

Delegated Decision Report

Application No:	25/0712	Statutory Period Expires:	6th November 2025
------------------------	----------------	----------------------------------	--------------------------

Site:	22 Exeter Street Newport NP19 8DE		
Proposal:	CHANGE OF USE FROM EXISTING B8 STORAGE AND DISTRIBUTION TO B2 CAR REPAIRS (RETROSPECTIVE)		
Applicant:	D Clayton		
Type:	Full	Ward:	Victoria
Decision:	REFUSED		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 The site is located at the end of Exeter Street where it meets Merriots Place. It is a single storey building finished in render with a corrugated steel roof. Openings are primarily to the north (front) elevation facing Exeter Street and are of various sizes having roller shutter doors. The unit directly abuts no.20 Exeter Street which is a residential property. To the rear of the unit there is a community sports pitch. The building occupies the whole of the site and does not benefit from a forecourt or off-road parking. It is prominently sited in the street at the junction of Merriots Place. Merriots Place and Exeter Street are characteristically residential.

2.2 Some commercial uses are located nearby in the Maindee District Centre and typically constituting A1/A3 type uses.

2.3 It is stated that the premises is currently used for storage/distribution purposes (B8), however the B2 use has commenced and this application is retrospective.

3. DESCRIPTION OF DEVELOPMENT

3.1 No external alterations are proposed to the building. The intended use would operate between the hours of 9am to 5.30pm seven days a week (as stated on the supporting information) repairing and maintaining vehicles. The supporting information states that the proposed use will specifically serve a fleet of taxis rather than operating as a general public garage and access to the garage is required at all times in the event of a breakdown and broken-down vehicles would be replaced with roadworthy vehicle stored on site for such eventualities. Two backup vehicles (one car and one minibus) will be stored on site for this purpose.

4. RELEVANT SITE HISTORY

None.

5. PLANNING POLICY

5.1 THE NATIONAL DEVELOPMENT FRAMEWORK: FUTURE WALES - THE NATIONAL PLAN 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

5.2 PLANNING POLICY WALES (EDITION 12) 2024

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals at all scales.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy GP1 General Development Principles – Climate Change states that development should be designed to withstand predicted climate change and reduce the risks and consequences of flooding, minimise energy requirements, reuse/recycle construction material and meet the relevant BREEAM or Code for Sustainable Homes Level.

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

Policy SP2 Health promotes development which has a positive contribution to health and well-being by being in a sustainable location, close to walking/cycling routes and green infrastructure.

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

Policy SP18 Urban Regeneration supports development which assists the regeneration of the urban area, particularly the city centre and the reuse of vacant, underused or derelict land.

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

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

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

5.4 SUPPLEMENTARY PLANNING GUIDANCE

Parking Standards
Wildlife and Development
Air Quality

6. CONSULTATION RESPONSES

- 6.1 Natural Resources Wales: **We have no objection to the proposed development as submitted and provide the following advice.**
Flood Risk

The planning application proposes less vulnerable development (car repairs). The Flood Map for Planning identifies the application site to be at risk of flooding and within Flood Zone 3 Sea and TAN15 Defended Zone.

The application proposes a change of use to a less vulnerable use as defined in Technical Advice Note 15: Development, flooding and coastal erosion (TAN15), dated 2025. As such we consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. We would also expect the developer to take the opportunity to incorporate flood resilient design where feasible.

Guidance on resilient design can be found in Chapter 13 of TAN15 which references advice from Construction Industry Research and Information Association, including a Code of Practice and Guidance for Property Flood Resilience.

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

- 6.2 Local Highways Authority: **Highway recommendation:**
Objection on highway safety grounds and parking and servicing policy.

Highway Comments:

The entrance to the unit is not suitable for vehicular movements. There is zero intervisibility between emerging vehicles and passing pedestrians. The footway leads to an adjacent play area, heightening concerns for pedestrian safety.

A footway crossing would be needed for lawful access. This is licensed by highways and independent of planning. It is unlikely to be approved even if planning is granted.

In terms of parking, it appears that two "courtesy" cars would be on site at any time. It appears these would have to be parked on the inspection lifts and kept outside when work is undertaken on any other vehicle.

From the SPG the parking requirements for B8 (existing use) is one commercial space which (in planning policy terms) is assumed to be available. The proposed use requires a van space and two car spaces. As there are two vehicles stored as well there would be a need for two spaces plus the SPG requirement.

The site is on a T junction and adjacent to a bend, surrounded by terraced residential properties with parking controls that restrict much of the safe parking to residents. The remaining areas are already oversubscribed. There is a public (pay and display) car park nearby but we would not anticipate this being used.

