

Delegated Decision Report

Application No:	26/0589	Statutory Period Expires:	24th September 2026
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Site:	410 Chepstow Road Newport South Wales NP19 8JH		
Proposal:	DEMOLITION OF EXISTING RENTAL VEHICLE WASH BAY AND REPLACEMENT RENTAL VEHICLE WASH BAY, TOGETHER WITH RECONFIGURATION OF EXTERNAL AREAS TO PROVIDE ADDITIONAL PARKING (RENTAL VEHICLE STORAGE) AND ASSOCIATED WORKS		
Applicant:	Enterprise Rent-A-Car UK Ltd		
Type:	Full	Ward:	Alway
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

1.1 None.

2. SITE LOCATION AND CONTEXT

2.1 This application relates to an existing Enterprise Vehicle Rental site at 410 Chepstow Road. The existing site extends to approximately 850sqm and is located on the corner of Hawarden Road and Chepstow Road. An office building and vehicle wash bay are located with the south of the site with parking to the north. The site is located in the Chepstow Road District Centre.

2.2 The surrounding site context is predominantly residential to the north of Chepstow Road, with mixed use commercial and residential to the south. In terms of the sites immediate boundaries, Chepstow road is located to the north, a Chinese takeaway with residential accommodation at the first floor is located to the east, an access lane and further residential development to the south and Hawarden Road and a car repair garage to the west.

3. DESCRIPTION OF DEVELOPMENT

3.1 This application seeks full planning permission for the demolition of the existing rental vehicle wash bay and replacement with a new wash bay together with the reconfiguration of the site to provide additional parking (rental vehicle storage) and associated works. The proposed wash bay would measure 10m in length, 6m in width, 3.93m in height (at the rear) and 4.48m in height (at the front). The wash bay would be constructed from a steel frame, finished in steel cladding. The revised design is stated to better accommodate Enterprise's operational requirements and deliver improved noise attenuation.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision
96/1096	CHANGE OF USE FROM PETROL FILLING STATION TO CAR AND VAN HIRE CENTRE	GRANTED WITH CONDITIONS
97/1194	CONSTRUCTION OF NEW OFFICE/TOILET ACCOMMODATION	WITHDRAWN
97/1220	INSTALLATION OF A 1.2 METRE SATELLITE ANTENNA	REFUSED
98/0447	ERECTION OF INTERNALLY ILLUMINATED FASCIA SIGN AND POLE SIGN	REFUSED
98/0807	ERECTION OF ONE SINGLE ILLUMINATED FASCIA SIGN AND DOUBLE SIDED POLE MOUNTED SIGN	GRANTED WITH CONDITIONS
98/1003	RELOCATION OF SATELLITE ANTENNA FROM ROOF OF OFFICE BUILDING TO SITE ADJACENT TO OFFICE	GRANTED WITH CONDITIONS
98/1089	ERECTION OF AN INTERNALLY ILLUMINATED FORECOURT POLE SIGN	REFUSED

98/0733	RETENTION OF SECURITY FENCING	REFUSED
98/0756	PROVISION OF COVERED VEHICLES VALET BAY	REFUSED
99/0527	REPLACEMENT OF EXISTING FENCE	GRANTED WITH CONDITIONS
99/0091	PROVISION OF COVERED VEHICLE VALET BAY TOGETHER WITH VARIATION OF CONDITION 02 OF PLANNING PERMISSION 96/1096/F TO ALLOW VALETING OF OPERATORS VEHICLES	GRANTED WITH CONDITIONS
05/0485	PROPOSED DEMOLITION OF EXISTING OFFICE BUILDING AND ERECTION OF NEW OFFICE BUILDING	GRANTED WITH CONDITIONS
11/1113	RETENTION OF FREESTANDING CANOPY OF CAR WASH	GRANTED WITH CONDITIONS

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)

- SP1 – Sustainability
- SP2 – Health
- SP18 – Urban Regeneration
- GP2 – General Amenity
- GP4 – Highways and accessibility
- GP5 – Natural Environment
- GP6 – Quality of Design
- GP7 – Environmental Protection and Public Health
- T4 – Parking

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Parking Standards SPG (2015)

6. CONSULTATION RESPONSES

6.1 DRAINAGE OFFICER: Having reviewed the submitted information, a SAB application may not be required.

6.2 ENVIRONMENTAL HEALTH OFFICER: No objections.

6.3 HIGHWAYS OFFICER: No objections. The proposals are aimed at more efficient use of the

space, but are not considered likely to increase traffic or change the use of the site. There are therefore no highway related objections.

- 6.4 DWR CYMRU WELSH WATER: We can confirm capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site. If the development will give rise to a new discharge of trade effluent, directly or indirectly to the foul public sewerage system, then a Discharge Consent under Section 118 of the Water Industry Act 1991 is required from Dwr Cymru / Welsh Water. Please note that the issuing of a Discharge Consent is independent of the planning process and a consent may be refused although planning permission is granted. Notwithstanding this, we would request that if you are minded to grant Planning Consent for the above development that the Conditions and Advisory Notes listed below are included within the consent to ensure no detriment to existing residents or the environment and to Dwr Cymru Welsh Water's assets.

Conditions

No surface water from any increase in the roof area of the building /or impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system. Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

7. PUBLIC REPRESENTATIONS

Neighbour notification letters were sent on 6th August 2026.

- 7.1 NEIGHBOURS: Neighbours with a common boundary and opposite were consulted (9no. properties) and no responses were received.

8. ASSESSMENT

Principle of the Proposed Development

- 8.1 The site comprises an existing vehicle rental site which is within the Chepstow Road District Centre. The proposed development includes the replacement of an existing infrastructure on this site and therefore the principle of the proposal is considered acceptable subject to other material planning considerations.

