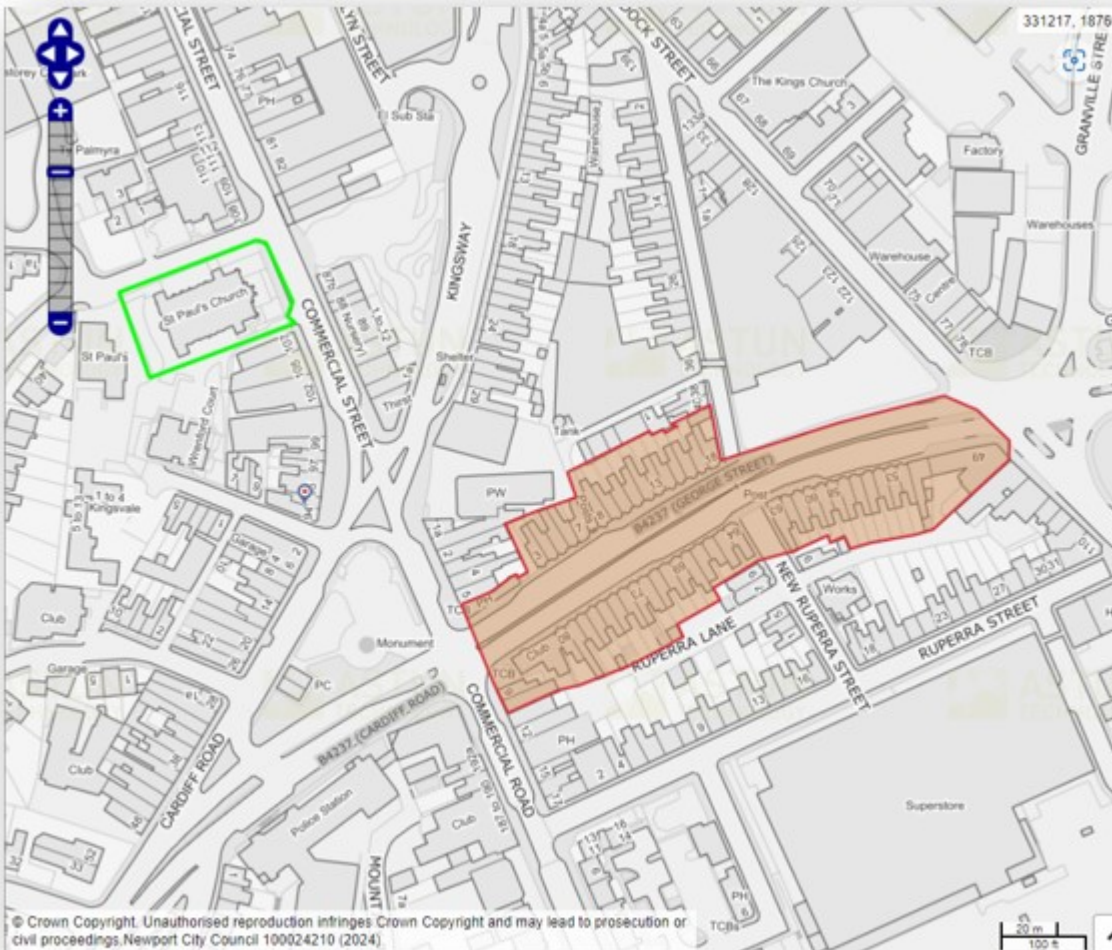


**From:** Manning, Steve (Senior Scientific Officer)  
**Sent:** 22 April 2024 18:34  
**To:** Cooke, Jacob (Senior Planning Officer)  
**Subject:** 24/0044

Hi Jacob

I have looked at the above application and my initial thoughts are the extant use would in theory generate more vehicles attending site than perhaps a new residential use.

It is however noted that the proposed development is in close proximity to the air quality management area of George Street which has been declared for exceedances of the air quality object for nitrogen dioxide historically. It would be desirable if residential development at this location if permitted, was car free or was at least restricted to ultra-low energy vehicles by covenant.



Notwithstanding the above all development needs to address the matters of air quality and climate change in view of Newport City Councils declared climate change emergency. To this end we would expect to see further details regarding much of the following as proposed mitigation identified as part of any proposed new development and good design:

- Demonstrable contributions to lowering emissions in the locality through reducing emissions from vehicles, heating systems and temporary and permanent plant.

- ULEV infrastructure including but not limited to EV charging points in accordance with NCC guidance.
- Choosing green infrastructure that promotes clean air through species choices in plantings.
- An anti-idling schemes where any non ULEV vehicles are attending the development during construction phases; and adoption during operational phases.
- During construction phases HGVs serving the site would need to avoid the nearby AQMAs and as such have routing plans agreed with the LPA.

Based on the above the following conditions are recommended:

***ULEV Infrastructure condition***

*No development shall commence on site until a scheme of Ultra Low Energy Vehicle infrastructure has been submitted to the LPA. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained. ULEV Infrastructure shall be available to staff during the construction phase in so far as this is reasonably practicable.*

***Reason:*** *To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)*

Space heating within the proposed retail should use the lowest emission systems possible if not zero emission which in turn would contribute to emission. An informative is suggested below which could form a condition or informative.

***Sustainable heating condition***

*No development shall take place until a sustainable heating strategy and associated system has been submitted to the LPA. The sustainable heating system shall be implemented prior to occupation of the development and retained thereafter.*

***Reason:*** *To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)*

***Green infrastructure condition***

*No development shall commence on site until a scheme of Green Infrastructure including but not limited to street scene and landscaped areas has been submitted which identifies plantings which use species which are known to be beneficial to air quality. The scheme must be approved by the LPA prior to implementation and thereafter be permanently retained.*

***Reason:*** *To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)*

***Anti Idling condition***

*Prior to commencement of the use hereby permitted an anti-idling scheme aimed at all vehicles using the site shall be submitted to the LPA for approval and thereafter be permanently retained.*

***Reason:*** *To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)*

***Access to Active Travel and low/zero emission public transport***

*No development shall commence on site until a scheme of active travel measures including but not limited to walking, cycling infrastructure and access to low/zero emission bus services has been agreed with the LPA.*

***Reason:*** *To prevent unacceptable harm because of air pollution (Policy GP7); There must not be a significant adverse effect upon local amenity in terms of air quality (Policy GP2)*

Kind Regards

Steve

**Steve Manning MSc CEnvH MCIEH  
Senior Scientific Officer**

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