

COACH AND HORSES, NEWPORT ROAD, CASTLETON, CARDIFF, CF3 2UQ

RETROSPECTIVE APPLICATION FOR THE DEVELOPMENT OF
AN INDUSTRIAL STORAGE UNIT / BUILDING

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1. Introduction

Background

- 1.1. This 'Planning Statement' has been prepared in support of a full planning application, submitted on behalf of 'JMD Restaurants Ltd' in relation to the following development proposal, located at 'Coach and Horses, Newport Road, Castleton, Cardiff, CF3 2UQ':

'Retrospective Application for the Development of an Industrial Storage Unit / Building'

Information Submitted in Support of the Application

- 1.2. The following information has been prepared in support of the planning application:

Document	Author
Application Forms	Geraint John Planning
Planning Statement	Geraint John Planning
Green Infrastructure Statement	Geraint John Planning
Plans and Drawings	Geraint John Planning

Purpose and Structure of this Statement

- 1.3. This Statement outlines the context within which the application is made and provides a detailed examination of the main planning considerations raised by the proposals. The Statement also sets out reasoned justification in support of the proposed development. The statement is structured as follows:
- **Section 2** provides a description of the characteristics of the site and surrounding area, and details regarding the planning history associated with the site;
 - **Section 3** provides details of the development proposals and design objectives;
 - **Section 4** outlines the relevant planning policy framework in relation to the site and the development;
 - **Section 5** analyses the key planning considerations arising from the proposed development (considering the planning policy context);
 - **Section 6** sets out our conclusions.

2. Site and Surroundings

The Site & Surroundings

- 2.1. The site is situated within the administrative boundaries of Newport Council, and within the Castleton settlement boundaries. The site forms part of the curtilage of the Coach and Horses Hotel and Restaurant. An aerial extract of the site is provided below:



Aerial view of site (approx. site outline in red)

- 2.2. The site location plan outlining the red line boundary of the application is provided below for context:



Site Location Plan

- 2.3. With regard to the surrounding context, the site is situated within an area characterised by a mix of uses, including commercial, residential, and agricultural development. The established residential area of Castleton is predominantly located to the south and east of the site. The A48(M) lies to the north connecting to the M4, accommodating significant traffic flows.



Wider Aerial view of the Site (approx. site outlined in red)

- 2.4. The site benefits from an existing access point off the A48 for vehicle movements in and out of the site. The site access is demonstrated below:



Site Access

Sustainability

- 2.5. The site is located within a sustainable location– in close proximity to a number of local facilities and services, including but not limited to:

- Celestial Church of Christ – 0.1 miles;
- Kinsey Motor Services – 0.2 miles;
- Esso Garage – 0.2 miles; and
- Marshfield Primary School – 0.5 miles.

- 2.6. In terms of public transport provision, the nearest bus stop is the 'Coach and Horses' bus stop, which is located 160 yards southwest of the site. This bus stop is served by the bus services '30' and '31C' which provides frequent services to Newport and Cardiff. This demonstrates that the site has good bus service accessibility.
- 2.7. It is therefore considered that the site is located within a sustainable location where active modes of travel are encouraged as well as public transport links. It is also well provided for in terms of services and facilities.

Planning History

- 2.8. In assessing the site for development, a planning history search for the site has been undertaken using the planning application search register on the Council's website, this is summarised in the table overleaf:

