

Delegated Decision Report

Application No:	25/1059	Statutory Period Expires:	29th January 2026
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Site:	<i>Hand Car Wash, Somerton Park Garage, Cromwell Road, Newport, South Wales</i>		
Proposal:	PRIOR APPROVAL FOR DEMOLITION OF SINGLE STOREY STORE BUILDING (PURSUANT TO PRIOR NOTIFICATION REFERENCE 25/0857)		
Applicant:	D. Ahmed		
Type:	Prior Approval - 56 Day	Ward:	Lliswerry
Decision:	PRIOR APPROVAL IS GRANTED		

1. BACKGROUND

- 1.1 Demolition of a building is permitted development under Schedule 2 Part 31 of the Town & Country Planning General Permitted Development Order 1995 (GPDO). This means that the demolition works can go ahead without express planning permission from the Local Planning Authority being needed subject to compliance with conditions in the Order. The Authority is able to control the 'method of demolition and any proposed restoration of the site', should it be considered necessary through the prior approval process.
- 1.2 A Prior Notification application was submitted in October 2025 under application 25/0857. It was determined that Prior Approval Is Required and this application forms the second stage of the Prior Approval process.

2. SITE LOCATION AND CONTEXT

- 2.1 Somerton Park Garage is a hand car wash located on Cromwell Road in the Lliswerry ward. The area is typically urban and located in a densely populated residential area with some commercial operations also present. The building appears redundant and forms part of a hand car wash, formerly a petrol filling station. It is adjacent to an operational car repair garage and convenience store with a residential property to the west on Cromwell Road.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 It is proposed to demolish a single storey store building. The building is located to northwest of the forecourt, setback 15.5m from the highway. The building measures 7.25m in width, 9.75m in depth and 4.5m in height to the top of the flat roof. Externally, the building is finished in facing brick, with a roller shutter door on the front elevation and steel sheeting along the side and rear elevations.
- 3.2 All demolition materials would be reused or disposed of via a registered/licenced disposal contractor. The existing concrete forecourt would be repaired and retained as existing.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
25/0857	PRIOR NOTIFICATION OF DEMOLITION OF SINGLE STOREY STORE BUILDING	PRIOR APPROVAL IS REQUIRED	20.11.2025
18/1145	RETENTION OF HAND CAR WASH	GRANTED WITH CONDITIONS	31.01.2019
10/0734	RETENTION OF HAND CAR WASH (FOR A TEMPORARY PERIOD OF 5 YEARS)	GRANTED WITH CONDITIONS	02.09.2010

96/1001	CHANGE OF USE FROM PETROL FILLING STATION TO SALE AND DISPLAY OF USED CARS	GRANTED WITH CONDITIONS	11.05.1998
93/0041	ERECTION OF 2 NO. INTERNALLY ILLUMINATED REPLACEMENT POLE SIGNS AND 2 NO. CANOPY FASCIA LOGOS	GRANTED	05.03.1993

5. PLANNING POLICY

5.1 N/A

6. CONSULTATION RESPONSES

6.1 NCC HIGHWAYS OFFICER: Objection

My main concern here is how the existing businesses operate around the demolition. It appears that the car wash operates unlawfully already with vehicles exiting across the footway which is a Police enforcement issue. (see google image with exit blocked and cars poised to leave across footway). When this hoarding is in place how do they even enter, where is the stacking space and how do they leave ?

The turning space indicated may work for smaller HGVs, but where is the parking displaced to? (see second image). Also this is outside of their original red line. I note they now show a new red line, I'm not sure if that's acceptable in planning process terms? Can it be conditioned/relied upon, do they even have any ownership access rights?

Access to this area is gated and it supports another business, how are they protected? Will they be open for business?

As far as I can see this has not been thought through and highway safety will be impacted by an ad hoc approach. I am therefore not able to remove the (initial) objection at this stage.

6.2 NCC ENVIRONMENTAL HEALTH OFFICER: No response received to date.

6.3 NCC ECOLOGY OFFICER: I have considered this application in relation to section 7.0, Figure 4 - 'Checklist for protected/priority Species Surveys' set out in the Wildlife and Development SPG, which sets out the criteria we use for deciding when a bat survey is needed. The nature and location of these buildings and the works proposed to them do not suggest that there is a reasonable likelihood of an impact upon roosting bats, so I would not ask for a bat survey. We can never totally rule out the presence of bats, so I would ask that we attach an advisory note alerting the applicant to the fact that there is a low risk that bats may be present and advising them of what to do if bats are found during works.

