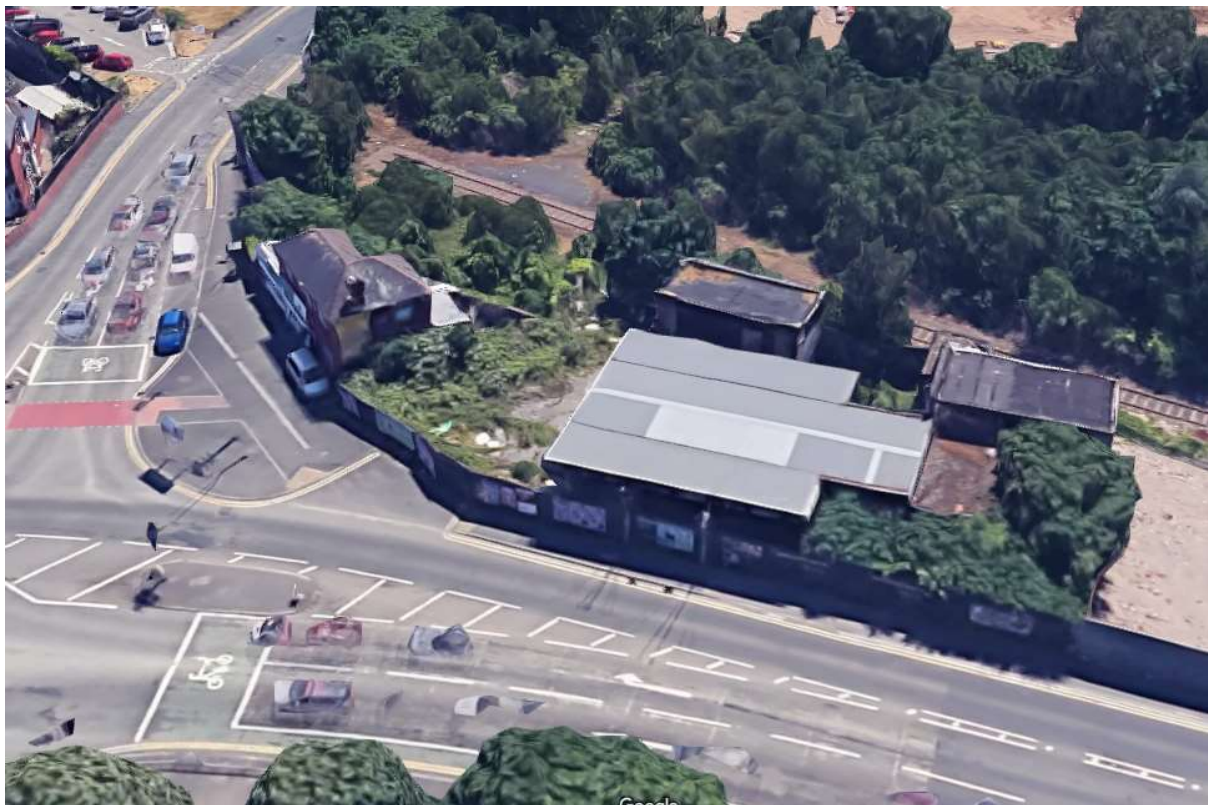




Cardiff Road Service Station, 71 Cardiff Road, Newport, NP20 2EN.

Demolition of existing petrol filling station and car wash, and, construction of a replacement petrol filling station, including a new kiosk building, 4 pump islands, forecourt canopy, 2 no. jet wash bays, landscaping and car parking arrangements.

Planning and Heritage Statement (ref: 001)



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1.0 Introduction:

- 1.1 This Planning Statement (PS) is submitted in support of a full planning application for the replacement of an existing fuel filling station, at Cardiff Road Service Station, Cardiff Road, Newport. The development includes demolition of the existing filling station kiosk and replacement with a new kiosk building, 4 pump islands covered by a forecourt canopy, 2 no. jet wash bays, landscaping and car parking arrangements.
- 1.2 The remainder of this PS will consider reasoning in support of the proposal, in light of the relevant policies of the Development Plan and material planning considerations.

2.0 Site Description:

- 2.1 The application site measures approximately 0.32 acres and is located within the settlement of Newport, immediately south of the main road junction of Cardiff Road and Mendalgief Road.
- 2.2 The site is presently occupied by a vacant petrol filling station that includes a kiosk building (131sqm), forecourt canopy and a drive thru car wash (44sqm), as well as an additional land parcel positioned to the east that is overgrown with scrub. The kiosk and forecourt canopy are positioned to the south of Cardiff Road and have a side on relationship to this main road, with the drive thru car wash located to the rear of the site, behind the forecourt area. All buildings on the site are single storey in scale, constructed of buff brick and have a flat roof form, the forecourt canopy has a similar flat roof appearance and is circa 5.5m in height.
- 2.3 Other than the scrub land area, the site is devoid of any landscaping being dominated by hard surfacing, which forms part of the filling station forecourt and parking area. The site is accessed via 2 drop kerb entrances from Cardiff Road, providing a segregated in/out arrangement for the filling station. There is a footway that flanks the northern boundary of the site with Cardiff Road and no pedestrian safe routes exist from this footway to buildings on the site.
- 2.4 The site is located within a mixed land use area, with an existing newsagents/ off license and residential use adjoining the northern boundary, a redevelopment site to the western boundary that has been cleared and has planning consent for a car hire business, Royal Gwent Hospital and housing to the east.
- 2.5 Belle Vue Registered Park and Garden is located north of the application site, to the opposing side of Cardiff Road, which is also a designated Conservation Area.