Design and Amenity

- 8.2 In terms of design and amenity, the existing wash bay measures approximately 8m in length, 6m in width and 3.6m in height. It has a black steel frame with an opaque polycarbonate flat roof and opaque polycarbonate cladding panels. The proposed wash bay would be larger than the existing at 10m in length, 6m in width, 3.93m in height (at the rear) and 4.48m in height (at the front), however the overall increase in height is less than 1m and would remain below the height of the adjacent wall. The original drawings submitted with this application showed the proposed wash bay at a height of 4.95m at the front, extending approximately 0.25m above the existing wall, however the height of the proposal has now been reduced below the height of the wall which is considered acceptable. The neighbouring property has 1no. window in its rear elevation at first floor level, however this remains below the height of the existing wall and the amended design of the wash bay will ensure that there is no loss of light to this window over and above the existing situation. The lowered roof will also minimise any water spray escaping over the wall. The new wash bay would be constructed from a steel frame with steel cladding which will also deliver increased noise attenuation in comparison to the existing structure. Whilst the rear elevation of the wash bay would extend closer to the boundary fence to the south of the site, this is located adjacent to an access lane and therefore there would be no adverse impact in respect of amenity with regards to any of the existing dwellings to the south of the site. Overall the proposed development is considered acceptable in accordance with policies GP2 and GP6 of the Newport Local Development Plan 2011-2026.

Highways and Parking

- 8.3 The proposed layout appears to provide sufficient parking and circulation space to

accommodate vehicle manoeuvres and the access would remain as existing which is considered acceptable. The Highways Officer has confirmed that they have reviewed the proposal and they have no objections. On this basis the proposed development is considered to accord with policies GP4 and T4 of the Newport Local Development Plan 2011-2026.

Flood Risk and Drainage

- 8.4 Part of the site access is within Zone 3 Surface Water and Small Watercourses as shown on NRW's Flood Map for Planning. As outlined above, the proposed development comprises replacement of existing infrastructure on the site and would not change the use class or vulnerability of the site. There would also be no change in the extent of the existing hardstanding area. On this basis the proposed development is considered acceptable in terms of flood risk in accordance with policy SP3 of the Newport Local Development Plan 2011-2026.
- 8.5 In terms of drainage, the proposed replacement wash bay will utilise existing water connections and the existing compliant silt trap will remain in situ. The Drainage Officer has been consulted on the application and has advised that a SAB application is not likely to be required. DCWW also have no objections to the proposal subject to conditions.

Landscape and Ecology

- 8.6 Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Policy SP9 of the LDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. The applicant has not indicated any biodiversity enhancement measures however these can be secured via condition. In accordance with Chapter 6 of PPW 12 due regard has been given to the fact that the application should be accompanied by a Green Infrastructure Statement, however given the scale of the development proposed it is not considered proportionate to request one in this instance.

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 proposed development is considered acceptable in accordance with the relevant policies of the Newport Local Development Plan 2011-2026.

11. DECISION

GRANTED WITH CONDITIONS

01 Plans: The development shall be implemented in accordance with the following plans and documents: sk.UK99.204 Proposed Site Plan and sk.UK99.405 Wash Bay Elevations.

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 CEMP: Prior to the commencement of development, including demolition, a Construction Environment Management Plan comprehensively detailing the phasing and logistics of demolition / construction shall be submitted to the Local Planning Authority in writing. The CEMP shall include, but not be limited to:

- Construction traffic routes, including provision for access to the site
- Entrance/exit from the site for visitors/contractors/deliveries
- Location of directional signage within the site
- Siting of temporary containers
- Parking for contractors, site operatives and visitors
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction
- Temporary roads/areas of hard standing
- Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements
- Storage of materials and large/heavy vehicles/machinery on site
- Measures to control noise and dust
- Details of street sweeping/street cleansing/wheelwash facilities
- Details for the recycling/disposing of waste resulting from demolition and construction works
- Hours of working
- Phasing of works including start/finish dates

For the avoidance of doubt all construction vehicles shall load/unload within the confines of the site and not on the highway.

Following the written approval of the CEMP by the LPA the development shall be carried out in accordance with the approved details. No works shall be carried out without that written approval.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of

surrounding occupiers. Policies GP2, GP4 & GP7.

03 Net Benefit: Prior to the commencement of development, a biodiversity enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancement scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development.

Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

04 External Materials: No work shall be commenced on the construction of the approved scheme until details or samples of materials and finishes to be used on the external surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the approved materials.

Reason: To ensure that the development is completed in a manner compatible with its surroundings. Policies GP2 & GP6.

05 Surface Water Drainage: No surface water from any increase in the roof area of the building /or increase in impermeable surfaces within its curtilage shall be allowed to drain directly or indirectly to the public sewerage system.

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment. Policies SP3, GP1 and GP7.

NOTE TO APPLICANT

01 This decision relates to plan nos: sk.UK99.101 Site Location Plan, sk.UK99.102 Existing Site Plan, sk.UK99.103 Demolition Plan, sk.UK99.203 VT Proposed Site Plan Vehicle Tracking, sk.UK99.204 Proposed Site Plan and sk.UK99.405 Wash Bay Elevations.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6, GP7, SP1, SP2, SP9, SP18, SP19, T4, 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.

04 The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water Industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of www.dwrcymru.com

05 The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.

06 In accordance with Planning Policy Wales (Edition 12) and Technical Advice Note 12 (Design), the applicant is advised to take a sustainable approach in considering water supply in new development proposals, including utilising approaches that improve water efficiency and reduce water consumption. We would recommend that the applicant liaises

with the relevant Local Authority Building Control department to discuss their water efficiency requirements.