am to 8pm Monday to Friday, 9am to 7pm on Saturdays and 9am to 5pm on Sundays for the D1 use. Given the unrestricted nature of the existing A1 use and the location of the property within the district centre and on a main arterial route the proposed hours are considered to be acceptable.

8.6 Movement:

The site includes off street parking provision, indicated for nine vehicles. The Council's Highways officer notes that the car park has poor pedestrian visibility and the gates are not set back. However, this is an existing situation, and the proposals are not considered to exacerbate this or to result in a worsening impact in terms of pedestrian safety. The officer also advises that the parking arrangement does not provide sufficient space for manoeuvring. Again, the car park is already there, and this is an existing situation. The car park could be brought back into use at any time in association with the lawful use of the building and we know that the building has, in recent history, been used for both A1 and A2 purposes. When comparing the existing and proposed uses in terms of parking demand it is noted that they are comparable; for A1 use this would require 9 spaces and 2 commercial spaces. For A2 or B1 the Parking SPG requires 10 spaces. For D1 the SPG requires 1 space per 3 ancillary staff plus 1 space per practitioner (minimum of 4). Therefore, any floorspace given over to A2, B1 or D1 instead of the existing lawful A1 use will not result in a significant increase in terms of parking. For example, if the building were to be occupied with an equal split between A1 and D1, based on maximum parking demand for D1 (1 space per 3 ancillary staff plus 1 space per practitioner (minimum of 4)) and a reasonable assumption that half of the floor space could accommodate 4 practitioners and 3 ancillary staff (1 per practitioner) the parking demand would be 7 spaces. If the remaining 50% of the floor space in use for A1 would generate a parking demand of 4.5 spaces plus 1 commercial space or 12.5 spaces. This is compared to 11 spaces for the fallback use of the building entirely for A1. As can be seen from this potential scenario the figures are comparable. Furthermore, the parking figures above do not take account of the site's highly sustainable location within a district centre and on a main thoroughfare with frequent public transport connections and within a wide walking catchment. It is generally accepted that a reduction in parking demand is justified in such locations. It is also recognised that it is unusual for individual units within district centres to have dedicated parking provision. On balance, the proposals are not considered to result in a significant increase in terms of parking demand and recognising the merits of the proposals and the re-use of this prominent building, the proposals are acceptable in this regard.

8.7 In terms of waste storage the applicant advises that the car park contains several areas

where bins were previously located and it is intended to continue using these areas. The site is fully enclosed to its boundaries, retaining the high level of secure design associated with its former use as a bank. As a self-contained compound, there is no opportunity to store bins or recycling off the public highway while still allowing access for collection. For this reason, a private waste collection service will be required, consistent with the historic arrangement allowing waste and recycling to be collected from within the car park.

8.8 It is noted that the submission does not include any proposals for cycle parking. Such information can reasonably be required by condition.

8.9 **Drainage/ Flooding:**

NRW advise that the Flood Map for Planning identifies the application site to be at risk of flooding and is within Flood Zone 2 and 3 (Sea), and the TAN 15 Defended Zone. The area to the front of the site (Chepstow Road) is also affected by surface water flooding. The application proposes less vulnerable development (employment, commercial, and retail). As such, NRW advise that given the nature of the proposed development (and in the absence of a flood consequences assessment) they consider the proposal could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. The proposals are not considered to result in an increased flood risk.

8.10 **Biodiversity:**

Policy 9 of Future Wales which 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 SP9 of the LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. Such enhancement can be secured by condition.

8.11 **Other Matters**

Dwr Cymru – Welsh Water has requested a condition to prevent surface water increase draining to their equipment. However, as the application does not include any development this is not considered to be justified.

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 re-use of this prominent building has merit and the proposals are not considered to result in an adverse impact to the vitality of the district centre.

10.2 The proposals are not considered to result in an adverse impact to neighbouring amenity, or a worsening in terms of highway and pedestrian safety.

10.3 The application is granted subject to the following conditions.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: PL-001, PL-004, email from Aled Jones 21/01/2026.

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

Pre –occupation conditions

02 Prior to commencement of development as hereby approved, biodiversity enhancement shall be provided in accordance with details that shall have first been submitted for approval and written approval received. Thereafter the approved biodiversity enhancement measures shall be retained for lifetime of development.

Reason: To ensure there is adequate biodiversity enhancement in accordance with Policy GP5 of NLDP.

03 Prior to the first beneficial use of the building as hereby approved cycle parking shall be provided in accordance with details that have first been submitted to the Local Planning Authority and written approval received. The approved cycle parking shall thereafter be retained in that state.

Reason: To provide staff and customers with a choice of means of travel and to promote sustainable travel in accordance with Policy SP1 of the NLDP.

04 Notwithstanding the information provided, prior to the first beneficial use of the building as hereby approved full details of waste management accounting for all consented uses shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented as approved and then maintained thereafter in

that state.

Reason: To ensure adequate bin storage is provided for the site in the interest of visual and highways amenity in accordance with Policies GP4 and W3 of the NLDP.

General conditions

05 The premises shall be used for A1, A2, B1 or D1 and for no other purpose (including any other purpose in the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification)

Reason: In the interests of the vitality of the district centre in accordance with Policy R7 of the NLDP.

06 The parking provision serving the unit shall be kept free of obstruction and permanently retained for the purpose of parking.

Reason: To ensure there is adequate parking provision in accordance with Policy GP4 of the NLDP.

07 The hours of use shall be restricted to 08:00 to 20:00 Monday to Friday, 09:00 to 19:00 on Saturday, and 09:00 to 17:00 on Sundays, Bank or Public Holidays. Outside of these hours the premises shall be vacated and closed to the public.

Reason: In the interests of the amenities of occupiers of adjoining properties in accordance with Policy GP2 of the NLDP.

NOTE TO APPLICANT

01 This decision relates to plan Nos: PL-001, PL-004, Planning Statement.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP3, GP2, GP4, GP5, GP7, R7 and W3 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 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991.

If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises with the relevant Local Authority Building Control department to discuss their water efficiency requirements.

Our response is based on the information provided by your application. Should the proposal alter during the course of the application process we kindly request that we are re-consulted and reserve the right to make new representation.

If you have any queries please contact the undersigned on 0800 917 2652 or via email at developer.services@dwrcymru.com