



**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
CHANGE OF USE FROM CLASS B8 (STORAGE AND DISTRIBUTION) TO CLASS B2
(VEHICLE SERVICING – ONE DAY PER WEEK OPERATION)
22 EXETER STREET, NEWPORT NP19 8DE
PLANNING STATEMENT**

Town & Country Planning Advisors Ltd

The Embassy, 389 Newport Road, Cardiff, CF24 1TP
02920 032818

info@tcpaltd.com

www.tcpaltd.com

Consultant: Mr James Banks BSc (Hons) AssocRTPI

Applicant: Mr Dale Clayton

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1.0 INTRODUCTION

1.1 Purpose of the Document

This Planning Statement has been prepared in support of a full planning application for the change of use of 22 Exeter Street, Newport, from Class B8 (Storage and Distribution) to a low-intensity Class B2 use for occasional vehicle servicing associated with Roman Taxis Ltd. The purpose of the document is to set out the planning justification for the revised proposal, identify the relevant national and local planning policy framework, and assess the development against material planning considerations. The statement explains the operational context of the proposed use, clarifies the significantly reduced level of activity compared with the previously refused application, and demonstrates how the scheme accords with the objectives of Planning Policy Wales and the Newport Local Development Plan. It also provides a proportionate assessment of amenity, highways, environmental and operational impacts and identifies conditions that would appropriately control the use.

This document forms part of the submission package and is intended to assist the Local Planning Authority in reaching a transparent, informed and policy-led decision on the application.

2.0 SITE LOCATION AND DESCRIPTION

2.1 Site Context

The application site comprises a single-storey commercial unit located on Exeter Street, Newport, where the road meets Merriots Place. The building occupies the entire plot with no external yard or forecourt and has a simple rendered finish beneath a corrugated roof. Access is taken directly from the highway via an existing roller shutter door. The site lies within the defined settlement boundary and forms part of the established urban area.

2.2 Surrounding Land Uses

Exeter Street and Merriots Place are characterised primarily by traditional two-storey terraced housing, creating a predominantly residential context. A community multi-use games area adjoins the rear boundary. Small-scale commercial and service uses are present within the nearby Maindee District Centre but do not form part of the immediate streetscape. There are no designated heritage assets within or adjacent to the site.

2.3 Key Features and Constraints

The key characteristics relevant to the assessment of this proposal include the building's direct relationship with neighbouring residential dwellings, the absence of dedicated parking or servicing space, and the constrained plot which requires all operational activity to occur internally. The site is within Flood Zone 3, although Natural Resources Wales has previously confirmed the proposed use to be less vulnerable. The property also lies within the air quality management buffer associated with Chepstow Road and Caerleon Road, where development must consider vehicle-related emissions.

3.0 PLANNING HISTORY

3.1 Planning Applications

A recent planning application (Ref: 25/0712) was submitted for the change of use of the premises from Class B8 (Storage and Distribution) to Class B2 (Vehicle Repairs). The application was refused on 23 October 2025 on grounds relating to residential amenity, highway safety, and air quality. No earlier planning applications for the site are recorded on the public register.

3.2 Planning Appeals

There are no recorded planning appeals associated with the site. No previous decisions have been subject to review by the Planning and Environment Decisions Wales (PEDW).

3.3 Planning Enforcement

There is no formal enforcement history for the premises. The earlier application was submitted following the commencement of limited internal maintenance activity, but no enforcement notice or formal action has been issued by the Local Planning Authority.

4.0 PROPOSED DEVELOPMENT

4.1 Development Summary

The application seeks full planning permission for the change of use of the existing commercial unit at 22 Exeter Street from Class B8 (Storage and Distribution) to a low-intensity Class B2 use for the occasional servicing and maintenance of the applicant's taxi fleet. The activity will take place one weekday per week only, for a maximum six-hour daytime period, and will be restricted to vehicles operated by Roman Taxis Ltd. No external alterations are proposed and all work will be carried out within the existing building.

