

Delegated Decision Report

Application No:	24/0278	Statutory Period Expires:	29th January 2026
Site:	71 Cardiff Road Newport NP20 2EN		
Proposal:	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, LANDSCAPING AND CAR PARKING ARRANGEMENTS		
Applicant:	Rottner & Rudge Ltd		
Type:	Full	Ward:	Pillgwenlly
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

- 1.1 The site has a former use as a petrol filling station along with a limited A1 retail offering. Assessment of street view imagery indicates that the site ceased operating before July 2008, however the canopy and retail unit remains on the site along with hardstanding and underground tanks.

2. SITE LOCATION AND CONTEXT

- 2.1 The site is located at the cross roads of Mendalgief Road and Cardiff Road. A new build housing estate lies to the south with existing residential to the east, the Royal Gwent Hospital to the north east and Belle View Park to the north west. The commercial premises known as Bellevue Stores is located adjacent the red edge boundary and is located on the corner of Mendalgief Road and Cardiff Road.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The proposal seeks to use the land as a petrol filling station along with associated related functions. The vehicle access will be located to the northern boundary facing Cardiff Road, along with on site parking located to the rear of 69 Cardiff Road. The proposed kiosk shall be located in the west of the site and would measure 18m x 12m x 4.4m (h). The proposed canopy shall measure 16m x 16m x 5.9m (h).

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 Historic Environment (Wales) Act 2023

- 5.3 PLANNING POLICY WALES (EDITION 12) 2024

- 5.3 Technical Advice Note 24: The Historic Environment

- 5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

- SP1 – Sustainability
- SP9 – Conservation of the Natural, Historic and Built Environment

- SP17 – Employment Land
- SP18 – Urban Regeneration
- SP19 – Assessment of Retail Need
- GP2 – General Amenity
- GP4 – Highways and Accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- GP7 – Environmental Protection and Public Health
- CE1 – Routeways, Corridors and Gateways
- CE7 - Conservation Areas
- T4 – Parking
- R8 - Small Scale Retail Proposals
- W3 – Provision for Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Shopfront Design
- Sustainable Travel
- Wildlife and Development
- Waste Storage and Collection
- Parking Standards

6. CONSULTATION RESPONSES

- 6.1 Natural Resources Wales: We continue to have concerns with the application as submitted. However, we are satisfied that these concerns can be overcome by attaching the following condition to any planning permission granted:

Condition: Unsuspected Contamination

Please note, without the inclusion of this condition we would object to this planning application. Further details are provided below.

- 6.2 Senior Scientific Officer: I have looked at the submission in respect of the above and share NRW's concerns in respect of protection of controlled waters on behalf of the Contaminated Land authority.

I note the level of analysis that has been undertaken on the limited number of samples obtained from the site and consider this to be insufficient. Given the historical occurrence of contamination in this locality in particular at the neighbouring Whiteheads site I am unable to support this application until sufficient analysis of the samples has been undertaken i.e. all the testing suites chosen have been applied to all the samples taken.

I am unable to support or comment further on this application until the above has been addressed and submitted to the LPA.

- 6.3 Principal Heritage Officer: No response.

- 6.4 Ecology Officer: No response.

- 6.5 Landscape Architect: The location is opposite Belle Vue Park and the Royal Gwent Hospital and is the gateway into the new housing development along Mendalgief Road.

The existing site is in poor landscape condition and there is an opportunity for enhancement.

The Proposed Site Layout by ADS shows the site will be dominated by buildings and hard surfacing, there is some soft landscape provision although these appear as remnant spaces rather than considering views from Cardiff Road.

Boundary treatment mentions retention of the steel palisade fence to the east boundary on Mendalgief Road, the fence lies at the back of the highway footpath and is an eyesore. The

development provides an opportunity for enhancement at this gateway by setting back a quality boundary and softening with planting.

The Preliminary Ecological Assessment mentions an adjacent line of trees which should be protected during construction phase through the use of temporary protective demarcation fencing. No other information has been submitted. An accurate plan to show existing trees and canopy extent along with location and type of temporary fence line is required. Site photos are also required of this boundary to evidence the existing tree.