In terms of servicing, it seems clear that the garage would probably have some kind of transporter/trailer to collect vehicles. If not it would certainly need space for them to attend. Adjacent roads are not suitable for unloading or manoeuvring such vehicles and there is no possibility of operating them within the site.

Highways therefore consider that the lack of servicing area and parking will lead to indiscriminate and unsafe parking and raises further objection.

- 6.3 Environmental Health: I refer to the above application passed to the Environmental Protection Team for comment.

From reviewing the information, I object to planning permission being granted as no information has been provided assessing the potential noise impact from the proposed commercial & industrial uses including deliveries, plant / equipment, vehicle movements and typical activities of the vehicle repair garage.

I therefore recommend that in order for this section to make an informed comment the applicant should be requested to provide further information assessing the noise impact of the external noise sources on the existing residential accommodation. The report should include, if appropriate, measures to be taken to mitigate excess noise impact.

The report should be prepared by a person with appropriate acoustic qualifications and should be with full regard to all relevant guidance including BS4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound. The assessment should be of a 'worst case' scenario and include assessment of the typical equipment, processes and activities within the garage.

Please find attached our standard conditions:

Prior to the commencement of any B1/B2/B8 use, a noise assessment in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' shall be submitted to and approved in writing by the Local Planning Authority. The assessment will need to demonstrate that the rating level of the noise emitted from the any or all of the following:

- Typical equipment, processes and activities within the garage
- Fixed Plant and equipment
- Vehicle movements

does not exceed a level of 5dBA below the existing background level at any premises used for residential purposes and if appropriate, include measures to be taken to mitigate excess noise impact.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Waste Management Plan

Prior to first beneficial use a waste management plan, detailing the means of disposal of all waste generated by the businesses, shall be submitted to and approved in writing by the local planning authority. The approved plan shall be implemented prior to first beneficial use and shall be retained for the duration of the use.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 16th September 2025, Site Notice was put up on 19th September 2025.

- 7.1 NEIGHBOURS: 39 comments received including one neutral, 15 objections and 23 in support. Comments in objection are summarised below:

-I object due to safety. I have family that have lived in the street for 50 years. My grandad would often walk over to the shops which he can no long do alone due to the pavements constantly being blocked by cars associated with the garage. There is oil spillages on the road/ pavement which I worry my grandad will slip on and hurt himself.

Parking is very limited in the area and often my disabled grandparents with a blue badge can't park in their street due to the over flow of cars coming from the garage.

-It is very built up residential area with no other factory units around it, I worry if this goes ahead there will be risks of fires.

There is a children's ball court right behind it which again could impact the safety of children if anything was to go wrong in the garage.

-Since the garage has been up and running there has been a lot of noise pollution that can last all day some days. What used to be a peaceful quiet street has turned into a loud busy one;

-Parking and traffic pollution - the street has become extremely busy and parking is limited as is, they don not park considerately. I often I take my children to the ballpark and are unable to access the public pathways due to the overcrowded cars linked to this garage.

-The presence of a car repair business will increase traffic in my area, I have to protect myself from what could create daily disruptive issues and worsen ultimately our quality of life.

-There are no parking facilities for the business and therefore vehicles being repaired are infringing residential parking areas or parking obstructively on the corners of Exeter Road, Exeter Street and Merriott Place. They double-park, park on double-yellow lines, and park across the pavement to access the building. This aspect is particularly dangerous as there is a children's play area behind the business, the children and other pedestrians are forced to walk into the road.

-The noise pollution at times is unbearable and consistently working beyond 5 and even 6 o'clock in the evening.

-The narrow streets in this area are not suitable for additional vehicle activity associated with a car repair workshop.

- Car repairs typically involve significant noise from tools, machinery, and vehicle movements. This would cause disturbance to nearby residents throughout the day. The character of the neighbourhood is predominantly residential, and introducing a noisy industrial activity in such close proximity would have a negative impact on our quality of life.
- I note that most of the supporting comments for this application appear to come from people living far from the site. This is very different to those of us who live in the immediate area and will be directly affected by the increase in noise, traffic, and disruption. Local voices should be given greater consideration in this decision-making process.
- This business is already operating as a car repair garage despite not having permission. When I raised my concerns with the operator, he told me that he would only be making infrequent repairs to his fleet of taxis. This was clearly untrue. I do not trust a business operator who both disregards the rules and misleads his neighbours.
- There is already an abundance of car repairs in the local area. A new one will be of no benefit to the neighbourhood.
- It is unbelievable this commercial building is being used illegally in a residential area, Especially after Ten houses were damaged in the blaze on Marlborough Road due to having a commercial building in a residential area.
- Outside their roller doors are oil deposits which were noticed by the residents whilst it was raining which were not there before this garage started operating.
- This individual has shown utter disrespect for the planning process, The street used to be a safe and quiet area which is not the case due to this commercial business in a residential area.