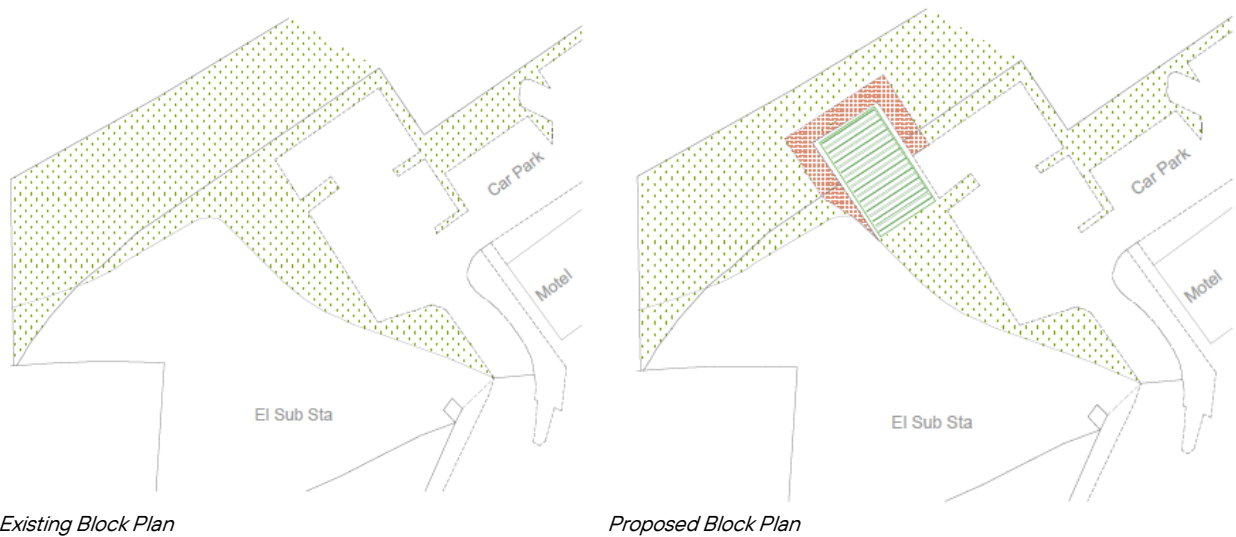
Planning App Ref.	Address	Proposal	Decision	Date
Coach and Horses				
22/0705	Coach And Horses Newport Road Cardiff CF3 2UQ	LISTED BUILDING CONSENT TO REPAIR AND STRENGTHEN ROOF STRUCTURE ABOVE STAFF FLAT	Granted with Conditions	Fri 16 Sep 2022
14/1141	Coach And Horses Newport Road Cardiff CF3 2UQ	LISTED BUILDING CONSENT FOR PROPOSED INTERNAL ALTERATIONS	Granted with Conditions	Mon 12 Jan 2015
08/1063	Coach And Horses Newport Road Cardiff CF3 2UQ	LISTED BUILDING CONSENT FOR THE RETENTION OF AN EXTRACTION UNIT ON THE ROOF, RELOCATE AIR CONDITIONING CONDENSER UNITS, NEW BIN STORE AND ADDITIONAL WALL LANTERNS TO MATCH EXISTING	Refused	Fri 21 Nov 2008
08/1075	Coach And Horses Newport Road Cardiff CF3 2UQ	RELOCATE A/C CONDENSER UNIT, ADDITIONAL WALL LANTERNS, NEW BIN STORE WITH FENCES & GATES, REMOVAL OF 2NO. SATELLITE DISHES, REMOVAL OF EXTRACT FAN TO FRONT ELEVATION & NEW TRADE KITCHEN EXTRACT/INPUT AIR DUCTING TO FLAT ROOF	Refused	Tue 14 Oct 2008
07/1049	Coach And Horses Newport Road Cardiff CF3 2UQ	EXTERNAL LANDSCAPING WORKS INCLUDING CHANGE OF USE OF PARKING AREA TO PATIO AREA AFFECTING PUBLIC RIGHT OF WAY 399/3	Refused	Tue 23 Oct 2007

3. Development Proposals

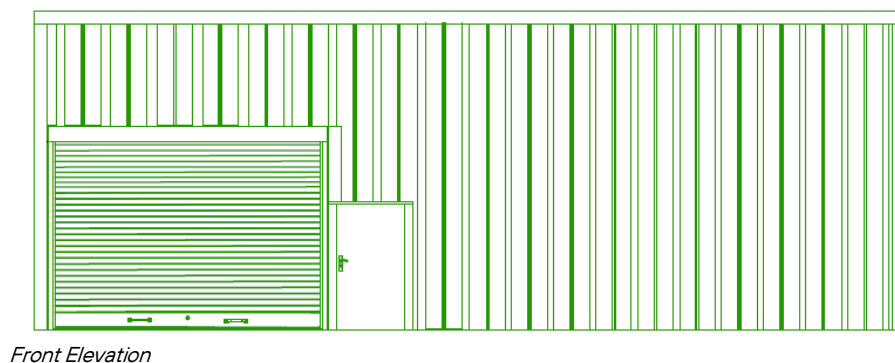
- 3.1. This section describes the elements which constitute the proposed development. It should be read in conjunction with the submitted application plans, drawings and other information. As indicated above, this application seeks full planning permission for the proposed development comprising the:

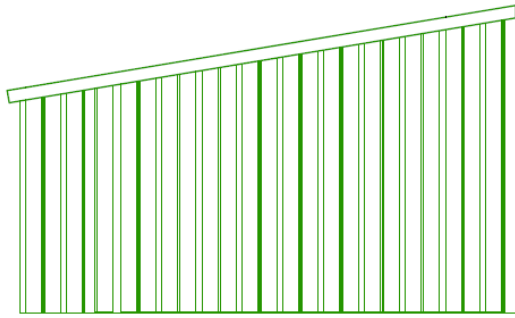
'Retrospective Application for the Development of an Industrial Storage Unit / Building'

- 3.2. The proposed development comprises the development of an industrial storage unit / building (B1 & B8 Use Class) on the north-western corner of the Coach and Horses curtilage. Specifically, the facility is used for the secure storage of equipment necessary for the operational activities for the business to function. The existing and proposed block plan has been extracted below for reference.