4.2 Material Change of Use

The proposal constitutes a material change of use, moving from a storage/distribution use to a general industrial use. The revised operational model represents a substantially reduced level of activity compared with the previously refused scheme, characterised by infrequent, pre-arranged fleet maintenance rather than continuous or public-facing vehicle repair work. This clarifies the nature and scale of the B2 use and establishes the operational parameters that will be subject to planning control.

4.3 Operational Development

No operational development is proposed as part of this application. The external fabric of the building will remain unchanged and no plant, equipment, or external fixtures are to be installed. All servicing activity will occur indoors with the roller shutter door closed when tools or powered equipment are in

use. The building footprint, access arrangements, drainage characteristics, and appearance will remain as existing.

5.0 PLANNING POLICY AND LEGISLATION

5.1 Future Wales – The National Plan 2040

Future Wales: The National Plan 2040 is the Welsh Government's national development framework, providing a spatial strategy for sustainable growth, regeneration, and environmental resilience. It informs local policy preparation and is a material consideration in planning decisions.

5.2 Planning Policy Wales (Edition 12, 2024)

Planning Policy Wales (PPW) Edition 12 outlines national planning policies, promoting sustainable development guided by placemaking principles and the Well-being of Future Generations (Wales) Act 2015.

5.3 Newport Local Development Plan (LDP) 2011–2026

The adopted Newport Local Development Plan (2015) remains the statutory development plan for the area. The following policies are directly relevant:

- Policy SP1 – Sustainability
- Policy SP2 – Health
- Policy SP18 – Urban Regeneration
- Policy GP1 – Climate Change
- Policy GP2 – General Amenities
- Policy GP4 – Highways and Accessibility
- Policy GP7 – Environmental Protection and Public Health
- Policy T4 – Parking
- Policy W3 – Provision for Waste Management Facilities in Development

5.4 Other Material Considerations

The following supplementary planning guidance (SPG) and Technical Advice Notes (TANs) are also material considerations for this proposal:

- Technical Advice Note (TAN) 18: Transport

5.5 Relevant Legislation

This planning application is assessed against the framework set by the following key legislative provisions:

- Town and Country Planning Act 1990 (as amended)
- Planning (Wales) Act 2015

- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016
- Planning and Compulsory Purchase Act 2004
- The Town and Country Planning (Development Management Procedure) (Wales) Order 2012
- The Town and Country Planning (General Permitted Development) Order 1995 (as amended)
- Equality Act 2010

6.0 MATERIAL CONSIDERATIONS

6.1 Principle of Development

The principle of development relates to whether the proposed low-intensity B2 use, restricted to one day per week for fleet-only vehicle maintenance, is acceptable in land-use terms within this established urban location. The assessment considers whether the change of use aligns with the settlement strategy, sustainable development objectives, and the re-use of existing buildings.

The proposal supports the operational needs of Roman Taxis, an established Newport-based business whose main office lies approximately 70 metres from Chepstow Road. The company operates a small fleet of eight vehicles and requires access to a modest workspace to undertake occasional light maintenance tasks that do not justify engagement with full-service commercial garages. The availability of a nearby unit for infrequent, low-level servicing is therefore an important functional asset for the business, enabling continuity of local taxi services without generating the activity levels associated with a general vehicle repair garage.

Planning Policy Wales (Edition 12, 2024) supports the sustainable reuse of existing buildings within settlement boundaries, particularly where development contributes to placemaking objectives, efficient land use, and the minimisation of land take. National policy encourages the co-location of employment activity within urban areas and promotes the regeneration of previously developed land where environmental and amenity effects can be appropriately managed. PPW also identifies that small-scale, low-impact commercial functions within urban areas can support local economic resilience when proportionate to their context.

The Newport Local Development Plan (2011–2026) identifies the site as being within the settlement boundary where sustainable regeneration and brownfield reuse are supported. Policies SP1 and SP18 encourage the reuse of underutilised buildings and promote employment opportunities within urban areas. Policy SP2 requires development to contribute positively to health and well-being. Policies GP1 and GP2 secure appropriate land use relationships, ensuring compatibility with surrounding uses and safeguarding amenity. Policy GP7 requires environmental effects to be minimised, while T4 addresses access and parking standards relative to the nature and intensity of the proposal.