2.6 With the exception of the hospital building, properties within the vicinity are primarily 2 storey in scale, constructed of red brick/ render set beneath welsh slate roofs. Street scenes are greened by the presence of tree/ shrub planting to the south of the site on Mendalgief Road and to the east on Cardiff Road, and planting within Belle Vue Park also.

3.0 Proposed Development

3.1 The application seeks full planning consent for replacement of the existing filling station, which will include demolition of all buildings and structures, and provision of a new kiosk building, 4 pump islands covered by a new forecourt canopy, 13 car parking spaces (including 1 disabled bay, 1 electric charging bay and 8 pump island spaces), cycle parking and 2 no. jet wash bays.

3.2 The submitted layout drawing indicates that all buildings will be demolished, with the location of the kiosk building, pump islands and canopy retained within their existing position centrally on the site, adjacent to Cardiff Road. The kiosk is similarly shown to have a side on relationship to Cardiff Road.

3.3 The vehicular access points will remain in their existing position, with minor widening works proposed to the eastern entrance, and a safe pedestrian route from the existing footpath network to the front door of the premises is provided.

3.4 As indicated on the submitted floor plan drawings, the gross internal area of the kiosk is 168sqm, providing a sales area, back of house and customer/ staff toilets. The proposed filling station kiosk is modern in appearance, being constructed of red brick with a lean to roof that overhangs the fully glazed front elevation, with glazing and a feature ashlar stone panel to the side elevation facing Cardiff Road.

3.5 Landscaping will be introduced to the eastern side of the main entrance, as well as along the eastern boundary of the application site shared with Mendalgief Road. Boundary treatment includes a 2m close boarded timber fence line to the south and western boundaries, hoop top railings to the north and retention of the existing palisade fencing to the east.

3.6 It is anticipated that the development will generate up to 10 jobs (4FT and 6PT) within the service sector.

4.0 Planning History:

98/0634	Construction of new car showroom and refurbishment of existing building.	Granted 26/08/1998
99/0271	Alteration and refurbishment of existing garages/showroom ad workshop.	Refused 04/05/1999
99/0586	Alteration and refurbishment to existing garage/showroom workshop facility.	Granted 14/09/1999
02/0047	Certificate of lawfulness for proposed change of use of premises from car showroom to a1 retail.	Granted 13/05/2003
03/0890	Retention of signs.	Granted 15/08/2003

5.1 The application site is located within the administrative area of Newport City Council (NCC). The statutory Development Plan for NCC comprises of the Local Development Plan 2011-2026 (January 2015). It is noted that this plan is presently under review, though with consultation closing on the pre-deposit plan on 20/12/2023, is considered to have no weight in the decision-making process due to the infancy of this document.

5.2 The application site is located within the urban boundary of Newport, and has no other land allocation within the Newport Local Development Plan (NLDP), as per the NLDP Proposals Map (image below):



5.3 The following policies of the NLDP are pertinent in the assessment of this planning application:

SP1 (Sustainability) – requires proposals to make a positive contribution to sustainable development by locating within sustainable locations, the efficient use of brownfield land, reducing energy consumption, minimising risk of flood, protecting and enhancing the built environment.

SP2 (Health) – requires development to maximise contribution to health and well being, and minimise negative effects by locating within sustainable locations, close to public transport and providing efficient walking and cycling routes.

SP18 (Urban Regeneration) – proposals will be favoured that assist regeneration of the urban area, especially where they iii) reuse vacant, underused or derelict land.

SP19 (Assessment of Retail Need) – states that retail uses outside of defined Centres will be subject to a needs assessment and Sequential Test if not within the Town Centre.

GP1 (Climate Change) – requires development to be designed to withstand climate change and reduce the risk of flooding, minimise energy and incorporate renewable, low or zero carbon energy sources where practicable.

GP2 (General Amenity) – provides support for development that does not have a significant adverse effect on local amenity (noise, privacy, overbearing, light, odour and air quality), would not be detrimental to the visual amenity of nearby occupiers or the character and appearance of the area, seeks to design out crime and anti social behaviour, and provides for inclusive design.

GP4 (Highways and Accessibility) – Development should provide appropriate access for all, be accessible by a choice means of transport, make adequate provision for parking and cycle storage, provide safe and suitable access, or be detrimental to highway or pedestrian safety, or result in traffic generation exceeding the capacity of the road network.

GP6 (Quality of Design) – good quality design will be sought in all development and should be sensitive to the qualities of the site, respond positively to the character of the area, maintain a high level of pedestrian access, reflect character, reflect the scale of adjacent townscape, and renewable materials should be used to complement the site context.

CE4 (Historic Landscapes, Parks, Gardens and Battlefields) – such sites should be protected conserved, enhanced and where appropriate, restored, including their setting.

CE7 (Conservation Areas) – Development within or adjacent to conservation areas should be designed to preserve or enhance the character or appearance of the Area, and avoid adverse impact on any significant views within, towards and outwards from Conservation Areas.

T4 (Parking) – development should provide appropriate parking in accordance with adopted standards. Parking standards are contained within the Newport Parking Standards SPD as follows:

Petrol filling stations (see note 10 re. associated convenience stores)	1 space for petrol tanker	Spaces for ancillary use (e.g. automatic car wash)
For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public	A minimum of one space for each employee who is a disabled motorist plus 6% of the total car park capacity for visiting disabled motorists	

R8 (Small Scale Retail Proposals) – proposals for new local retail facilities or extension of existing retail outlets will be permitted where new residential development will be served or to cater for under provision in the area, sale is appropriate to locality, no adverse impact on vitality or viability of existing Centres, and there would be no unacceptable impact on local residential amenity or general character of the area (noise and disturbance or traffic generated).

5.4 Planning Policy Wales Edition 12 (February 2024):

para 1.15 - The planning system is central to achieving sustainable development in Wales.