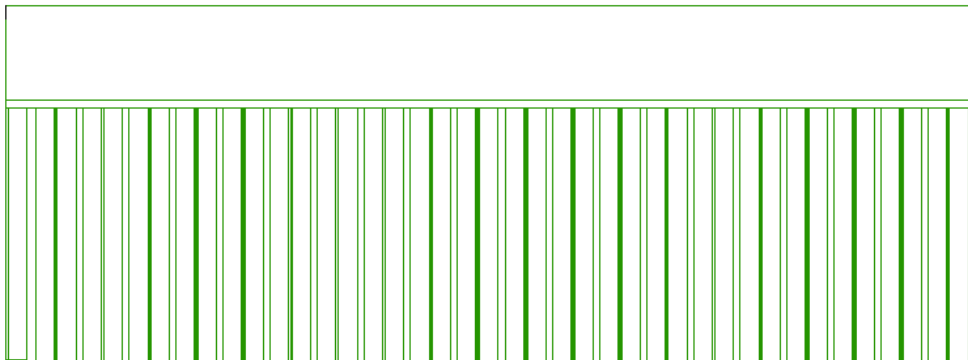


- 3.3. The proposed elevations have been extracted below and overleaf.

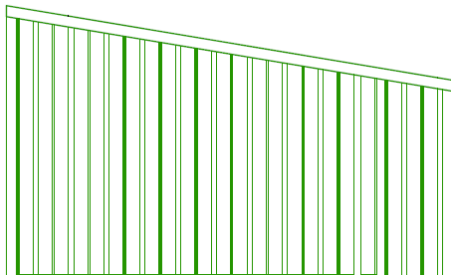




Side Elevation (East)



Rear Elevation



Side Elevation (West)

3.4. Furthermore, the storage building in situ is photographed overleaf:



Front Elevation



East Elevation



Rear Elevation



West Elevation

- 3.5. The storage unit is constructed from green corrugated metal sheets, and is discreet in terms of siting, scale, and design. The storage unit visually assimilates with the surrounding area. The unit is offset from the highway, to minimise its visual presence, and avoid prominence in the surrounding area. As such, the proposal does not result in any material harm to visual amenity and respects the established character of the area.

4. Planning Policy Context

Background

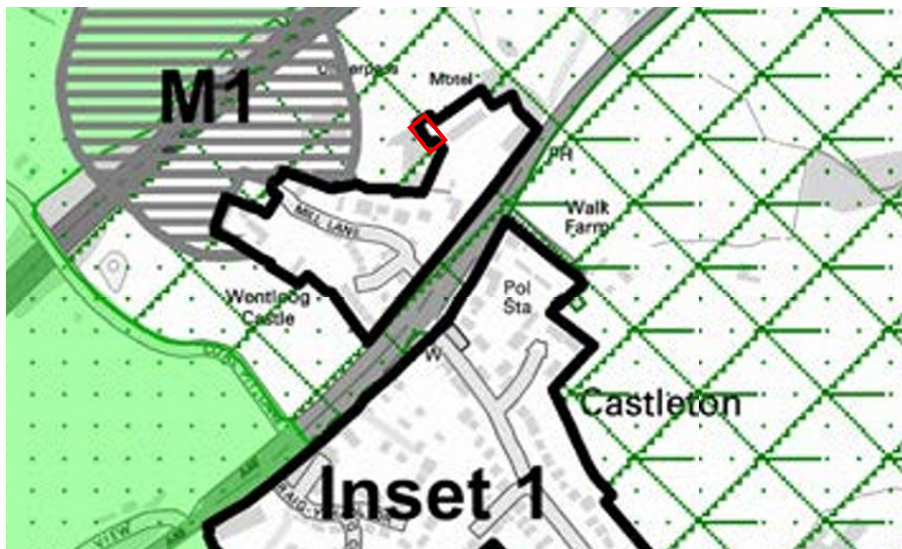
- 4.1. A review of the planning policy context associated with the site and proposed development (at the National Level) which are of relevance to the determination of the application are outlined and provided within 'Appendix A – National Planning Policies'.
- 4.2. A detailed assessment of how the proposed development accords with these policies is provided in Section 5 (Material Considerations) of this Statement.