The site lies within the defined settlement boundary where the Newport LDP applies a presumption in favour of sustainable development. The proposal involves the reuse of an existing commercial unit previously operating as a B8 storage and distribution use, moving to a low-intensity B2 activity that remains within the wider B-class employment category. The change of use therefore represents an appropriate form of urban land-use transition that continues to support employment-generating activity within an established commercial building. In this context, the development aligns with Policies SP1, SP2 and SP18, which collectively encourage the efficient reuse of previously developed land, support economic activity within the urban area, and promote forms of development that contribute positively to local well-being. The proposal is therefore acceptable in principle, subject to detailed consideration of the material planning issues assessed in later sections of this statement.

6.2 Design and Visual Amenity

The proposal does not involve any external alterations, additions, or changes to the building fabric. All activity will remain internal, and the external appearance of the property will remain unchanged. As such, the development has no impact on the street scene, townscape or character of Exeter Street, and fully accords with Policies GP2 and GP6.

6.3 Impact on Residential Amenity

Residential amenity is a key material consideration due to the building's proximity to residential properties on Exeter Street and its position within a predominantly residential street. The assessment focuses on whether the revised, low-intensity operational model would give rise to noise, disturbance, or activity that would materially harm neighbouring amenity.

Planning Policy Wales (Edition 12, 2024) requires development to protect health and amenity and to prevent harmful levels of noise and disturbance, particularly where proposals are located close to sensitive receptors. National policy recognises that noise-generating uses must demonstrate that operational characteristics are compatible with their surroundings through proportionate controls on activity, hours, and intensity of use.

Policy GP2 of the Newport Local Development Plan (2011–2026) requires development to avoid significant adverse effects on local amenity, including noise, disturbance, odours and air quality. Policy GP7 requires proposals to demonstrate that environmental effects can be mitigated to avoid unacceptable harm to public health and safety. Policy SP2 seeks to minimise negative impacts on health and well-being. These policies collectively require the applicant to demonstrate that any B-class activity adjoining residential properties will not introduce noise or disturbance at a level inconsistent with residential expectations.

The site is closely bounded by residential dwellings and lies within a domestic street. In such locations, conventional B2 general industrial activity, especially if operated on a daily basis, would have clear potential to generate harmful noise through vehicle movements, engine revving, impact tool use, door slamming and general operational comings and goings. This was the basis on which a full-time commercial garage operation would be considered incompatible in such a context.

However, the revised proposal now submitted differs fundamentally from what was previously understood to be a seven-day-a-week, full-time B2 operation. The revised application accurately reflects the true operational requirement of Roman Taxis, which operates a small fleet of eight vehicles. The business requires only occasional, light maintenance activity, and most weeks the unit is not used at all. Maintenance tasks are limited, low-intensity, and do not resemble the throughput or tool usage associated with a commercial repair garage.

Accordingly, the operational parameters have been expressly limited to one weekday per week only, and to a six-hour daytime period between 10:00 and 16:00, with all works occurring within the building and with the door closed when tools are in use. This represents a reduction from a theoretical 52-hour weekly operation to a maximum 6-hour weekly window, equating to an 89% reduction in operational hours and removing evening, weekend and full-day business concerns entirely.

At this level of intensity, the expected noise and activity profile is extremely limited and comparable to domestic-scale vehicle maintenance commonly carried out within residential streets (e.g., oil changes, basic checks), which do not amount to material harm or warrant intervention through the planning system. The proposal consequently falls far below the threshold of daily or persistent noise that would give rise to a significant adverse effect under Policies GP2 and GP7.

The site lies within the wider air quality management buffer associated with the Chepstow Road and Caerleon Road corridors; however, the revised proposal generates only one fleet vehicle movement per week and does not introduce any customer traffic, queuing, idling, or additional parking demand. This exceptionally low level of trip generation sits well below the thresholds at which developments can materially influence local pollutant concentrations, and the activity is comparable to routine residential car use already present within the street. Further, the vehicle fleet already accesses the wider air quality management buffer given the head office within 70m of the proposal site, and thus there is no additional air quality impact as a result of the scheme. As such, the proposal will not measurably affect NO₂ or PM levels and will have a negligible air quality impact, consistent with the objectives of Policy GP2, Policy GP7 and the Newport Air Quality SPG.