If the layout is approved, the soft landscape detailing will require input by a landscape architect and will need to provide nursery stock providing some immediate impact alongside a 5 year maintenance plan to help ensure successful establishment to comply with GP5 General Development Principles – Natural Environment : vi the proposal includes an appropriate landscape scheme which enhances the site and the wider context including green infrastructure and biodiversity networks. Ground preparation for planting types will need to be outlined given existing site surfacing.

The Drainage Strategy does not include provision of any above ground SUDs elements to meet the required SAB amenity and biodiversity standards.

6.6 Tree Team: No response.

6.7 Drainage Manager: No response.

6.8 Environmental Health Officer: 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 eg extraction / air conditioning and jet wash equipment, vehicle movements

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 above noise sources on the residential receptors, immediately adjacent to the site. 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 BS8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings and 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 any stand by or emergency equipment or power generation equipment.

Please find attached our standard conditions:

Prior to the commencement of 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:

- Industrial and Manufacturing process
- Fixed Plant and equipment; jet wash, air conditioning, extraction
- Loading and unloading of goods & fuel

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.

Furthermore; a CEMP will be required prior to commencement of work on site. Standard condition;

Demolition & Construction Environmental Management Plan

No development shall take place until a site specific Demolition and Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Newport City Council Noise & Neighbourhood Team
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within permitted hours
- Mitigation measures as defined in BS 5228: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Measures to mitigate demolition dust and material causing a nuisance to local residents, for example sheeting of loads and wheel washing apparatus

Reason: To protect the amenities of occupiers of other premises in the vicinity

- 6.9 SAB: We have responded to a pre-application submission on the 6th March 2024 and currently awaiting for a full SAB application to be submitted.
- 6.10 Waste Manager: No response.
- 6.11 Highways Officer: No objection.
- 6.12 CADW Parks & Gardens: Having carefully considered the information provided, we have no objection to the proposed development in regards to the registered historic park and garden listed in our assessment of the application below.
- 6.13 Dwr Cymru/Welsh Water: No response.

7. PUBLIC REPRESENTATIONS

- 7.1 Neighbour and Ward member notification letters were sent on 8th April 2024 and a Site Notice was put up on the 12th April 2024.
- 7.2 NEIGHBOURS: No responses received.
- 7.3 COUNCILLORS: No responses received.

8. ASSESSMENT

8.1 Principle of Development

- 8.1.1 The application site is located within a settlement boundary as designated by the maps contained within the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Therefore, the proposal accords with Policy SP1.

8.2 Impact on Conservation Area

- 8.2.1 The application site is located adjacent Belle Vue Park Conservation Area and Registered Park and Garden. The consultation response from CADW sets out that the proposal would not result in any adverse impacts on the special heritage value of the adjacent site. As such, the proposal is considered to accord with the Historic Environment (Wales) Act 2023 and Policies SP9, CE4 and CE7.

8.3 Impact on Urban Regeneration

8.3.1 The proposal would provide a business opportunity within the urban area and would reuse derelict land. Therefore, the proposal would positively contribute toward the regeneration of the wider urban area of Newport in accordance with Policy SP18.

8.4 **Assessment of Retail Need**

8.4.1 Policy SP19 sets out that retail uses best located within a city centre will be subject to an assessment of need if not within a defined centre, and application of the sequential test if not within the city centre.

8.4.2 The previous use of the site as a fuel filling station along with retail shop ceased approximately between 2003 and 2008. The submitted planning statement outlines that the gross internal floor area of the proposed retail building will have an increased footprint of approximately 35sqm.

8.4.3 It is considered that the existing use of the site as a petrol filling station negates the need for an assessment of retail need as the existing use of the site could continue without interruption and remain to provide retail sales. Therefore, the retention of the retail element of the current scheme is considered to have no significant effect upon the retail offering or vitality of the city centre in accordance with Policy SP19.