Local Planning Policy

- 4.3. The current (adopted) Development Plan for Newport City Council consists of the following:
- Newport City Council Local Development Plan (LDP) 2011-26, which was adopted by the Council on the 27th of January 2015.

Adopted Proposals Map

- 4.4. A review of the site in the context of Newport County Council's local planning policies has been undertaken using the LDP Proposals Map, as shown within the following extract:



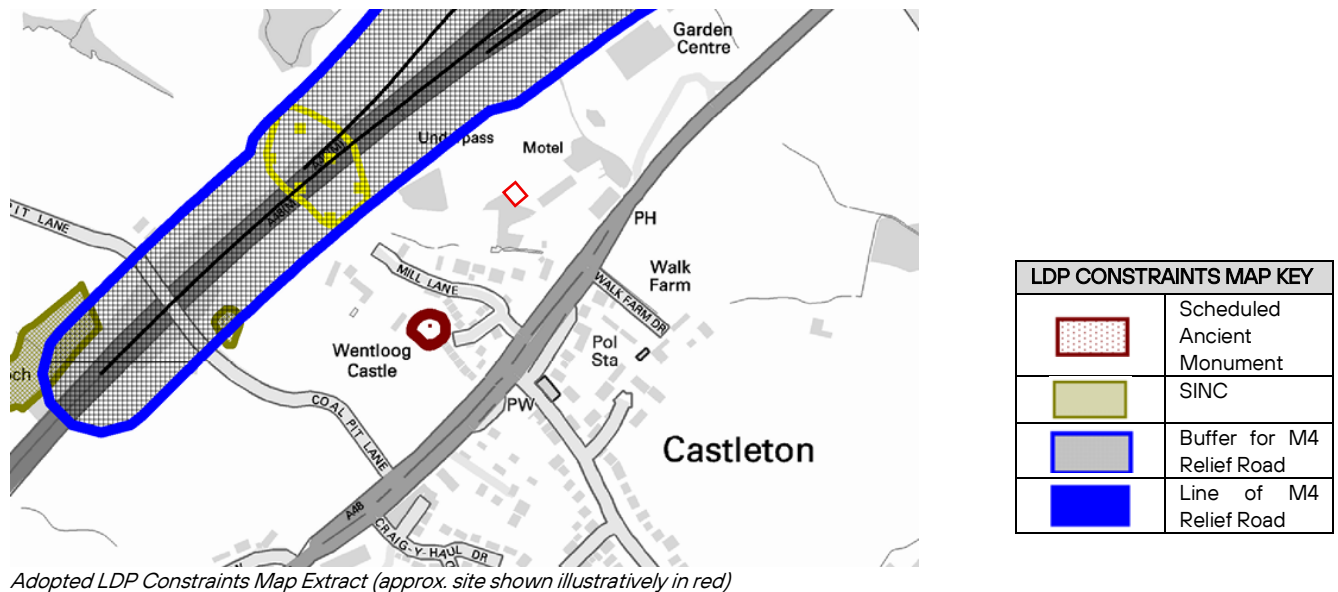
Adopted LDP Proposals Map Extract (approx. site shown illustratively in red)

LDP PROPOSALS MAP KEY	
	Urban Boundary
	Green Wedge
	Sand and Gravel Resources
	Countryside

- 4.5. Within the Adopted LDP, the key planning designations at the local level of relevance to the site and proposed development are as follows (as indicated by the extract from the Adopted LDP Map above):
- Located within the Urban Boundary (Castleton Settlement Boundary);
 - Located adjacent to the Countryside and the Green Wedge; and
 - Located in proximity to a Sand and Gravel Resources area.