The revised proposal also resolves the concern that a general repair garage could commence trading at the premises in the future. The application seeks a bespoke use restriction tied specifically to Roman Taxis, ensuring the unit cannot be transferred to a general B2 operator. This removes the

land-use risk previously identified and ensures the scale and purpose of activity can be tightly controlled.

Given the scale of use, low frequency of activity, absence of evening or weekend operations, and strict fleet-only limitation, any noise or disturbance arising from the proposal would be negligible and can be effectively managed by condition in accordance with Circular 016/2014. The proposal is therefore compatible with the residential setting and satisfies the amenity requirements of Policies SP2, GP2 and GP7.

6.4 Highways and Parking

The proposal must demonstrate that the revised low-intensity B2 use will not adversely affect highway safety, pedestrian safety, parking availability or servicing arrangements along Exeter Street, a residential street with existing parking controls. The assessment focuses on the nature and frequency of vehicle movements, access geometry, intervisibility, and whether the development would introduce any material change to the existing highway environment.

Planning Policy Wales (Edition 12) sets out the transport hierarchy and places pedestrian safety at the top of decision-making. Development must avoid creating unacceptable highway risks and must demonstrate that vehicle movements and access arrangements are appropriate for their context. National policy also emphasises that transport impacts must be assessed proportionately to the scale and intensity of the proposal, ensuring that low-impact development is not subject to disproportionate evidential burdens.

Policies GP4 and T4 of the Newport Local Development Plan (2011–2026) require proposals to provide safe access, appropriate servicing, and parking provision commensurate with the nature and scale of the use. Development must not create harmful overspill parking, introduce hazardous manoeuvres, or adversely affect pedestrian amenity. The Parking Standards SPG provides a guide to parking expectations but must be applied proportionately and in accordance with the proposed operational intensity.

The revised proposal represents a substantial reduction in operational intensity compared to the previously understood seven-day, full-time garage use. Under the revised scheme, the premises will:

- Operate one weekday per week only, typically on a Wednesday
- Operate for a maximum six-hour window (10:00–16:00)
- Accommodate one fleet vehicle only during the maintenance session
- Receive no customer visits, no courtesy cars, and no staff parking
- Require no transporters, trailers, or servicing vehicles

This results in two vehicle movements per week (one arrival, one departure) and eliminates the basis on which the prior highway objection was founded. In highway impact terms, such an arrangement is functionally equivalent to a single resident undertaking periodic maintenance on their own vehicle, an activity that is typical and accepted within residential streets.

Because the proposal generates negligible traffic, the development does not materially increase demand on parking, does not alter traffic flow characteristics, and does not introduce commercial vehicle activity that would alter highway conditions in any material sense.

Exeter Street and Merriots Place comprise a low-speed residential environment, characterised by on-street parking, terraced housing, pedestrian activity associated with the nearby play area, and constrained visibility at several points along the street. Such streets inherently rely on slow vehicle speeds, cautious manoeuvring, and reciprocal behaviour between pedestrians and drivers, patterns recognised and anticipated within Manual for Streets (MfS / MfS2) guidance.

The concerns previously raised regarding intervisibility at the access must therefore be assessed proportionately to the actual scale of vehicle movements. In this case, with two vehicle movements per week, the marginal increase in access use is negligible and substantially below the intensity observed in other similar accesses across Newport that operate safely with far greater activity levels.

Manual for Streets highlight that:

- Reduced visibility splays in urban areas do not inherently create safety risks.
- Collision studies indicate no direct correlation between substandard splays and injury risk.
- Drivers naturally adopt slower speeds and cautious approaches where visibility is limited.
- Imperfect visibility is a normal and accepted feature of older urban streets.
- Emerging slowly to gain sightlines is expected driver behaviour, not a hazard.