8.4.4 As the proposal would increase the amount of existing retail floorspace Policy R8 is applicable to the scheme. To the south of the site lies the new residential development Royal Victoria Court which the retail proposal would serve. The scale of the retail provision is not significantly different from that as existing and is therefore considered to be an appropriate scale in this locality. As per the considerations above, it is considered there would be no adverse effects on the viability or vitality of any defined centre as the proposal is only seeking to continue the lawful use of the site. It is considered that there would be no adverse impact upon residential amenity as the land use is not being altered and there are currently no controls over the hours of operation. The Highways Officer has raised no objection to the levels of traffic generated by the proposal when taking into account the site context adjacent a strategic network route. The proposal therefore accords with Policy R8. It is however considered necessary and appropriate to condition the level of retail space as to comply with that proposed and to condition that the retail element of the proposal will not be subdivided to create additional retail units/offers that could impact upon the viability/vitality of retail centres.

8.4.5 A condition is attached limiting the amount of gross floorspace to be used as A1 retail to ensure no subdivision or increase in retail floorspace occurs to negate any impact upon the city centre retail offering. The office space annotated on the proposed floor plan would be ancillary to the *sui generis* use as a petrol filling station and retail offering and is therefore excluded from the floorspace calculations.

8.5 **Impact on Residential Amenity**

8.5.1 A first floor flat is located at 69 Cardiff Road adjacent the application site. The land use of the application site is not being altered, notwithstanding the area directly south of 69 Cardiff Road. The land use is considered to not result in any adverse impacts over and above the existing lawful use of the site as a petrol filling station.

8.5.2 The siting of the fuel filling station will remain as per the existing arrangement with the retail element located in the west of the site and the fuel filling area centrally located. Therefore, the proposal does not reduce separation distances with the residential property of 69 Cardiff Road and sufficient distance is maintained with the residential properties of Royal Victoria Court. It is considered the amount of daylight and sunlight afforded to neighbouring residential properties would not be altered.

8.5.3 The noise generated by the proposed scheme would be similar to the existing lawful land use which currently has no restriction on the hours of operation or the type and amount of plant equipment to be placed onsite. The objection from the Environmental Health Officer is noted regarding noise, however significant weight is given to the existing land use and neighbouring residential use. To address the objection, it is considered appropriate and reasonable for the betterment of the overall scheme to attach a condition requiring the site to operate in accordance with the delivery and servicing schedule as set out in the submitted documents

which limits the delivery and servicing times to 0600 – 2000 hours. In the interests of residential amenity, a Construction Environment Management Plan is considered appropriate due to the proximity of the site and residential properties.

- 8.5.4 Through the attachment of conditions, the proposal is considered to accord with the aims of Policy GP2.

8.6 Impact on the Highway and Parking

- 8.6.1 The Highways Officer has raised no objection to the scheme following the submission of a acceptable delivery and servicing plan. The servicing plan confirms that delivery Heavy Goods Vehicles would approach from an easterly direction and leave the site heading west along Cardiff Road.

- 8.6.2 The Proposed Access Arrangements shows that the central reservation is to be elongated to ensure no vehicles leaving the site are able to turn right onto Cardiff Road. As such, all vehicles leaving the site would exit the site heading west along Cardiff Road. This element is considered essential to ensure traffic flows at the lighted junction are not impacted. Therefore, a Grampian condition is attached to the decision for the central reservation to be altered in accordance with the submitted drawings.

8.7 Impact on Biodiversity

- 8.7.1 The existing site has very little ecological value but does feature some self seeded vegetation since the site has ceased operating. No comments have been received from the Councils Ecology Officer opposing the scheme, also the comments from Natural Resources Wales do not comment regarding onsite biodiversity.

- 8.7.2 The application is not supported by a Green Infrastructure Statement or a scheme of biodiversity enhancement. However the proposed site layout drawing includes areas of soft landscaping predominantly to the east of the site. Given the limited opportunities for this site in terms of biodiversity net gain and existing use of the site, it is considered that the areas of soft landscaping form the appropriate level of green infrastructure. To positively contribute toward achieving a biodiversity net gain, it is considered appropriate to attach a condition to secure other proportionate biodiversity enhancements. Subject to the attachment of the condition and the laying out of the soft landscaping as shown, the proposal is considered to accord with Policy GP5 and the aims of PPW (Ed.12).