Adopted Constraints Map

4.6. A review of the site Newport City Councils Constraint Map has been undertaken, as demonstrated below:



4.7. As demonstrated above, the site is not subject to any constraints.

4.8. Considering the above, it is considered that the most relevant policies of the adopted LDP for this application are as follows:

Policy	Title	Summary
SP1	Sustainability	Proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary.
SP5	Countryside	Development in the countryside (that is, that area of land lying beyond the settlement boundaries shown on the proposal and inset maps) will only be permitted where the use is appropriate in the countryside, respects the landscape character and biodiversity of the immediate and surrounding area and is appropriate in scale and design. housing development, rural diversification and rural enterprise uses, beyond settlement boundaries, will only be appropriate where they comply with national planning policy.
SP7	Green Wedges	Green wedges have been identified in order to prevent coalescence between the following settlements: i) Newport and Cardiff; ii) Rogerstone and Risca; iii) Bettws, Malpas and Cwmbran; iv) Caerleon and Cwmbran. Within these areas development which prejudices the open nature of the land will not be permitted. an increase in size of a dwelling of more than 30% of the volume of the original size of the dwelling, or as existed in 1948, will not be approved.
SP9	Conservation of the Natural, Historic and Built Environment	The conservation, enhancement and management of recognised sites within the natural, historic and built environment will be sought in all proposals.

GP2	General Development Principles – General Amenity	Proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary.
GP5	General Development Principles – Natural Environment	Newport has a rich diversity of habitats and species of nature conservation importance. National planning policy requires the planning system to play its full role in conserving and improving the natural environment. Those measures required for the protection of recognised biodiversity sites differ according to the scale of designation. The level of protection set at the European and National scale is set out in legislation, and there are a number of sites in Newport in these categories. Those sites recognised at the local scale are a material planning consideration and should be protected in line with national and local planning policy.
GP6	General Development Principles – Quality of Design	Good quality design will be sought in all forms of development. the aim is to create a safe, accessible, attractive and convenient environment. in considering development proposals the following fundamental design principles should be addressed.

Supplementary Planning Guidance

4.9. In following Supplementary Planning Guidance (SPG) have also been taken into consideration:

- Planning Obligations SPG (December 2025); and
- Tree, Woodland, Hedgerows and Development Sites SPG (January 2017).

5. Material Considerations

Key Planning Considerations

5.1. The key planning considerations arising from the proposed development are as follows:

- Principle of Development;
- Design and Layout;
- Heritage;
- Residential Amenity;
- Ecology;
- Drainage; and
- Other Material Considerations.

5.2. These issues are discussed in further detail below.

Principle of Development

- 5.3. In terms of National Planning Policy, PPW sets out that a key planning principle is growing our economy in a sustainable manner ***"The planning system should enable development which contributes to long term economic well-being, making the best use of existing infrastructure and planning for new supporting infrastructure and services."*** (GJP Emphasis).
- 5.4. The Coach and Horses public house has recently reopened under new ownership, with the business taking ownership of the former Premier Inn, which is being operated as a hotel associated with the Coach and Horses. In light of this, the provision of an ancillary storage building is functionally and operationally essential to the day-to-day running of the enterprise. The establishment is required to maintain not only the bar and restaurant facilities, but also the associated hotel use and the maintenance and upkeep of the wider grounds.
- 5.5. As such, the proposed storage building would facilitate the secure storage of equipment necessary for these activities, thereby improving operational efficiency and enabling the business to function effectively. Therefore, the development represents an efficient and appropriate use of land, directly supporting the continued operation, and long-term economic sustainability of an established hospitality business. In this regard, the proposal accords with the objectives of PPW in promoting long term economic prosperity.
- 5.6. National Planning Policy (PPW) also promotes a presumption in favour of sustainable development. This approach is also reflected in Newport City Council's Local Development Plan, particularly Policy SP1 (Sustainability), which emphasises that development should be concentrated within identified *"sustainable locations"*. The proposed development is considered to be sustainably located, in proximity to the 'Coach and Horses' bus stop, which is only 160 yards southwest of the site. This bus stop is served by the bus services '30' and '31C' which provides frequent services to Newport and Cardiff. Furthermore, the site is located within the curtilage of an established enterprise, and adjoining the Castleton settlement boundary, in close proximity to Newport.
- 5.7. Policy SP1 also sets out that development should be located *"on brownfield land within the settlement boundary"*. The proposal wholly adheres to this as it is located on an existing tarmac car park which is classified as brownfield land, within the Castleton settlement boundary. As such, the proposal complies to Policy SP1 (Sustainability) of the LDP.