Para 1.30 Development management is the positive and proactive approach to shaping, considering, determining and delivering development proposals through the process of deciding planning applications.

Good Design Making Better Places

3.15 Development plans should include policies and guidance that promote good design in the built environment and be sufficiently robust to refuse poor quality development proposals.

3.16 Planning authorities should through a process of negotiation seek to improve poor or average developments which are not well designed, do not take account of their context and consider their place, or do not meet the objectives of good design. Where this cannot be achieved proposals should be rejected.

Promoting Healthier Lifestyles

3.19 The built and natural environment is a key determinant of health and well-being.

3.21 The planning system must consider the impacts of new development on existing communities and maximise health protection and well-being and safeguard amenity.

3.22 Planning authorities should develop and maintain places that support healthy, active lifestyles.

Previously Developed Land

3.55 Previously developed should be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.

Transport

4.11 We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.

4.1.31 Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.

4.1.40 The Electric Vehicle charging strategy²⁵ and action plan²⁶ set out the Welsh Government's approach to delivering the electric vehicle charging infrastructure needed by 2050, including renewable energy generation and storage.

4.1.41 To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development.

4.1.51 A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development.

Retail and Commercial Development

4.3.18 First preference should be to locate new development within a retail and commercial centre defined in the development plan hierarchy of centres.

4.3.19 If a suitable site or building is not available within a retail and commercial centre or centres, then consideration should be given to edge of centre sites and if no such sites are suitable or available, only then should out-of-centre sites in locations that are accessible by a choice of travel modes.

Renewable and Low Carbon Energy

5.9.1 Local authorities should facilitate all forms of renewable and low carbon energy development.

5.9.12 Planning authorities should plan positively for the use of locally generated electricity and heat to help meet the national target of one Gigawatt by 2030.

5.9.14 Planning authorities should support and guide renewable and low carbon energy development to ensure their area's potential is maximised.

The Historic Environment

6.1.6 Seeks to safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved; preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous; preserve the special interest of sites on the register of historic parks and gardens.

6.1.14 There should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings.

6.1.15 There is a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level.

6.1.16 Preservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed.

6.1.18 Planning authorities should value, protect, conserve and enhance the special interest of parks and gardens and their settings included on the register of historic parks and gardens in Wales.

6.1.19 The effect of a proposed development on a registered park or garden, or its setting, is a material consideration in the determination of planning applications.

Water and Flood Risk

6.6.17 New developments of more than one dwelling or where the area covered by construction work equals or exceeds 100 square metres also require approval from the SuDS Approval Body (SAB) before construction can commence.

6.6.18 The provision of SuDS must be considered as an integral part of the design of new development and considered at the earliest possible stage when formulating proposals for new development.

6.6.25 Development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself.

6.6.27 Development should not cause additional run-off, which can be achieved by controlling surface water as near to the source as possible by the use of SuDS.

6.0 Main Planning Considerations:

6.1 This section deals with the key planning issues relevant to the proposal, which are considered to be:

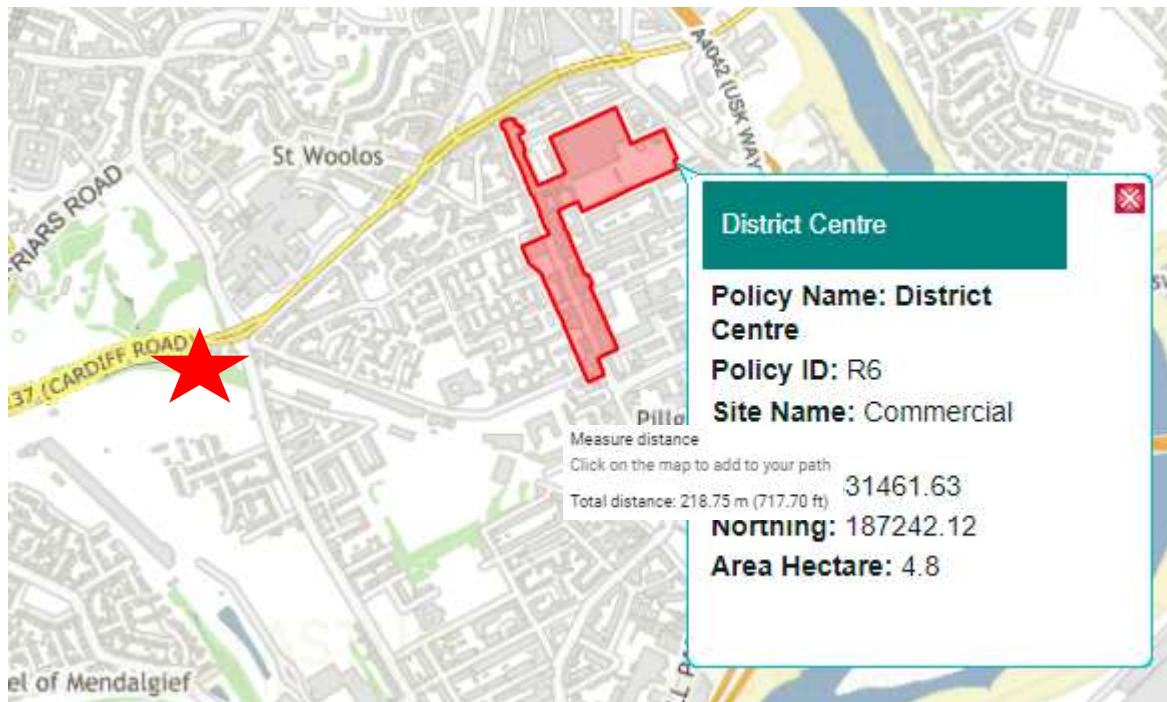
1. The principle of development.