8.8 Impact on the Character and Appearance of the Area

- 8.8.1 The site as existing provides little in terms of positive impacts on the wider character and appearance of the area given its derelict state. It is noted that the neighbouring site is currently under construction to form a car hire business which is making use of previously redundant land.

- 8.8.2 The scale of the proposed fuel filling station is commensurate with the existing canopy and retail unit. The design proposed is typical of current design standards, which features large areas of glazing and simple roof form. It is considered that the proposal would represent as an enhancement and would positively contribute toward the appearance of the strategic route through the city. The proposal accords with Policies GP6 and CE1.

8.9 Impact on Environmental Protection and Public Health

- 8.9.1 The Environmental Health Officer has raised objection to the scheme based on the absence of a noise impact assessment that identifies the noise impact from deliveries, plant/equipment, air conditioning, jet wash equipment and vehicle movements.

- 8.9.2 The Environmental Health Officer has not considered the existing lawful land use as a fuel filling station and that the activities outlined above can taken place regardless. As such, given that these matters are currently uncontrolled and the land use is not being altered under the current application and that any equipment installed on the site is likely to be modern, it is considered unreasonable for to request a detailed noise assessment and that the impact upon residential amenity is highly unlikely to be materially different from the impact of the existing fuel station should it be operational.

- 8.9.3 The Environmental Health Officers comments regarding the submission of a Construction Environment Management Plan are noted, and the condition is attached to ensure construction has a limited impact upon residential amenity and the safe use of the highway.
- 8.9.4 The Senior Scientific Officer has also raised objection to the scheme based upon the number of samples taken across the site. However, Natural Resources Wales have been consulted on the same information and are satisfied with the amount of samples taken and their findings of low level hydrocarbons. Natural Resources Wales have recommended the attachment of a condition if any unsuspected contamination is identified on the site and the requirement for a remediation strategy to be submitted to the Local Planning Authority for further review. With the attachment of the condition and the supporting information regarding existing levels of contamination, it is considered that these matters are suitably controlled.
- 8.9.5 Furthermore, Natural Resources Wales are the responsible body for watercourses and given that they have raised no objection, this has been significant weight to justify the Local Planning Authorities decision on not requesting the additional survey works indicated by the Senior Scientific Officer.

8.11 **Waste and Recycling Provision**

- 8.11.1 An area of the storage of waste and recycling is annotated on the Proposed Site Layout (Drawing ref: 15h) at the southern boundary and screened by a 2m high closed boarded timber fence. The siting and screening allows for convenient pick up on waste collection days within the site and screening from any public vantage points. The proposal accords with Policy W3.

9. **OTHER CONSIDERATIONS**

9.1 ***Crime and Disorder Act 1998***

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 ***Equality Act 2010***

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership.

9.3 Having due regard to advancing equality involves:

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people from protected groups where these differ from the need of other people; and
- encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

9.4 The above duty has been given due consideration in the determination of this application. It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

9.5 ***Planning (Wales) Act 2015 (Welsh language)***

Section 31 of the Act clarifies that impacts on the Welsh language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the determination of this application. It is considered that there would be no material effect upon the use of the Welsh language in Newport as a result of the proposed decision.

9.6 **Newport's Well-Being Plan 2018-23**

The Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. This duty has been considered during the preparation of Newport's Well-Being Plan 2018-23, which was signed off on 1 May 2018. The duty imposed by the Act together with the goals and objectives of Newport's Well-Being Plan 2018-23 have been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the proposed decision.

10. CONCLUSION

10.1 The proposal would positively contribute toward the regeneration initiatives of Newport and provide employment opportunities during construction and during the operational phase. The proposal is considered acceptable and is hereby granted subject to conditions.