- 5.8. Overall, it is considered that a storage building / unit is in-keeping with the surrounding area, providing a well-needed facility to an existing business operation.
- 5.9. Other key considerations related to the principle of development include the design and visual impact of the proposal, and the potential heritage impacts of the scheme, are assessed in detail in the following sections.
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Design and Layout

- 5.10. The overarching aim of the Local Development Plan is to ensure that the types of development that take place are of a high quality, sustainable design and make a positive contribution to the creation of distinctive communities, places and spaces.
- 5.11. Policy GP6 (Quality of Design) of the LDP states that all new development will be required to be of high quality and sustainable design. Of relevance to this proposal the policy states:

"i) Context of the site: all development should be sensitive to the unique qualities of the site and respond positively to the character of the area;"

ii) Access, Permeability and Layout: all development should maintain a high level of pedestrian access, connectivity and laid out so as to minimise noise pollution;

iii) Reservation and Enhancement: where possible development should reflect the character of the locality but avoid the inappropriate replication of neighbouring architectural styles. The designer is encouraged to display creativity and innovation in design;

iv) Scale and Form of development: new development should appropriately reflect the scale of adjacent townscape. care should be taken to avoid over-scaled development;

v) Materials and Detailing: high quality, durable and preferably renewable materials should be used to complement the site context. detailing should be incorporated as an integral part of the design at an early stage;

vi) Sustainability: new development should be inherently robust, energy and water efficient, flood resilient and adaptable, thereby facilitating the flexible re use of the building. where existing buildings are present, imaginative and sensitive solutions should be sought to achieve the re-use of the buildings."

- 5.12. As stated in the section above, the proposal is considered to represent an acceptable form of development, as the character and appearance of the site proposal is sensitive to the site and surrounding context. The storage unit is located at the top western section away from conflicting uses and away from historic elements which lowers the overall impact of the development. It is therefore considered that the proposal meets criteria i of Policy GP6 (Quality of Design).
- 5.13. In regard to criteria ii, the proposal is sited within an area benefiting from existing pedestrian access and vehicle access. In terms of sustainability, the nearest bus stop is 'Coach and Horses' bus stop, which is located 160 yards southwest of the site. This bus stop is served by the bus services '30' and '31C' which provides frequent services to Newport and Cardiff. This demonstrates that the site has good bus service accessibility. The nature of the proposal will also result in limited noise pollution and legible layout of the development.
- 5.14. Given that the surrounding area is characterised through a mix of uses, and a mix of architectural design, the proposal preserves and enhances the established character of the area.
- 5.15. Notwithstanding this, to ensure the proposal is context-sensitive, the proposal is of modern contemporary style, and therefore, deferential to the buildings on site. This seeks to reinstate the formality and appreciation of the existing buildings on arrival to respond to the original intentions for the Coach and Horses public house. It is considered that the proposals respond appropriately to the local context and appearance of the existing use through, firstly, recognising that the additions in question are modern but, crucially, ensuring that these

additions are in-keeping and appropriate notwithstanding their contemporary nature, thereby adhering to criterion iii.

- 5.16. The scale of the development is considered to be minimal in regard to height with the storage unit considered to be the equivalent of a single storey. For this reason, the proposal is considered to have no concerns regarding over-scaling and to be in keeping with the surrounding structures that are a maximum of two-storeys. Overall, the proposal is considered to meet criteria iv.
- 5.17. The proposed containers will be made of green corrugated metal sheets and as such are durable and robust, as well as flood and weather resistant. Overall, it is considered that the proposal is considered to meet criteria v and vi.
- 5.18. In light of the above, it is considered that the proposal is acceptable in terms of policy GP6 (Quality of Design), regarding criterions i, ii, iii, iv, v and vi.

Heritage

- 5.19. Historic Wales indicates that within the curtilage of the Coach and Horses, the following historic features are present:
- Coach and Horses Public House - Grade II Listed Building; and
 - Bryn Ivor Hall, Castleton (NMRW (RCAHMW)).
- 5.20. Further afield are the following assets:
- Bryn-Ivor, Garden, Castleton (NMRW (RCAHMW));
 - Seion Calvinistic Methodist Chapel, Castleton (NMRW (RCAHMW));
 - Castleton Mill (NMRW (RCAHMW)); and
 - Medieval Corn Mill; Marshfield (HER (Heneb)).



Historic Wales Map (approx. site location outlined in red / wider ownership in blue)

Key	
●	NMRW (RCAHMW)
●	HER (Heneb)

- 5.21. First and foremost, Bryn Ivor Hall is no longer existing and therefore is not a consideration in this application. Therefore, the following section assesses the heritage impact of the proposal on the 'Coach and Horses' Grade II listed building. For reference, the site record for the Coach and Horses is extracted overleaf.

