

Delegated Decision Report

Application No:	25/0811	Statutory Period Expires:	16th December 2025
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Site:	<i>Sirona Belmont Hill Caerleon Newport NP18 1JX</i>		
Proposal:	REMOVAL OF FRONT WALL AND CREATION OF OFF STREET PARKING AREA (PART RETROSPECTIVE)		
Applicant:	<i>I Cope</i>		
Type:	Full	Ward:	Caerleon
Decision:	REFUSED		

1. BACKGROUND

- 1.1 The works have commenced on site, and this application is part-retrospective with significant excavation of the site apparent. A previous attempt to excavate the front bank was subject to an enforcement investigation in 2015 and the breach was remedied.

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.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The proposals include the removal of an existing stone wall and excavation of the grass bank to the front of the property and construction of retaining walls to the back of the space and either side. The rear retaining wall would measure 2.2m in height. A section drawing shows the land behind would be banked away from the retaining wall upwards towards the property. The parking space would measure approximately 9.5m at its narrowest increasing to approximately 13.4m at its widest. It would have a depth of 4.2m and would be finished in a tarmac surface. The elevation details appear to show a modern brick finish to the walls. The steps to the side are to be retained.

4. RELEVANT SITE HISTORY

None.

5. PLANNING POLICY

- 5.1 The Historic Environment (Wales) Act 2023

- 5.2 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.

6.4.12 - 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.

5.4 TAN 5: Nature Conservation and Planning

5.5 TAN 24: The Historic Environment

5.6 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy SP1 Sustainability favours proposals which make a positive contribution to sustainable development.

Policy SP5 Countryside limits development outside of the settlement boundary.

Policy SP9 Conservation of the Natural, Historic and Built Environment protects habitats and species as well as Newport's listed buildings, conservation areas, historic parks and gardens, scheduled ancient monuments, archaeologically sensitive areas and landscape designated as being of outstanding historic interest.

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 GP6 General Development Principles – 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.

Policy CE6 Archaeology states that proposals in areas known to have archaeological interest or potentially have archaeological interest will be required to undertake an archaeological impact assessment.

Policy CE7 Conservation Areas sets out the criteria that development proposals within or adjacent to the conservation area must comply with in order to preserve or enhance the conservation area.

Policy T4 Parking states that development will be expected to provide appropriate levels of parking.

5.4 SUPPLEMENTARY PLANNING GUIDANCE

PARKING STANDARDS

WILDLIFE AND DEVELOPMENT

ARCHAEOLOGY AND ARCHAEOLOGICALLY SENSITIVE SITES

6. CONSULTATION RESPONSES

- 6.1 Principal Heritage officers: 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 eliminate the greened slope and stone wall which form the roadside boundary, to create a tarmac-finished parking area with brick-lined retaining wall. Whilst it is unclear what type of brick is proposed; it is considered that loss of green boundary and stone wall - to what is essentially a widening of the tarmac-finished road with modern brickwork retaining wall and 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* have been consulted to this regard.

- 6.2 Local Highways Authority: There would be no objection in principle. The proposals however do not meet the requirements for parking provision. The spaces must at least be 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 Heneb: Thank you for consulting us about this application; consequently we have reviewed the detailed information contained on your website and can confirm that **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. The application is for the removal of front wall and creation of off-street parking area. 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 for 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. 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) during the 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*

- 6.4 Structural Engineer: There is no reason for objection on structural grounds, the retaining wall and calculations are suitable.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 23rd October 2025.

- 7.1 NEIGHBOURS: 2no 'neutral' responses received as below:

-I have no objection to the creation of off-street parking for this property. However, I'm concerned about the potential pressure the digging is putting on the retaining wall to the banking on my side of my property. The wall is already quite fractured. Maybe an assessment should be made on the effect this work might have on the wall.

-Whether or not Planning application is granted, please would NCC Councillors and Officers work with Gwent Police to implement whatever measures are necessary to enforce the 20mph speed limit on Belmont Hill. The section in question is steep, has a dangerously blind bend and no pavement. Currently, the majority of drivers exceed the 20mph speed limit, except when there is a traffic queue which then causes additional problems for pedestrians and residents. Speeding traffic puts residents with existing vehicle access to their properties at risk, every time they leave or enter. Similar dangers exist for those doing so on foot. Cyclists and pedestrians are also intimidated and at risk from speeding traffic, so schoolchildren who daily walk up and down this 20mph section of the hill without a pavement, must dodge speeding vehicles whose drivers fail to slow down. I understand the 20mph speed limit was introduced in Wales to reduce road deaths, but it is ineffective, pointless and a total waste of money if not enforced. NCC Councillors, Officers and Gwent Police have allowed this danger to continue for too long, despite the steady increase in traffic volume, so need to act without further delay, before there is a fatal accident, or someone receives life-changing injuries because of their neglect.

- 7.2 Caerleon Civic Society: On behalf of Caerleon Civic Society I wish to object to the above planning application. 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.

7.3 Councillor Jason Hughes, Councillor Stephen Cocks, Councillor Claire Baker- Westhead: It became evident to Councillors that significant work was being undertaken on this site that included the digging out of not just a front wall but a significant amount of embankment between the road and the elevated home itself. While we are sympathetic that some of these homes do not have parking allocated, this would have been known to any purchasers of the property beforehand.

The surrounding site is controversial on many fronts. It lies adjacent to a conservation area- one the Councillors had asked to be increased further up the hill during the last consultation. The area is known to be of historical significance due to finds along this stretch which have suggested a Roman burial site. The digging up of this area to such an extent without planning consent is something we recognise as a dangerous precedent in a landscape that is known to have important archaeological importance.