The constrained access at 22 Exeter Street therefore reflects a common pattern across Newport's dense urban fabric. In such settings, the rarity of vehicle movements renders the theoretical safety concern negligible and not demonstrable in planning terms.

Although the access sits adjacent to pedestrian footways leading to a play area, the revised proposal's scale means that potential pedestrian conflict is extraordinarily limited. With two manoeuvres per week, the level of interaction with pedestrians is substantially below that of a typical residential driveway or delivery activity serving the surrounding dwellings.

MfS guidance recognises that pedestrian intervisibility in dense urban areas is often constrained, yet collision data across such contexts consistently demonstrates that risk is mitigated through pedestrian

awareness, driver caution, and low traffic speeds. The proposed use operates well within these accepted parameters.

The earlier interpretation of the Parking Standards SPG, suggesting multiple parking spaces and courtesy vehicles, assumed a continuous multi-vehicle B2 garage use. That assumption no longer applies. This operational model produces zero additional parking demand, and the SPG must be applied proportionately to the true intensity of the proposal. The marginal weekly vehicle presence is wholly compatible with existing residents' on-street parking arrangements and does not result in any harmful overspill.

All activity occurs internally, with a single car manoeuvre. There is no mechanised or external servicing, and therefore no realistic scenario in which on-street loading, manoeuvring obstruction, or highway conflict would arise.

Taking into account the revised operational scale, MfS guidance, urban driver behaviour, visibility tolerance, and the lack of any measurable demand on parking or servicing infrastructure, the development does not introduce conditions capable of generating unacceptable highway or pedestrian safety impacts.

The concerns associated with the previously refused full-time operation are no longer applicable. The proposal now falls within the category of very low-intensity ancillary activity, typical of residential streets and fully compatible with the safe operation of the highway.

Accordingly, the proposal complies with Policies GP4 and T4 of the Newport LDP and the transport objectives of Planning Policy Wales.

6.5 Green Infrastructure & Biodiversity

Planning Policy Wales (Edition 12, 2024) requires development to follow the Green Infrastructure and step-wise approach to biodiversity enhancement, ensuring that even small-scale schemes provide proportionate net benefits. For minor developments that do not involve external works, excavation, landscaping change or land-take, PPW confirms that only a short and proportionate response is required to demonstrate compliance.

The proposed development involves no operational development and no alteration to existing green infrastructure assets. Nevertheless, the scheme will deliver a measurable enhancement through the installation of a bird nesting box, providing a small but meaningful contribution to local biodiversity. The box will be positioned on an appropriate elevation to avoid direct sunlight and prevailing winds and will be installed outside the bird breeding season. This enhancement is consistent with PPW's

requirement to maintain and enhance biodiversity and accords with the step-wise approach outlined in Chapter 6, whereby avoidance of harm is prioritised, followed by proportionate enhancement.

The simplicity of the development means that no further mitigation, compensation or off-site measures are necessary. The proposed nesting box can be readily maintained through occasional inspection and cleaning outside the breeding season, ensuring its continued suitability and effectiveness. This approach is proportionate to the scale of the scheme and aligns with the objectives of the Newport LDP and national policy guidance relating to green infrastructure.

6.6 Other Material Considerations

In addition to the core assessments relating to amenity and highways, several further material considerations are relevant to the determination of this application. These relate to flood risk and waste management. Each of these matters is proportionate to the scale and nature of the proposal and is addressed below to demonstrate that the development meets the requirements of national policy and the Newport Local Development Plan.

6.6.1 Flood Risk

The site lies within Flood Zone 3 Sea (TAN15 Defended); however, the proposed development constitutes a less vulnerable use under Technical Advice Note 15 (2025). Natural Resources Wales previously confirmed that such a change of use is acceptable in principle and does not increase risk to life, provided the applicant is aware of the residual flood risk and incorporates flood-resilient measures where feasible. As no operational development is proposed and the activity remains internal and low-intensity, the proposal does not alter the site's flood characteristics and complies with the objectives of TAN15, PPW and Policy GP1 of the Newport LDP.