NPRN	36688	Description
Map Reference	ST28SE	18th century coaching inn with modern alterations, remaining in use as a public house. It is two storey, with rendered elevations, a steeply pitched slated roof and gable end chimneys. The front (South) elevation of the main range is three windows wide, with twelve-paned, horned sashes fitted with modern shutters and a central doorway with a semi-circular headed porch. There is a lower, two storey extension to the east, which is probably 19th century in date, with a central doorway (now blocked) with a matching porch. There are three, three-light windows with shutters to the first floor, and to the rear is a large lean-to extension with a gabled wing at the east end.
Grid Reference	ST2533883610	
Unitary (Local) Authority	Newport	
Old County	Monmouthshire	
Community	Marshfield	The interior has been modernised, although historic features remain in the form of large open fireplaces to each end of bar, and exposed rubble walling. The timber lintel above the fireplace in the east cell bears the inscription " TAN DDA AELWYD LAN ALODES LAWEN".
Type Of Site	PUBLIC HOUSE	(Source; Cadw listing database) S Fielding RCAHMW 13/10/2005
Period	Post Medieval	

Coach and Horses Site Record (Coflein)

- 5.22. As noted above, the reasoning for the Historic Assets designation relates to the specific elements of the building and not the wider grounds.
- 5.23. Policy SP9 (Conservation of the Natural, Historic and Built Environment) sets out that *"The conservation, enhancement and management of recognised sites within the natural, historic and built environment will be sought in all proposals"*.
- 5.24. The following aerial photography demonstrates the distance between the storage building and the Grade II listed Coach and Horses public house.



Approx location of the Storage Building in red / Grade II Listed Building 'Coach and Horses' outlined in blue

- 5.25. As demonstrated above, there is significant separation distance of approximately 80 metres between the development site and the historic asset. The proposal has been located as far from the historic asset as reasonably possible whilst still within the site curtilage, at its most northwestern extent. As such, the siting of the development has been carefully considered to avoid harm and actively seeks to conserve the significance and setting of the listed building, in accordance with Policy SP9.
- 5.26. In addition to the above, the existing hotel building is situated between the Heritage asset and the proposal. This reduces any potential impact that may arise from the proposal given that the impact that may arise from the proposal, given that the hotel building block any intervening views between both.

- 5.27. To ensure the proposal is context-sensitive, the proposal is of modern contemporary style, and therefore, deferential to the buildings on site. This intends to reinstate the formality and appreciation of the existing buildings on arrival to respond to the original intentions for the Coach and Horses public house. It is considered that the proposals respond appropriately to the local context and appearance of the existing use through, firstly, recognising that the additions in question are modern but, crucially, ensuring that these additions are in-keeping and appropriate notwithstanding their contemporary nature.
- 5.28. As can be seen and noted, the intervening space between the site and the heritage asset comprises a Car Park. This of course has a negative impact on, and detracts from, the historic asset and their setting. As such, the proposal will not impact the listed building, over and above the car park in situ.
- 5.29. Therefore, the proposals would retain, and safeguard the historic asset, and would not adversely impact the Coach and Horses Public House (Grade II Listed Building).
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Residential Amenity

- 5.30. The location of the development and its surrounding uses is also considered by the proposal. Of relevance to the proposed development, Policy GP 2 (General Amenity) states:
- i) *'There will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours, and air quality;'*
 - ii) *'The proposed use and form of development will not be detrimental to the visual amenities of nearby occupiers or the character or appearance of the surrounding area;'*
- 5.31. Regarding criterion i, the proposed development is not considered to cause any unacceptable amenity impacts over and above the existing use of the site. The nature of the proposal is for a storage unit, which acts as an ancillary feature to the current operation and function of the site. The proposal is low impact, with minimal noise, disturbance, privacy, overbearing, light, odour and air quality impacts as a result of the development.
- 5.32. Furthermore, the proposal is considered to be compliant with criterion ii, as it lies within an area of an established business. The proposed storage unit is located to the north-west of the site curtilage and has been carefully designed and positioned to be screened by the trees, to minimise visual intrusion within the site and the wider surrounding area.
- 5.33. It must also be noted that the proposed development comprises a storage facility, which is ancillary to the existing operations at the Coach and Horses. As such, there would be no additional traffic generated. All staff required for the facility are already on-site within the hotel and restaurant.
- 5.34. Given the above the proposals are not deemed to give rise to any public and residential amenity impacts in the surrounding area.
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Ecology