2. Design.
3. Heritage.
4. The amenity of neighbours.
5. Highway safety.
6. Climate change, drainage and flood risk.
7. Ecology and biodiversity.

Taking each matter in turn:

6.2 The Principle of Development

- 6.3 Policy SP1 outlines the spatial strategy for new development within the Newport City Council area, importantly it requires proposals to be located within sustainable locations, and on brownfield land within the settlement boundary. In addition, Policy SP14 favours proposals that assist regeneration of the urban area, especially where they make use of vacant, underused or derelict land.
- 6.4 The site lies within the settlement boundary of Newport, as per the Newport Local Development Plan (NLDP) Proposals Map, and the proposal is therefore considered to accord with the locational aspect of Policy SP1.
- 6.5 Criteria i) and ii) of Policy SP1 encourage the efficient use of land and the reuse of previously development land (PDL), and in this respect the site constitutes PDL by virtue of the existing buildings and hardstanding's present. It is located within a sustainable location with immediate access to a main road network, and is therefore highly accessible to vehicles, as well as more sustainable forms of transport such as the bus, bicycle and walking for employees. The development will also regenerate a vacant site that presently detracts from its surroundings and will make efficient use of the land. These factors form a strong position in support of the development proposed that accord with Policies SP1 and SP14 of the NLDP.
- 6.6 Policies SP19 and R8 are also of relevance to the principle of development, together they provide the Councils locational retail strategy. Policy SP19 requires retail uses outside of defined Centres to demonstrate need and be subject to a Sequential Test if not within the Town Centre. Policy R8 provides support for small scale retail proposals that serve new residential development, have no impact to existing Centres or undermine amenity or character of the area. The application site is located circa 600m walking distance from the closest Centre – Commercial Road District Centre, as per NLDP Proposals Map:



The application site is therefore located out of Centre, requiring demonstration of need and sequential testing to comply with Policies SP19 and R8. The NLDP policies are reflective of guidance contained within the 'Retail and Commercial Development' section of Planning Policy for Wales (PPW).

- 6.7 Notwithstanding, the existing and authorised use of the site as a fuel filling station is key in the retail assessment. The existing floor area is comparable to that proposed, and whilst the site is vacant, its use as a fuel filling station has not been abandoned and could therefore continue its operation without the need for planning consent. In this circumstance, the applicant contends that sequential testing is not required in the particular circumstances of this application.
- 6.8 Moreover, roadside services require site specific locations that are dependent upon a number of factors which dictate that they cannot be located within or on the Edge of a Centre, but also ensure that any impact they have on Centres is negligible.
- 6.9 The traditional purpose of roadside services has altered considerably and they are not now simply used as a means to refuel, but also for rest, relaxation and sustenance.
- 6.10 The site's location adjacent to the main road has been purposefully selected to take advantage of the high number of vehicular trips on the network. Visibility and prominence of the site to the road is key in order to raise awareness of the facility to

passing motorists. The majority of trade will therefore be attracted from passing motorists. The proposed retail space is small in scale when compared to that of modern service stations throughout the UK, and ancillary to the main fuel sales function of the site, with linked trips for fuel and shopping being made. This kiosk will provide for a small convenience retail offer, hot/ cold drinks and snacks, a limited range of household goods, as well as vehicle related products such as oil, screen wash and cleaning products. As such the kiosk will not operate as a stand alone retail unit and would not be in direct competition with any other Local Centre.

- 6.11 Fuel filling stations are reliant upon high levels of passing vehicles and as a consequence, locationally they are found outside of designated Centres. Indeed, designated Centres traditionally have much lower levels of vehicular movements affording further reason for an out of centre location. This matter has been considered at appeal, whereby the Inspector for the appeal at Baynards Green (ref: APP/C3105/W/16/3151655) concluded that a roadside facility **'by definition is unlikely to be within a town centre.'** (emphasis added). In addition, the Inspector concluded:

*'...the purpose of the sequential test is to demonstrate that there are no alternative sites within a town centre or edge of centre location. Given that the purpose of this development is to provide **roadside facilities for motorists** on the A43, which by definition is **unlikely to be within a town centre**, I consider the sequential test to be of **little relevance to the appeal...**'* (emphasis added).

- 6.12 Due to the ancillary floor space proposed and resultant lack of impact to existing Centres, retail sequential testing is not considered necessary and of little relevance to the assessment of this application, having particular regard to the locational requirements of roadside services. In the circumstances of the current planning application, the aforementioned case law provides strong justification that retail sequential assessment is not reasonable or necessary.

6.13 Conclusion on Principle

The existing fuel station use on the site forms a strong fall-back position that supports the proposed roadside services. The proposed retail floor space is similar in nature to that existing and would be ancillary to the main sui generis use of fuel sales, drawing its trade primarily from vehicles on the main road and thereby justifying an Out of Centre location that would not undermine the Councils locational retail policies.