Comments in support are summarised below:

- This approval is crucial to the continuation of the Santa Sleigh across the city, that thousands of children across multiple areas of significant deprivation enjoy every year.
- These premises will be used to maintain roman taxis fleet which is around the corner cars will be repaired and drivers will be back to work so there should be no parking issues.
- More reasonable garages required in Newport
- The owner of this premises has been hugely supportive of our community organisation, donating many tens of hours of free expertise and labour to repair and keep the Round Table Santa Sleigh fit for use.
- Whenever we have been to the premises he has always been respectable and considerate of his neighbours, ensuring we cause no disruption by being there.
- The work he has done for us has ensured that many thousands of children get to see Santa this year once again. Without his help, there would have been no Santa visiting the deprived areas of Newport this year.
- This will be so ideal for the upkeep of The Roman Taxis LTD fleet and associated vehicles.
- I support this for a local independent business it would be a terrific idea having a decent garage on my doorstep with my family living in the same street
- The volume of taxis in Exeter Street does increase on a Friday this is nothing to do with the Auto Centre but due to Friday prayers at the place of worship located on Herford Street. Some comments highlighted the fact there is a children's multi use caged facility behind the Auto Centre I appreciate the location of this but refute that this change of use should not be granted on this basis due in part to the motor vehicle business's located alongside the caged facility (Newport City Council Carpark) many years this has been in place.
- In regards to the comments pertaining to oil spills on the pathway outside the Auto Centre. This is indeed malicious misinformation as there are no oil spills on the pathway or the road outside.
- Any vehicles that do not fit inside the building are to be parked in the Maindee carpark thus generating extra income for Newport City Council.
- The repair centre will be good for the community as parts are being bought locally and some of the residents from Exeter Road/Street have already enquired as to whether their vehicles could be maintained there.
- The new business is expected to create a few new jobs, which will be a welcome boost to the local economy and community.
- It will also be able to help support other local businesses including many of the nearby public with their everyday vehicles.

Neutral comment: Parking in the street is difficult and limited with permit parking, and the proposed removal of permit parking areas for a number of hours on a Friday will add to the

congestion.

-The location of the building is on a very small corner and over the last 12 months newer residents to the area are leaving vehicles on pavements and corners, I think there needs to be some sort of parking/council visit meeting with residents so they can opening discuss any issues and to review the obstructions caused. I have noticed an increase in traffic and work on vehicles after 7pm, emergency vehicles are held up passing through the area

- 7.2 COUNCILLOR HUSSAIN: I am writing as Ward Councillor of Victoria Ward to formally object to the above planning application for a change of use from B8 Storage and Distribution to B2 Car Repairs at 22 Exeter Street Newport.

This application has generated significant concerns among residents, many of whom have contacted me directly to raise serious objections to the proposal. Having reviewed the application and feedback from the local community, I share their objections.

Inappropriate use in a residential area:

Exeter Street is a quiet, residential street where residents value their peace and safety, a car repair workshop is an industrial use that would generate noise, fumes and disturbance which are not suitable or compatible with residential setting.

Parking and Highway Safety:

The area operates residents only permit parking scheme, with limited space already under pressure, A car repair use would bring additional vehicles, customer cars, courtesy cars and staff vehicles making the situation worse.

I also agree with the Highway Officers comments and their objection on highway safety grounds, the entrance to the unit is not suitable for vehicle movements, and there is no clear visibility between cars leaving the site and pedestrians using the pavement. The footway directly leads to the nearby play area, making this especially unsafe for children walking to and from the MUGA (Multi-Use Games Area).

The MUGA is well used by children and young people, increased vehicle movements linked to the workshop present a clear risk to safety. Children walking between parked cars or moving vehicles to access the play area could easily be put in danger.

The Highways Officer has also highlighted that a proper footway crossing would be required for lawful vehicle access, this would need separate approval from Highways and is unlikely to be granted, even if the planning permission were approved. In addition, the application mentions that two courtesy cars would be kept on site at all times, yet there is nowhere appropriate for them to be parked without taking up residents permit spaces or causing obstruction.

Unauthorised use and noise complaints:

The garage has already been operating without planning permission, and residents have reported noise and parking issues. This undermines confidence that the applicant would comply with any conditions if permission were granted.