**11. DECISION
GRANTED WITH CONDITIONS:**

01 The development shall be implemented in accordance with the following plans and documents:

- Delivery and Servicing Plan (Ref: ST/SC 26234-03e DSP)
- Proposed Site Layout (Drawing ref: 15h)
- Proposed Access Arrangements (Drawing ref: 26234-06 Rev A)
- Cycle Shelter details
- Phase I/II Contaminated Land Site Assessment 24/1492.2.1
- ADS-18894-9b-Newport-Phase1-EXTERNAL-V2.2-ISC20240224_Report
- Wefco Tank Data Sheet
- 1884-22 Below Ground Tank Section
- Lighting Statement
- 1884-12a Building Plans and Elevations
- P15710-500(A) Drainage Layout Plan
- DTP-3700824-TS-WithApps-1
- Cardiff SS Planning and Heritage Statement (001).
- 1884-16 Petrol Canopy Details
- 1884-20 Site Elevations as Existing
- 1884-18 EV Meter Cabinet and Charge Post
- 1884-14 Site as Existing
- P15710-501(A) Impermeable Area Plan
- P15710 SW Attenuation
- 1884-1 Site Location
- 1884-17 Jet Wash Bay Details
- 1884-13 Proposed Building 3d Views
- 20-1483 Newport - Cardiff Road PEA
- 1884-21 Site Elevations as Proposed

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

02 If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved. Justification To ensure the risks associated with previously unsuspected contamination at the site are dealt with through a remediation strategy, to minimise the risk to both future users of the land and neighbouring land, and to ensure that the development can be carried out safely without unacceptable risks. Informative/ advice to applicant The treatment and disposal of contaminated soils and groundwater is regulated

by waste legislation and requires an environmental permit. Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays. REASON: In the interests of public health in accordance with Policy GP7 of the Newport Local Development Plan 2011 - 2026 (Adopted January 2015).

03 Prior to the commencement of development above damp-proof course, a scheme of biodiversity net gain shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be completed in accordance with the agreed details and retained for the duration of the use.

REASON: To provide a biodiversity enhancement in line with the aims of Planning Policy Wales (Ed.12) and Policy GP5 of the Newport Local Development Plan 2011 – 2025 (Adopted January 2015).

04 Prior to the commencement of development a scheme for the extension of the central reservation to preclude right turn manoeuvres in to the site from Cardiff Road shall be implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority, the works shall thereafter be completed in accordance with the agreed scheme.

REASON: In the interests of the safe and efficient use of the highway network in accordance with Policy GP4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

05 No development shall take place until a site specific Demolition and Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Newport City Council Noise & Neighbourhood Team
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within permitted hours
- Mitigation measures as defined in BS 5228: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Measures to mitigate demolition dust and material causing a nuisance to local residents, for example sheeting of loads and wheel washing apparatus

Reason: To protect the amenities of occupiers of other premises in the vicinity

06 The gross retail floorspace hereby permitted shall not exceed 144 square metres and, notwithstanding the provisions of Class A1 of the Town and Country Planning (Use Classes) Order 1987 (or any Order Revoking or re-enacting that order with or without modification), shall not be used for any purposes other than the sale of convenience goods for consumption off the premises. The retail floorspace hereby approved shall not be subdivided and shall be incidental to the primary use of the land for the sale of fuel unless a further express grant of planning permission indicates otherwise. Reason: In the interests of ensuring the vitality and viability of the retail offering in accordance with Policy R6 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

07 Deliveries and servicing to the site shall be limited to 0600 – 2000 hours Monday to Sunday (incl. Bank Holidays) for the duration of the use.

REASON: In the interests of residential amenity in accordance with Policy GP2 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

08 Prior to the first beneficial use the access/egress signage as indicated on the approved drawings shall be erected and retained for the duration of the use.

REASON: In the interests of the safe and efficient use of the highway network in accordance with Policy GP4 of the Newport Local Development Plan 2011 – 2026 (Adopted January 2015).

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies SP1, SP9, SP17, SP18, SP19, GP2, GP4, GP5, GP6, GP7, CE1, CE7, T4, R8 and W3 were relevant to the determination of this application.

02 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.

03 The treatment and disposal of contaminated soils and groundwater is regulated by waste legislation and requires an environmental permit. Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, Natural Resources Wales should be contacted for advice at an early stage to avoid any delays.