- 6.14 The principle of development in this urban location is therefore considered acceptable, and in accordance with policies SP1, SP14, SP19 and R8 of the NLDP.
- 6.15 High Standard of Design:
- 6.16 Policy GP6 of the NLDP requires good quality design in all new development, proposals should be sensitive to the qualities of the site, respond positively to the character of the area, maintain a high level of pedestrian access, reflect character and reflect the scale of adjacent townscape. In addition, Policy SP14 favours development proposals that help regenerate the urban area, especially where they reuse vacant, underused or derelict land.
- 6.17 Paragraph 3.15 of PPW also encourages good design in the built environment, with paragraph 3.16 confirming that proposals should be rejected where this cannot be achieved.
- 6.18 The site is located in a mixed residential/ commercial area. Buildings within the vicinity are not of any architectural merit, with 2 storey traditional styled properties that are constructed of red brick or render, set beneath grey slate, red or grey tiled roofs.
- 6.19 The site is situated on the main road network through Newport, and therefore maintains a prominent and highly visible position within the street scene. It is occupied by a vacant and ageing roadside services which includes a filling station and drive thru car wash. These existing structures are dated and of no architectural merit, having a flat roof design, and construction materials that contrast with the adjacent vernacular. The site has been made secure through provision of a 3m hoarding which has attracted the fly posting of adverts. It looks visually tired, with buildings and hoarding showing signs of deterioration, that currently detract from the visual appearance of the street scene on a prominent and heavily trafficked route in Newport.
- 6.20 The proposal involves demolition of all existing structures, construction of a modern single storey kiosk building, replacement forecourt canopy and pump islands. The submitted layout will retain the new kiosk building and canopy in their existing position, adjacent to and having a side on relationship to Cardiff Road. The siting of the kiosk reflects the new build line formed by development of land immediately to the west. The kiosk has been purposefully designed to reflect this relationship to the street, using large expanses of glazing to the front and side elevations that soften the structural appearance, allowing external views into the building whilst also providing

an active frontage to the main road. These main elevations are also enhanced through provision of feature panels of ashlar stone and contrasting red brick that add visual interest to the building appearance. Less prominent side and rear elevations are to be constructed of red brick and a black composite panel. The roof form overhangs the footprint of the kiosk, adding shadow lines to the structure and giving an impression of depth and 3 dimension to individual elevations.

- 6.21 The forecourt canopy has been purposefully designed to be simple in appearance, hidden behind a branded fascia board and mounted on painted structural supports. It is a low key feature in the scheme, its design provides transparency allowing views through the structure of the kiosk. The bin store, and external plant and equipment, will be hidden from the street scene, within a fenced compound located to the south of the building.

- 6.22 The only necessary boundary treatment is that to the southern and western boundaries shared with the rail corridor and development site, which includes provision of a 2m close boarded fence and hoop topped railings to Cardiff Road to match that proposed within the adjoining development. The siting of the fence ensures that it will not appear prominent in any street scene or external public vantage points, and the provision of railings will ensure a low level and consistent form of boundary treatment to Cardiff Road. All other existing boundaries to the site are retained and made good where necessary.

- 6.23 The development will remove unsightly buildings, structures and security hoarding that presently bear no relationship to the street or surrounding context and have a negative visual impact on the locality. The buildings proposed reflect the scale and character of existing built form on the site and in the locality, and would sit comfortably on the site whilst enhancing the street scene appearance. Redevelopment will therefore provide significant regeneration benefit for the site and surrounds. The scheme proposal has considered the local context and site constraints and has been designed accordingly to be a harmonious addition to the local area. For these reasons it is considered that the proposal accords with the design requirements of Policy SP14 and GP6 and the PPW.

- 6.24 Heritage

- 6.25 Policy CE4 of the NLDP requires historic parks and gardens and their settings to be protected, conserved and enhanced where appropriate. In addition, Policy CE7 states that new development adjacent to conservation areas should be designed to

preserve or enhance the character or appearance of the Area, and avoid adverse impact on any significant views within, towards and outwards from Conservation Areas.

- 6.26 The Historic Environment section of the PPW maintains a similar stance with paragraph 6.1.11 seeking to manage change so that the special architectural and historic interest of historic buildings is preserved, paragraph 6.1.14 confirms a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings, as well as conservation and enhancement of the special interest of parks and gardens and their settings (paragraph 6.1.18).

- 6.27 The application site is not a Listed Building, nor has the Council identified it as a Locally Listed Building. Moreover, the site is not located within a Conservation Area. Notwithstanding, Belle Vue Park is positioned to the northern side of Cardiff Road and is both a Registered Park and Garden, and a designated Conservation Area. In addition, Belle Vue Lodge is located circa 140m to the west, which is a Grade II Listed Building that was once a gate house positioned to the entrance of Belle Vue Park, and there are other Listed Buildings positioned centrally within the Park. The present appearance of the application site and redevelopment proposed therefore have opportunity to affect the setting of the Belle Vue Registered Park and Gardens, Listed Buildings within the Park, and Belle Vue Conservation Area (BVCA).

- 6.28 The boundary of the BVCA has been purposefully drawn about the Park, and therefore excludes properties positioned to the south of Cardiff Road, including the filling station and cleared site to the west. Assumably this is due to the filling station external appearance and lack of historic link to the BVCA, and it is considered that the site presently makes no positive contribution toward and detracts from the setting of the BVCA, the Registered Park and Gardens, and Listed Buildings. In addition, the application site appears in views from the Park and jointly within street scene views from Cardiff Road to the east and west. Intervisibility exists between these heritage assets and the application site, and the present appearance of the site has a negative impact on the significance of the heritage assets as a consequence.