7. PUBLIC REPRESENTATIONS

7.1 In accordance with the requirements of Part 31 of The Town and Country Planning (General Permitted Development) Order 1995 the proposal was advertised by the applicant via a site notice. A Site Notice was also put up by Newport City Council on 19.12.2025.

7.2 No representations have been received by the Local Planning Authority.

8. ASSESSMENT

8.1 This application seeks to determine whether prior approval is required for the demolition of a single storey store building at Somerton Park Garage/Hand Car Wash on Cromwell Road. A proposal for the demolition of an existing building is permitted development as established by the Order; accordingly, the principle of development is established and is therefore not for consideration.

8.2 As set out by the Circular (31/95), only in cases where demolition is likely to have a significant

impact upon its surroundings should it be necessary to require formal submission for prior approval.

- 8.3 The application is accompanied by a site location plan, an existing/proposed site plan and existing/proposed elevation plans, a Construction Environmental Management Plan (CEMP) and evidence of a public site notice.
- 8.4 The prior notification application determined that prior approval was required as further information regarding the following matters is required to ensure the measures set out to manage and mitigate impact are proportionate and appropriate:
1. HGV/trip generation information
 2. frequency and duration of works
 3. details of demolition worker parking and associated welfare facilities if required
 4. details of demolition compound including provision for delivery/demolition vehicles to turn and therefore access and egress the highway in a forward gear
 5. demolition vehicle management plan
 6. dust and noise mitigation/management

These are assessed, in turn, below.

- 8.5 In terms of HGV/trip generation information, a limited number of trips would be undertaken by a single standard skip lorry which would attend the site, collect the dismantled building and leave site. The project requires minimal deliveries for the works, limited to the delivery for the scaffold and fencing and sand/cement for the making good of the ground. The building proposed for demolition is akin to a large domestic garage, finished in facing brick, with a roller shutter door on the front elevation and steel sheeting along the side and rear elevations. Waste collection is being carried out by the contractors who will use the tipper transits for individual items and bringing materials to site. The masonry will be put into the 18-tonne muck away lorry. Owing to the limited scale of the building, it is unlikely to generate a significant volume of trips.
- 8.6 Regarding the frequency and duration of works, the CEMP specifies that the site will operate over a maximum of 5no days under the following hours; 08.00 - 17.00 per day. The contract will take place during Monday to Friday. This is considered acceptable.
- 8.7 In terms of details of demolition worker parking and associated welfare facilities, the CEMP states that suitable and sufficient welfare facilities will be provided to reflect the requirements of Schedule 2 of the Construction (Design and Management) Regulations 2015. These will include sanitary conveniences, washing facilities, including hot and cold water, drying area, rest room, drinking water and arrangement for the preparation and eating of meals. The existing business has on site facilities that will be made available to the contractors. There is adequate space in the car wash area to share staff rooms with the staff of the car wash. In terms of worker parking, it is specified that arrangements for site workers' vehicles to park and safely load and unload will be made although no details of how this can be achieved have been provided. Nevertheless, given the scale of the building, the demolition is not likely to require a significant number of workers so the available parking provision on site is likely to suffice and in any case, on-street parking is available on Cromwell Road, should additional spaces be required.
- 8.8 Details of the demolition compound including provision for delivery/demolition vehicles to turn and therefore access and egress the highway in a forward gear were also required as well as a demolition vehicle management plan. The CEMP specifies that the reversing of vehicles to be eliminated or minimised so far as is reasonably practicable and a one-way traffic system with the use of separate entry and exit points and turning circles is to be provided. Large vehicles are to be given the assistance of a competent banksperson in restricted spaces or when reversing cannot be avoided and vehicles and plant must have maximum all round visibility, including clear windows and rear-view mirrors and/or reversing cameras and audible warning instruments. The application is also accompanied by an aerial view of the site which identifies a Point "X" to the north of the store building. It is stated that skip lorries will drive in forward gear to "Point X" and then reverse / turn in the "Parking / Turning Area". Point X and the parking/turning area are located outside of the red line boundary as provided under this

application however the pre-construction information specifies that the entire site is owned by the applicant, including the land and building to the rear of the store. It is understood that the roof and steel doors may be initially stored behind the building and a 6-wheeled truck will be used to assist when the masonry walls are being removed. The transit tippers will assist with non-masonry and smaller, more individual items and bringing materials to site, as well as contractors. Given the wider land ownership of the land to the north and west of the store building, it is considered that skip lorries could reasonably access and manoeuvre within the space to prevent unacceptable reversing manoeuvres onto Cromwell Road. In any event, if a reversing manoeuvre was required, it is considered that the provision of a competent banks person would mitigate any adverse impact to highway safety and owing to the limited number of trips generated, this is unlikely to cause significant harm in this instance.