This proposal is unsuitable for a residential street and poses clear risks to safety, amenity and the surrounding community. For these reasons and in agreement with the Highways officer's professional advice I urge the council to refuse planning permission for this application.

8. **ASSESSMENT**

8.1 **Principle of Development:**

The site is within the settlement boundary where there is a presumption in favour of sustainable development. However, the site is constrained with residential properties in close proximity, including directly adjacent. The impact on the amenity of these occupiers is a key consideration. Policy SP1 of the LDP confirms that proposals will be required to make a positive contribution to sustainable development. They will be assessed as to their potential contribution to, (amongst other things) improving facilities, services and overall

social and environmental quality of existing and future communities. Policy SP2 states: development proposals should seek to maximise their positive contribution to health and well-being, and minimise any negative effects by being located in the most sustainable locations, close to public transport links and providing efficient walking and cycling routes and other green infrastructure as part of development schemes.

8.2 Visual Amenity

Given that no alterations are proposed to the building, the proposals would not result in an adverse impact to the visual amenity of the building or wider street scene insofar as operational development is concerned.

8.3 Residential Amenity

As previously noted, the site is closely neighboured by residential properties situated adjacent to a T junction fronted by residential dwellings. These uses are noise sensitive. Given this, the potential impact of the proposed use on residential amenity is a key consideration.

8.4 The proposals will result in the introduction of a vehicle repair garage use within close proximity of residential dwellings. Such uses are often noisy in nature due to engine running/revving, car doors slamming, car alarms and use of vehicle repair tools and the proposed use will give rise to added noise and disturbance which is incompatible with the enjoyment of neighbouring gardens and residential spaces. Whilst there are some commercial uses in the vicinity, and the building has an existing commercial use, the general character of the area is predominantly residential. The proposed introduction of vehicle repair garage in very close proximity to existing residential dwellings would be entirely at odds with this and incompatible with the residential uses, to the detriment of the general amenity of neighbouring residents.

8.5 The existing use is stated to be B8 although there is no planning history confirming this and a lawful use can only be established via an LDCE application. In any case, B8 uses are different to B2 uses with the latter generally acknowledged to be unsuited to close proximity with residential properties by reason the nature of the operations and likelihood of noise, odour and other nuisance. It is stated that the premises will be used exclusively for the upkeep of a taxi fleet and will not operate as a general MOT centre or open garage for members of the public. However, the Council cannot control the nature of the users of the garage and a condition restricting its use by the taxi fleet only would not be enforceable and in any case the repair and maintenance of taxi vehicles would still result in noise and disturbance to neighbours. The Council could legitimately seek to limit noise and disturbance to neighbouring residents by controlling hours of use and limiting the use to a car repair garage and no other uses within B2. However, there appears to be evidence that the operation is open well beyond the hours cited at present and given the juxtaposition of the unit with neighbouring occupiers, it is considered that even a daytime use would result in a significant adverse impact to neighbouring amenity by reason of noise and general disturbance and is considered to be unacceptable. The Council's Environmental Health officers have objected to the proposals in the absence of a noise assessment to demonstrate that the proposals are acceptable with regard to residential amenity and have also requested a condition to require such an assessment. However, this would need to be established pre determination as is key to understanding the acceptability or otherwise of the proposal in noise terms. The LPA will not condition this. Notwithstanding, such assessment will not realistically address other disturbance related factors such as the comings and goings of vehicles, drivers and staff and the inherent noise associated with vehicles being serviced or repaired.

8.6 Air Quality

The site is located within an air quality buffer due to the proximity to the Chepstow Road/Caerleon Road air quality management area (AQMA). The proposals have potential to result in a worsening of air quality. The Council's Air Quality SPG requires a simple air quality assessment for proposals in such locations, the purpose of which is to compare the current site's road traffic generation versus the proposed site's traffic generation and

a list of all possible options that the development could include to minimise / eliminate emission producing traffic to the site. The assessment then forms the basis for an air quality mitigation plan for the development. No such information has been provided and it has not been demonstrated that the proposals are acceptable in this respect. The SPG is afforded substantial weight and the nature of the proposal is such that traffic will be generated and other air emissions will likely increase in and close to the site. Air quality is relevant to the assessment of health, wellbeing and amenity more generally and the absence of information on this issue is of significant concern..

8.7 Movement:

The unit is not served by any off-street parking provision. Given the densely populated character of the area with traditional terrace properties' lacking off-street parking, on street provision is likely to be in high demand. This is evidenced by the nature of neighbouring objections.