6.6.2 Waste Management

The proposal generates only small quantities of waste associated with infrequent light maintenance of the applicant's fleet vehicles. All waste can be securely stored inside the building, with no requirement for external bins or servicing. A simple waste management plan can be secured by condition to ensure that storage and collection arrangements remain contained within the building and do not affect the surrounding street environment. This approach accords with Policy W3 of the Newport LDP and is proportionate to the scale of the use.

Taking the above matters into account, the proposal does not give rise to any unacceptable impacts in relation to flood risk or waste. The development involves no external works, introduces only low-intensity internal activity, and provides proportionate waste controls. These considerations confirm that the proposal complies with the relevant policies of the Newport LDP and national guidance, and that no technical constraints arise which would weigh against granting planning permission.

7.0 CONCLUSION

7.1 Summary of Development

This application seeks full planning permission for the change of use of 22 Exeter Street from Class B8 to a low-intensity Class B2 use for occasional fleet maintenance associated with Roman Taxis Ltd. The activity is strictly limited to one weekday per week, for a maximum six-hour period, with all works carried out inside the building and no external alterations proposed. The revised operational model reflects the true, minimal maintenance needs of an eight-vehicle fleet and is materially different in scale and impact from a full-time garage use.

7.2 Planning Balance

The proposal represents the efficient reuse of an existing commercial unit within the settlement boundary and contributes positively to a small local business operating within Newport. The revised operational restrictions ensure that impacts on residential amenity, highways, parking and air quality are negligible and can be appropriately controlled by condition. Technical matters relating to flood risk, biodiversity and waste are satisfactorily addressed and raise no policy conflict. When weighed in the planning balance, the proposal delivers acceptable development that does not give rise to any adverse effects capable of outweighing its policy-compliant reuse of an existing building.

7.3 Conclusion

For the reasons set out in this statement, the proposed development accords with the relevant policies of the Newport Local Development Plan (2011–2026), namely SP1, SP2, SP18, GP1, GP2, GP4, GP7, T4 and W3, and with the objectives of Planning Policy Wales and the associated national guidance. The revised operational parameters ensure the use is compatible with its residential context, generates no unacceptable environmental or highway effects, and provides a proportionate biodiversity enhancement. Accordingly, the proposal represents an appropriate and sustainable form of development, and planning permission is respectfully sought.

8.0 RECOMMENDED CONTROLS

8.1 Planning Conditions

If the Council is minded to grant planning permission, it is recommended that a proportionate number of planning conditions be imposed to ensure the development is implemented and operated in an acceptable manner. The following draft conditions are considered necessary, relevant, enforceable, precise and reasonable.

1. *Time Limit for Commencement*

The development shall begin no later than five years from the date of this planning permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. **Approved Plans**

The development shall be carried out in accordance with the following approved plans:

PL01 Site Location Plan received by the Local Authority on 30/11/2025

PL01 Proposed Floor Plans received by the Local Authority on 30/11/2025

Reason: *For the avoidance of doubt and to ensure that the development is carried out as approved, in accordance with Policy GP2 of the Newport Local Development Plan (LDP) 2011–2026.*

3. **Restriction on Use (Compliance Condition)**

The premises shall be used solely for the maintenance and servicing of fleet vehicles belonging to Roman Taxis Ltd, and for no other purpose within Class B2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To ensure that the use remains low-intensity and compatible with the residential context, in accordance with Policies GP2, GP7 and T4 of the Newport LDP.

4. **Hours of Operation (Compliance Condition)**

The use hereby permitted shall operate on one weekday per week only, between the hours of 10:00 and 16:00, and at no other times

Reason: To safeguard residential amenity by restricting noise, activity and vehicle movements, in accordance with Policies GP2 and GP7 of the Newport LDP.

5. **External Areas (Compliance Condition)**

No external parking, waiting, queuing, or storage of vehicles associated with the approved use shall take place on Exeter Street, Merriots Place, or outside the building.

Reason: To prevent overspill parking and protect highway safety, in accordance with Policy T4 of the Newport LDP.