- 8.9 Regarding noise mitigation management, it is stated that noise and vibration will be reduced to the lowest practicable level and where possible the lowest noise and vibration producing plant and equipment will be used. The noise and vibration levels of all equipment will be documented and used to establish optimum exposure levels for operatives. As forementioned, the demolition will operate over a maximum of 5no days between the hours of 08.00 and 17.00 per day, Monday to Friday so no adverse noise impact is anticipated. In terms of dust mitigation management, this is included within the Demolition Risk Assessment and Method Statement, and it is specified that wheel washing facilities are to be provided inside of the gates where the water hoses will be provided by the applicant who operates the car wash.
- 8.10 The CEMP notes that two access/egress' are in existence, with 1no being set aside for the project and the other to allow the operation of the Car Wash, providing access for staff and customers. The Council's Highways Officer has noted that this does not align with the plans, and it is not anticipated to operate safely. Similar concerns were raised in relation to the operation of the business to the north and how this would operate during demolition Notwithstanding this, the operation of the car wash/business to the north during demolition is a civil matter and is not within the control of this application.
- 8.11 In regard to restoration of the site, the disposal of all waste or other materials removed from the site will be undertaken by a registered disposal contractor. After demolition, the site will be restored to a safe and secure condition and will include: The restoration and retention of the existing concrete forecourt. Sufficient information has been provided within this application and there is no objection to this approach.
- 8.12 The Council's Environmental Health department was consulted on this application however no response has been received to date.

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 Adequate information has been submitted in relation to the method of demolition and the restoration of the site. In accordance with W/O Circular 31/95 Planning Controls Over Demolition, the Local Planning Authority considers that Prior Approval can be granted.

11. DECISION

PRIOR APPROVAL IS GRANTED

NOTE TO APPLICANT

01 This decision relates to plan Nos: Somerton Park Garage 1, Somerton Park Garage 2, Somerton Park Garage 3, Somerton Park Garage 4, Public Notice, 1 CEMP Cover Sheet, 2 CEMP Site Plan, 3 Construction Environmental Plan, 4 HS29 Pre Construction Information, 5 HS00 Construction Phase Plan, 6 HS01 Site attendance register (Visitor register), 7 HS27 Company Health & Safety Policy, HS02 COSHH Assessment Request, HS04 Acknowledgement of Risk Assessment, HS05 Site Induction, HS06 Site Induction Register, HS07 Work Permit Register, HS08.01 Asbestos Work Permit, HS08.02 Working at Heights-Work Permit, HS08.03 Confined Space- Work Permit, HS08.04 Electrical Work Permit, HS08.05 Excavation Work Permit, HS08.06 Hot Works - Work Permit, HS09 Site Setup Checklist, HS10 Noise Assessment, HS11 PPE Register, HS12 Harness Inspection, HS13 Lifting Equipment Inspection, HS13 Lifting Equipment Inspection, HS14 Plant Inspection, HS15 Excavation Inspection, HS16 Scaffolding Inspection, HS17 Site Rules, HS18 Scaffolding Handover Certificate, HS19 Fire Plan, HS20 Accident Investigation Report, HS21 Accident and Incident Record, HS22 Toolbox Talk Register, HS23 Toolbox Talk Training Record, HS24 Site Inspection Checklist, HS25 Site Audit, HS26 Excavation Pre-Works Checklist, HS27 Company Health & Safety Policy, HS28 Contractor Questionnaire, HS29 Pre Construction Information, HS30 Excavation Inspection Register, HS31 Construction Design and Management (CDM) Regulations 2015, HS32 Scaffolding Inspection Register, HS33 Health & Safety File, HS34 Health and Safety Information for Domestic Clients - What you need to know, HS35 Contractors Responsibilities for Domestic Clients under CDM 2015, HS36 Breach of Health and Safety Procedures, HS37 Simple Construction Phase Plan, HS38 Ladder Inspection, HS39 HAVS Exposure Record, HS40 Design Risk Management Checklist, HS41 Project Waste Management Checklist, HS43 Work Equipment Inspection, HS44 HSG65 Learning Lessons, HS46 Plant and Equipment Record, HS48 Traffic Management Plan, HS49 Site Emergency Plan, Letter with Aerial and Turning.

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). No policies 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.