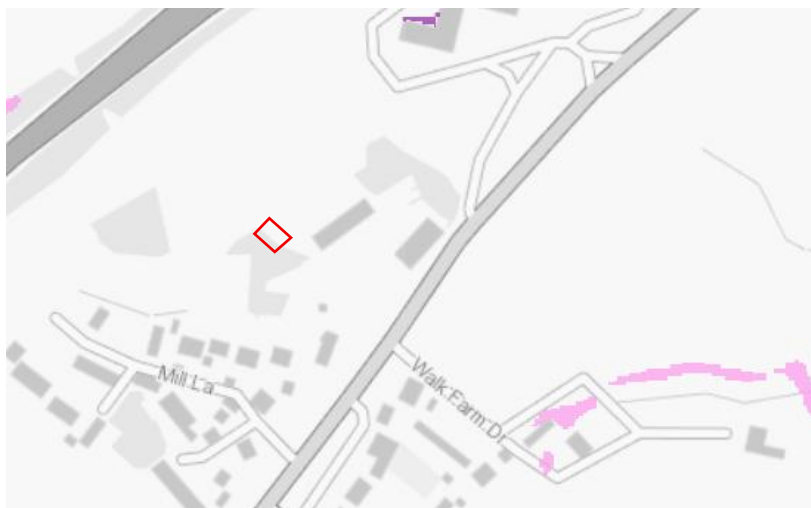
- 5.35. The site is located on existing tarmac ground with no ecological significance. The wider site comprises a tarmacked car park and established built form with no ecological significance. Whilst it is noted the site is surrounded by trees, there is no impact generated from the storage unit (already in situ) on these.
- 5.36. Given the storage unit is in-situ and located at / on the site. Retaining the already existing structure in the current position and location in / on the curtilage of the Coach and Horses, and not proposing any new
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structures in a new location beyond the curtilage, the proposal avoids damage to biodiversity and ecosystem functioning elsewhere.

- 5.37. Considering the ecological value of the site from a baseline position is relatively low. There is no adverse impact as a result of the development.
- 5.38. Given this, and as demonstrated in the supporting Green Infrastructure Statement, the proposal incorporates a bird box and box planting as biodiversity enhancement measures to provide an ecological betterment as result of the development.
- 5.39. Notwithstanding this, any existing features and elements of biodiversity and / or green infrastructure value will be retained on site. For example, the existing hedgerow along the site boundaries. This will contribute positively towards local biodiversity in the area by helping to provide quality habitats for wildlife.
- 5.40. The Applicant would be accepting, of a suitably worded condition (if deemed necessary) which ensures or request biodiversity enhancement measures.
- 5.41. Accordingly, given the baseline position of the site that it is of low ecological value, it is considered that the development will not result in any adverse ecological impacts. Given the biodiversity enhancement measures proposed, the proposal complies with Policy GP5 (Natural Environment) which sets out *"Developments should also seek to provide biodiversity enhancement, whatever the current level"*.

Drainage and Flood Risk

- 5.42. The Natural Resource Wales map extracted below demonstrates that the site is not subject to any flood risk constraints.



NRW Flood Risk Map (approx. site location)

- 5.43. Nevertheless, a drainage design will be verified and confirmed at a detailed SAB design stage, and will be presented as part of the detailed design pack. This will of course be subject to agreement from the SAB department and the Officer . The strategy will look to address the principles set out within the Statutory Standards for SuDS, providing a sustainable and cost effective drainage solution.
- 5.44. Given the above, flood risk and drainage does not pose a constraint to the development.

6. Summary and Conclusions

Summary

- 6.1. This 'Planning Statement' outlines the context within which the full application is made, provides a detailed examination of the main planning considerations raised by the proposals, together with a reasoned justification in support of the proposed development.
- 6.2. The proposal is considered to be policy compliant and both appropriate and acceptable:
- The principle of development is wholly supported and encouraged by National and LDP policies as the proposal seeks to support the operations of an existing business;
 - The proposed quantum of the development (scale and size) is considered to be acceptable, and the proposed materials are of a high-quality offer;
 - The design of the scheme respects the character, scale and proportions of the existing buildings surrounding the site - to integrate the development into its surroundings;
 - It has been demonstrated that the development would not cause any adverse impacts upon the Grade II listed building; and
 - The proposed development would not result in a material impact on the operation or safety of the local highway network.
- 6.3. Having regard to the above, it is considered that the proposal represents an appropriate form of development that would have no unacceptable impact on visual amenity residential amenity, drainage, ecology, environment or highway safety.
- 6.4. Accordingly, it is therefore considered that the proposed development is acceptable, and we would respectfully request that the full application be approved.



GJP.

**Planning &
Development
Consultancy**