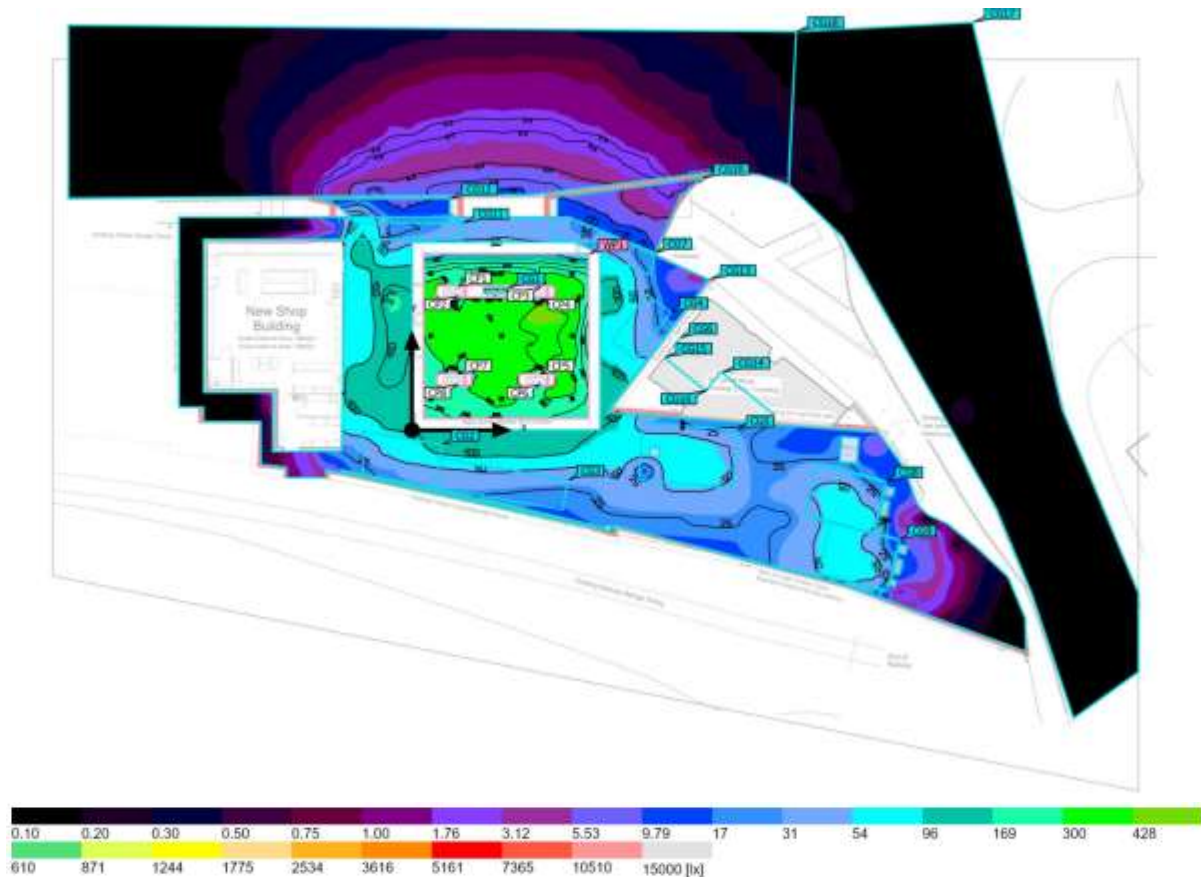
- 6.29 As per above design justification, the development will regenerate the existing filling station, improving visual appearance of the site and enhancing views from within the Registered Park and Conservation Area, as well as in-combination views within the street scene as a consequence. The proposal will therefore contribute toward

enhancement of the setting of these heritage assets in accordance with Policies CE4 and CE7 of the NLDP and PPW.

6.30 Amenity:

- 6.31 Policy GP2 of the NLDP states that development will be permitted provided that there will not be a significant adverse effect on local amenity (noise, privacy, overbearing, light, odour and air quality) or the visual amenity of nearby occupiers. In addition, paragraph 3.21 of the PPW requires the planning system to consider impacts of new development on existing communities and safeguard amenity.
- 6.32 It should be noted that the close relationship between service stations and dwellings is not unusual, with filling stations commonly being found within the urban area adjacent to housing. Indeed, the existing site has an authorised use as a petrol filling station with car wash, and has historically operated without any known complaint from neighbours, demonstrating that such uses can successfully integrate alongside each other.
- 6.33 The closest of residential neighbours that may be affected by the proposal is positioned at first floor above 69 Cardiff Road, adjoining the northern boundary of the application site. This neighbour has a front facing aspect to the main road, with 2 no. first floor rear and a side window that oppose the application site.
- 6.34 Given the authorised use of the application site, it is only necessary to consider the impact of change that the proposal would have to this neighbour. In that respect, the drive thru car wash is proposed to be removed from the site, the forecourt canopy will be positioned closer to the eastern boundary, and 2 no. jet wash bays and an electric vehicle charging space have been introduced to the rear of this neighbour.
- 6.35 The development relies heavily on the high number of vehicles that are already on the road network. Ambient noise levels in the locality will therefore be much greater due to the road noise from vehicles and will act to minimise disturbance to neighbours resultant from the proposal. In addition, removal of the car wash will assist reducing noise emittance from the site and therefore have benefit to this neighbour by lower levels of associated disturbance. The ambient noise levels will also ensure that disturbance associated to use of the EV bay and jet wash facilities would not have a significant adverse effect. These elements could also be controlled by hours of use restriction if considered to be of concern to the Planning Authority.