We are unsure if highways were contacted prior to the demolition of the wall, but to many residents the work was noted at the time as being incredibly dangerous in the manner it was undertaken and clearly without the necessary planning consent. Considering the application being considered, in regard to a number of factors this could be seen as reckless and I would also question the role of the contractors in this, as to the advice they gave their clients.

The area is one that has received a great deal of attention locally and is an incredibly dangerous stretch of road. Belmont Hill is a steep hill with variable speed limits that are often disregarded. A sharp bend leads to the area in question, and we have argued for many years that the area contains too many hazards already- in a relatively short amount of road. These include

The steep incline itself

The entrance to Los Reys (largely hidden on a blind spot if heading from Caerleon)

The Old Hill entrance

The entrance to the Woodland and septic tanks and homes on the hill opposite Los Reys

The newly enhanced driveway opposite Sirona

The lack of a pavement on both sides of the road

All these hazards are within a few thousand yards on a blind bend. The addition of parking spaces at Sirona would create another area that cars would pull out on or before this bend and create a dangerous hazard. Cars would need to stop on the hill and reverse into the space or illegally reverse out onto the public highway in what is already considered a dangerous stretch of road. For pedestrians walking from the upper area or to/ from Los Reys this also creates a further hazard to navigate.

There are also concerns about the weakness caused to this stretch of embankment. In recent memory we have already seen a home partly collapse on this section.

Further down in Ashwell Cottages at the foot of the hill there is frequent flooding, and the residents are already questioning the impact of water flow down the hill regarding changes that are happening further up. We know the drains are regularly maintained so something else is causing water issues in this area and it would be reasonable to suggest that changes to the topography might be playing a part.

To summarise we feel that this development, adjacent to a conservation area requires similar protections as does the conservation area itself. The application if granted would create another obstacle to navigate on a stretch already considered locally to be amongst the most dangerous in the area. The flooding impact requires a much more detailed assessment and the archaeological significance of the area is significant.

We would not therefore be in a position to support this application and would ask that the land is returned within a specified timeframe to its original condition and safely within highway parameters and that the retaining wall is made good as a matter of urgency,

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. These matters are discussed further below.

8.2 Visual Amenity/ 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) and GP6 (Quality of Design).

8.3 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, this is not a new matter and it is not considered to outweigh the visual harm resulting from the development and in any case, the proposals raise highways and heritage objections which are discussed further below.

8.4 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."

8.5 The Council's Heritage officer advises that prior to the works being undertaken, the site contributed positively to the landscape and he notes that the proposed works will eliminate the greened slope and stone wall which form the roadside boundary, to create a tarmac-finished parking area with brick-lined retaining wall. Consequently, the Heritage officer considers that the loss of green boundary and stone wall with modern brickwork retaining wall and car parking against the boundary line will result in some harm to the setting of Caerleon Conservation Area as it will harden the immediately adjacent landscaping within this principal approach to the area. The proposals are therefore contrary to The Historic Environment (Wales) Act 2023 and Policy GP7 of the NLDP.

8.6 Residential Amenity:

Located to the front of the property and forward of neighbouring properties which are sited at a higher level, the proposals are not considered to result in an adverse impact to the amenity of the neighbours either side, or on the opposite side of Belmont.

8.7 Movement:

The proposed parking space(s) are substandard in terms of their size and layout and contrary to the Council's Parking SPG which states that spaces must at least 5m deep and perpendicular to highway. Furthermore, it has not been demonstrated that the required visibility can be achieved which is particularly important in this context given that the site is located on a hill and bend.

- 8.8 A plan accompanying the application appears to show vehicle manoeuvrability in and out of the space. However, this shows a vehicle parked side on to the front elevation of the property. The application forms confirm the space is intended for two vehicles and given its width and that it serves a two-bed property, it is likely that two vehicles would be parked on the space with potential for larger vehicles to overhang the highway due to the sub-standard depth of the space. The proposals are considered to be detrimental to highway safety. Crash map data shows 2no. incidents close to the property, one being serious and the other slight. The serious incident occurred in 2024. Other incidents along the road are also recorded and appear to demonstrate that the road's vertical and horizontal alignment and traffic volume have caused highway safety issues in the recent past and further support highway safety concerns associated with this application.

8.9 **Biodiversity/Landscaping/ Trees:**

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"

- 8.10 The proposals do not include any biodiversity enhancement or compensation/mitigation albeit such enhancement can ordinarily be secured by planning condition. In this case though, with the loss of green infrastructure to date and proposed, enhancement must be on a baseline pre-development and is potentially more significant. This is of concern and no information has been provided to mitigate this objection.

8.11 **Archaeology:**

As noted above, the site is located within an archaeologically sensitive area. Heneb are the Council's archaeological consultants and advise that the proposals will require mitigation in the form of a detailed written scheme of investigation for a programme of archaeological work to protect the archaeological resource. Heneb have been notified that works on site have commenced. It is not known whether any adverse impact to the resource has occurred as a result of the works that have already been undertaken but it is clear the area is particularly sensitive based on past investigations close by.

8.12 **Land Stability:**

Given that the application includes significant excavation and retaining walls, the application is accompanied by structural calculations. The Council's Structural Engineer has reviewed the information and confirms them to be suitable. It should be noted that any potential damage to neighbouring property would be a civil matter.

8.13 **Other Matters**

Neighbour representations have been received raising concerns with regard to vehicle speeds on Belmont Hill, apparently unrelated to the development. However, this is a police matter and not a planning matter.

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. 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.

10.2 The application is refused.

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. 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, 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.

04 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.

Commented [JD1]: Green infrastructure and ecology rfr

NOTE TO APPLICANT

01 This decision relates to plan Nos: 2022/01, 2022/02, 2022/04, 2022/05, Retaining Wall structural details,

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

04 The applicant is advised that a major gas pipeline is in close proximity to the site.