8.8 The Council's Highways officer has objected to the proposed change of use on the basis of inadequate parking provision and impact on highway safety. He advises that in terms of parking, it appears that two "courtesy" cars would be on site at any time. It appears these would have to be parked on the inspection lifts and kept outside when work is undertaken on any other vehicle. From the Council's Parking SPG the parking requirements for B8 is one commercial space. The proposed use requires a van space and two car spaces. As there are two vehicles stored as well there would be a need for two spaces plus the SPG requirement. The site is on a T junction and adjacent to a bend, surrounded by terraced residential properties with parking controls that restrict much of the safe parking to residents. The remaining areas are already oversubscribed. There is a public car park nearby, but Highways would not anticipate this being used. The additional parking demand is therefore highly likely to be accommodated on-street.

8.9 The Highways officer advises that the entrance to the unit is not suitable for vehicular movements. There is zero intervisibility between emerging vehicles and passing pedestrians. The footway leads to an adjacent play area, heightening concerns for pedestrian safety. In terms of servicing, it is evident that the garage would likely have some kind of transporter/trailer to collect vehicles. Adjacent roads are not suitable for unloading or manoeuvring such vehicles and there is no possibility of operating them within the site. Highways therefore consider that the lack of servicing area and parking will lead to indiscriminate and unsafe parking and raises further objection.

8.10 It cannot be demonstrated that the proposals are acceptable with regard to parking and highway or pedestrian safety with associated impacts upon residential amenity too. This is contrary to the transport hierarchy established within PPW12 which places pedestrians above private motor vehicles.

8.11 Flooding:

The Flood Map for Planning identifies the application site to be at risk of flooding and within Flood Zone 3 Sea and TAN15 Defended Zone. NRW have been consulted and advise that they have no objection to the proposed development as submitted on the basis that the application proposes a change of use to a less vulnerable use as defined in Technical Advice Note 15: Development, flooding and coastal erosion (TAN15), dated 2025. As such NRW consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences.

8.12 The proposals are not considered to result in an increased risk to life from flooding.

8.13 Biodiversity:

The proposals include biodiversity enhancement in the form of a nesting box to the front of the building. This is considered proportionate and is in accordance with PPW12 which requires a net benefit for biodiversity resulting from development.

8.14 Waste

No details of waste management have been provided, however it is considered that this could be stored adequately within the building and further details in the form of a waste management plan could be secured by condition if planning permission were forthcoming.

8.15 Other Issues

Objections have been received on the basis of property value. It should be noted that this is not a material planning consideration.

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 proposals will result in the introduction of a vehicle repair garage in very close proximity to residential dwellings and in a predominantly residential setting, to the

significant detriment of residential amenity by reason of noise, odour, air quality and general disturbance associated with such a use and associated traffic to and from the site.

10.2 The proposals result in an increased demand for parking which cannot be accommodated on site and is likely to lead to parking on or near to the road junction and across the pavement, to the detriment of highway and pedestrian safety, free flow of traffic and neighbouring amenity. The use will give rise to vehicle movements close to the site and the local highway network and rely on roads that already exceed air quality standards. No information has been provided to mitigate this objection.

10.4 The application is refused.

11. DECISION

REFUSED

01 The development has a significant adverse impact upon interests of acknowledged importance, namely residential and general amenity, by reason of very close proximity to residential dwellings with associated increased noise, impact upon air quality, disturbance, and unneighbourly effect. No information has been provided to mitigate this objection. This is contrary to Policies SP1, SP2, GP7 and GP2 of the Newport Local Development Plan, 2011-2026 (Adopted January 2015).

02 The development gives rise to an increased demand for parking that cannot be accommodated on site and intensification of unsafe and unneighbourly vehicle movements. This is to the significant detriment of highway and pedestrian safety, the free flow of traffic and residential amenity and is contrary to Policies SP1, SP2, GP7, T4, GP2 and GP4 of the adopted Newport Local Development Plan 2011-2026.

03 The development has a significant adverse impact upon interests of acknowledged importance, namely air quality, by reason of intensification of vehicle trips within the air quality management buffer. No information has been provided to mitigate this objection. This is contrary to Policies SP1, SP2, GP7 and GP2 of the Newport Local Development Plan, 2011-2026 (Adopted January 2015) and the Council's Air Quality SPG.

NOTE TO APPLICANT

01 This decision relates to plan Nos: PL01, Flood risk statement, 2025.526 Planning statement, 2025.526 GIS, 2025.526.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP1, SP1, SP2, SP3, SP18, GP2, GP4, GP5, GP6, GP7, T4 and W3 were relevant to the determination of this application.

03 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.