- 6.36 The re-positioned forecourt canopy will be located closer to 69 Cardiff Road. Notwithstanding, sufficient stand off distance to the property is provided and, combined with the light weight open sided nature of the structure, this will ensure an acceptable relationship to occupants.
- 6.37 The roadside services will be operational 24 hours a day and would therefore require illumination during periods of darkness. The site and locality is within a mixed use area and with a main road immediately adjacent, existing light levels on and adjacent to the site are high as a consequence. The existing light levels in the locality act to reduce light escape from the site. The proposal also incorporates design features to minimise light pollution, with lighting columns being down lit and use of cowls to reduce light escape from the site. The forecourt canopy uses motion sensitive lighting which react to the presence of vehicles and will maintain lighting at a lower level at night when the forecourt is not in use. The planning application is accompanied by an External Lighting Report (BEVER, ADS-1884-9b-Newport-External-Draft 2.1-ISC20240224, 07/03/2024)) which confirms that light spill beyond the application site boundary is minimal, importantly there will be no light trespass to 69 Cardiff Road, as



- 6.38 The vacant nature of the application site presently increases opportunity for anti social behaviour, as evidenced by the boarded and secure nature of the site at present. This Redevelopment and resultant occupation will result in a permanent presence and natural surveillance on the site, that will act to reduce the opportunity for anti social behaviour and thereby improve the safety and welfare of this direct neighbour.
- 6.39 For the above reasons, the proposal would not undermine the amenity of the area or neighbouring properties and incorporates measures within its design to minimise disturbance. The development is not therefore considered to undermine local amenity in accordance with Policy GP2 and PPW.
- 6.40 Highway Safety:
- 6.41 Policy GP4 of the NLDP supports development subject to certain criteria. Those of relevance to the proposal are:
- i) provide appropriate access for pedestrians, cyclists and public transport;
 - iv) make adequate provision of parking and cycle storage;
 - v) provide suitable and safe access arrangements;
 - vii) ensure that development would not be detrimental to highway or pedestrian safety, or result in traffic generation exceeding the capacity of the network.
- 6.42 Policy T4 refers to provision of parking in accordance with adopted standards. The Newport Parking Standards were adopted in 2015. The standards splits the Newport area into Parking Zones with individual standards for each Zone. The application site is positioned within Parking Zone 4, requiring 1 space for a tanker and footnote 13 stating additional parking will be required for any convenience store, being assessed as for a small shop (1 space per 60sqm).
- 6.43 Paragraph 4.11 of the PPW commits to making sure that transport infrastructure is safe and adaptable to climate change, encourage development to be accessible by walking and cycling (paragraph 4.31), encourages provision of electric vehicle charging (paragraph 4.1.40 and 41) and a design led approach to car parking provision (4.1.51)

- 6.44 Vehicular access to the proposal will be via the existing entry and exit points from Cardiff Road. 13 parking spaces are provided including 8 pump spaces, 3 standard bays, 1 disabled bay, 1 electric charging bay and bicycle parking. This amount of provision accords with the adopted standard based upon the GIA of the building (168sqm). The layout has carefully considered manoeuvrability requirements to ensure access is feasible for the largest of vehicles, whilst minimising the conflict between vehicles and pedestrians, as demonstrated by the vehicle swept path drawings submitted with the Transport Statement (Appendix 2). Pedestrian connectivity is supported by the inclusion of a safe route that links the front door of the kiosk to the existing footpath network on Cardiff Road.
- 6.45 The vacant filling station had 4 pump islands, and these are to be reinstated into the development. The amount of retail floor space will marginally increase in comparison to that existing, though this element of the scheme is not expected to become a destination in its own right. The increased retail floor space may act to encourage additional residents to access the development, however these will be localised trips that would be made on foot or bicycle. The amount of trips to/ from the application site are not therefore expected to alter significantly, when compared to the authorised use or that presently on the network, as a consequence of the development.
- 6.46 The planning application is accompanied by a Transport Statement (DTP, 3700824, February 2024) which concludes:
- There no pre-existing patterns or trends of accidents that could be affected by the redevelopment proposals.
 - The accessibility and location of the site would allow for some journeys by alternative modes to be undertaken, particularly by staff.
 - The development will generate a maximum of 128 two-way peak hour vehicle trips, equating to just over two vehicle trips per minute, during the busiest peak hour period, but would draw from traffic already on the local highway network and is not expected to lead to any material impact on the operation of the local highway network.
- 6.47 On this basis the proposal would result in minimal impact to the highway network and road safety, and encourages alternative modes of transport where possible. The development is therefore considered to be compliant with Policy CDMP6 of the WLP and NPPF23.

6.48 Climate Change, Flood Risk and Drainage

6.49 Policy SP1 encourages sustainable new development by a number of specific criteria, including the use of low or zero carbon energy sources, and minimising the risk of and from flood risk. In addition, Policy GP1 requires development proposals to withstand predicted changes in local climate and reduce risk of flooding on site and elsewhere, and incorporate renewable, low or zero carbon energy sources.

6.50 Paragraph 5.9.1 of PPW encourages local authorities to facilitate all forms of renewable and low carbon energy development, in order to maximise the potential of their area for these forms of development (Paragraph 5.9.14). 6.6.17 refers to the need of approval from the SuDS Approval Body (SAB) for works that exceed 100sqm, with paragraph 6.6.18 requiring SuDS to be integral to the design of new development, and paragraph 6.6.27 stating that proposals should not cause additional run off and for that to be controlled close to source through use of SuDS.

6.50 The site is located within Flood Zone 1 as per below:



Source: Natural Resource for Wales

6.51 The applicant has submitted application to the SuDS Approval Body for the surface and foul water drainage design for the development. This drainage plan is included

within the planning submission. The surface water design makes use of porous paving, rainwater harvesting and underground attenuation tanks that will store surface water and allow discharge into the combined sewer under Cardiff Road at an attenuated rate. This replicates the existing surface water drainage regime on site, though will be attenuated at a significantly restricted rate of 5 l/s – a 74% reduction from the existing brownfield run off rate.