6. **Waste Management (Compliance Condition)**

All waste materials arising from vehicle maintenance shall be stored within the building pending lawful disposal. No waste, equipment or materials shall be stored outside the premises at any time.

Reason: To ensure the proper containment and management of waste, in accordance with Policies GP7 and W3 of the Newport LDP.

7. **Biodiversity Enhancement (Compliance Condition)**

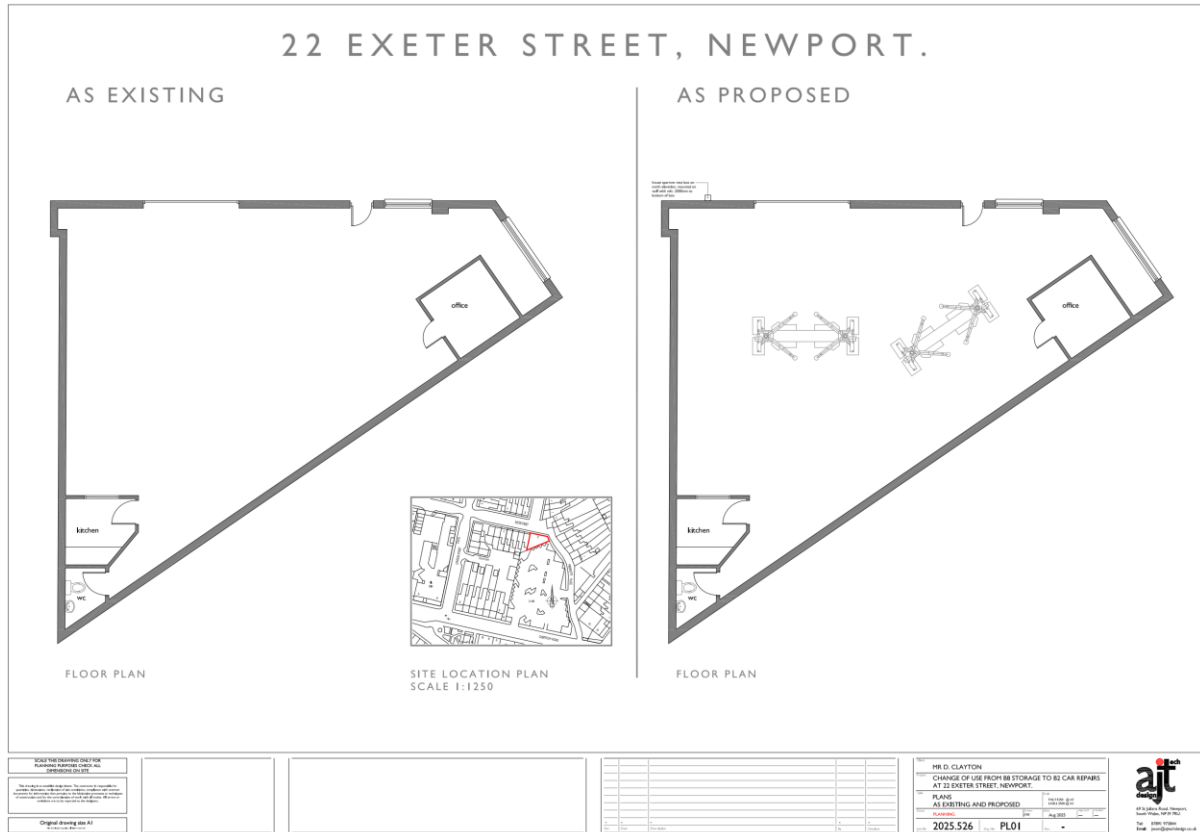
The nesting bird box identified within the application shall be installed on the building prior to

first use of the development and shall be retained thereafter for the lifetime of the use.

Reason: To secure proportionate biodiversity enhancement, in accordance with Policy GP5 of the Newport LDP and national requirements for net biodiversity benefit.

APPENDICES

Appendix A: Site Location Plan and Existing/Proposed Floor Plan



Appendix B: Biodiversity Enhancement Product



RSPB Classic nest box

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