- 6.52 The site is located within Flood Zone 1 and so is not at risk from, nor would the development increase the possibility of flood risk off site. It is considered that the drainage strategy outlined above is appropriate and justifies an alternative solution to SUDS given that opportunity exists to utilise existing outfalls and an attenuated rate, in accordance with Policy GP1 and the PPW.
- 6.53 In addition, the proposal makes provision for an electric vehicle charging bay which encourages use of a cleaner and more sustainable alternative to petrol and diesel vehicles, that produces significantly less pollutants, actively reduces greenhouse gas emissions and encourages the use of low carbon energy. As a consequence the proposal will therefore improve air quality and the health of the Borough's residents, in accordance with Policy SP2 of the NLDP and paragraphs 3.21 and 3.22 of the PPW.
- 6.54 Ecology and biodiversity
- 6.55 Policy SP9 seeks the conservation, enhancement and management of all recognised sites within the natural, historic and built environment. In addition, Policy GP5 states that development will be permitted subject to specific criterion, including those that are designed and managed to protect and encourage biodiversity, demonstrate how they avoid or mitigate impact and includes appropriate provision of landscaping.
- 6.56 The PPW puts nature at the heart of decision making (paragraph 6.4.2) and recognises that the planning system has a key role in helping to reverse the decline of biodiversity. It recognises that 'development needs to take place and some biodiversity may be impacted, the planning system should ensure that overall there is a net benefit for biodiversity..' (paragraph 6.4.3).
- 6.57 A Preliminary Ecological Appraisal (Collington Winter, CW20-1483 RPT 001, Rev II, 29/02/2024) (PEA) has been submitted with the planning application. The PEA acknowledges the presence of 2 no. Site's of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Special Protection Area (SPA) within 5km of the

application site, and includes a survey for the presence of protected species and habitat value. In summary, the survey concluded that the development would not impinge upon any of the designated sites, and found no priority habitats or protected species present, proposing mitigation that requires:

- precautionary working methods for bats, breeding birds, amphibians, reptiles, badger and hedgehog during construction.
- Use of a construction environmental management plan (CEMP) to safeguard habitats surrounding the site during construction.
- Use of protective fencing to safeguard trees that are positioned off site.
- Bat sensitive external lighting.

6.58 The proposed layout makes provision for increased landscaping that will provide biodiversity value. Alternative off setting measures may also be available if considered necessary by the Local Planning Authority to ensure net gain is delivered. Subject to mitigation the proposal will protect and encourage, and provide for the net gain of biodiversity on the site in accordance with Policies SP9 and GP5 of the NLDP, and the PPW.

7.0 Sustainable Development

7.1 Policy SP1 requires all development proposals to make a positive contribution to sustainable development.

7.2 The PPW explains that the Well-Being Act has expanded the concept of sustainability to include improvement in the delivery of social, economic, environmental and cultural considerations. Paragraph 2.8 of the PPW states that planning decisions must seek to promote sustainable development and support the well-being of people and communities across Wales, and will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts, when assessing proposals in line with the Act's Sustainable Development Principle.

7.3 In this regard, the developments contribution toward the 4 aspects of sustainable development is considered below:

7.4 Environmental:

The above assessment provides justification that the proposal will have a positive environmental impact. Indeed the scheme will result in significant regeneration benefit of a brownfield site through the removal of existing poor quality buildings and

replacement with a high quality development, that will enhance the visual aesthetic of the site and surroundings. The surface water design provides for significant betterment when compared to the existing drainage regime.

7.5 The development provides for electric vehicle charging which is a cleaner and more sustainable alternative to fossil fuel, which encourages the use of low carbon energy and will actively reduce greenhouse gas emissions. The proposal will not directly contribute toward congestion or air pollution since it is reliant upon pass by trips from vehicles that are already present on the road network and would not encourage increased vehicular trips to the site.

7.6 The scheme will minimise environmental pollution such as noise, and safeguard measures will be put in place to control environmental disturbance during the construction process including dust suppression and wheel cleaning.

7.7 The development promotes the use of alternative modes of transport through connection to existing pedestrian routes, proximity to bus stops in the locality and provision of cycle parking on the site.

7.8 Economic:

The principle of the development proposed is supported by the NDLP. The majority of trade will be drawn from passing motorists and the scheme does not constitute a destination in its own right. Associated retailing is an ancillary element to the main petrol station function of refuelling. As such, the proposed development will not impact upon the vitality or viability of any existing centres.

7.9 The development will result in a significant financial investment into the site and Newport Borough, providing an uplift of business rate income for the Council, as well as enhanced facilities to the motorist and local population alike.

7.10 Construction of the development will be undertaken by local contractors where feasible, making use of local supply chains, up to 40 jobs could be created throughout the construction period. Up to 10 people, both full and part time, will be employed on the site once the filling station is operational. The proposal therefore makes a positive contribution towards local employment provision.

7.11 Cultural

The existing filling station makes no positive contribution toward and, due to current appearance, detracts from the setting of the Belle Vue Conservation Area, the Belle Vue Registered Park and Gardens, and Listed Buildings contained therein. The development will act to regenerate and improve the visual appearance of the site, enhancing outward views from within the Registered Park and Conservation Area, as well as those in-combination views obtained from the street scene. The proposal will therefore contribute toward enhancement of the setting of these heritage assets and greatly improve the cultural quality of the Borough as a whole.

7.12 Social:

The close relationship of the site to existing housing and businesses results in the development being highly accessible to those who live and work within the area. The development has been designed to encourage pedestrian access through on-site connections to the existing footpath network. In this regard the proposal will act to enhance services available to the motorist, residents and employees working in the area, whether this be as a place to refuel, for lunch, or top up shopping offer.

7.13 On this basis it is considered that the development promotes the four overarching objectives of sustainable development advocated by Policy SP1 and the PPW.

8.0 Conclusion:

8.1 This proposed planning application accords with the statutory development plan adopted by Wyre Council, demonstrating support for the development of this existing fuel filling station.

8.2 The development therefore constitutes sustainable development, and in accordance with paragraph 11(c) of the NPPF23, it is therefore clear that planning permission should be granted without delay.