

Delegated Decision Report

Application No:	26/0370	Statutory Period Expires:	17th July 2026
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Site:	<i>BT Hub Outside Chartist Tower Upper Dock Street Newport South Wales</i>		
Proposal:	<i>PROPOSED INSTALLATION OF 1NO. NEW BT STREET HUB, INCORPORATING 2NO. DIGITAL 75" LCD ADVERT SCREENS AND ASSOCIATED BT PHONE KIOSK REMOVAL</i>		
Applicant:	<i>S Rana-Jaswal</i>		
Type:	Full	Ward:	Stow Hill
Decision:	GRANTED WITH CONDITIONS		

1. BACKGROUND

- 1.1 The application comprises one of a series of applications for the implementation of a Communications Kiosk and Advertising Display in various locations within Newport City Centre.

2. SITE LOCATION AND CONTEXT

- 2.1 The application site is within the Town Centre and situated on Upper Dock Street. The immediate vicinity has The Potters public house to the North East, the Mercure hotel to the South West, Friars walk and John Frost Square to the South and an Arcade to the West. To the West of the site is secondary shopping frontage. The site is also within the Town Centre Archaeological Sensitive Area and Flood zone 2 – Sea as defined by NRW's Flood Map for Planning. The application site is a pedestrianised walkway

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks the proposed installation of 1no. new BT street hub, incorporating 2no. digital 75" LCD advert screens on Upper Dock Street, and the removal of 1no. BT phone kiosk on Kingsway.

BT hub:
H: 2.9m
W: 1.2m
D: 0.3m

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision	Decision Date
26/0371	ADVERTISEMENT CONSENT FOR THE PROPOSED INSTALLATION OF 1NO. NEW BT STREET HUB, INCORPORATING 2NO. DIGITAL 75" LCD ADVERT SCREENS	PCO	

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

Policy 13 – Supporting Digital Communications

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.

4.1.6 Planning authorities must set out in their development plan an integrated planning and transport strategy. This should set out how the planning authority will: improve physical and digital connectivity

5.2.1 Affordable, secure electronic communications infrastructure is essential to people and businesses. The availability and exchange of information afforded by telecommunications ensures people are connected to important services, their communities and the wider world and is essential for long term prosperity.

5.3 Technical Advice Note

Technical Advice Note (TAN) 5: Nature Conservation And Planning, Technical Advice Note (TAN) 7: Outdoor Advertisement Control and Technical Advice Note (TAN) 24: The Historic Environment are relevant to the determination of this application

5.4 HISTORIC ENVIRONMENT (WALES) ACT 2023

5.5 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy GP2 (General Amenity)

Policy GP3 (Service Infrastructure)

Policy GP4 (Highways and Accessibility)

Policy GP5 (Natural Environment)

Policy GP6 (Quality of Design)

Policy CE6 (Archaeology)

Policy CE7 (Conservation Area)

Policy SP3 (Flood risk)

6. CONSULTATION RESPONSES

6.1 **Heritage Officer:**

Planning Policy Wales (Edition 12, 2024) states that:

6.1.14 There should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings...

Policy CE7 of Newport Local Development Plan 2011 – 2026, January 2015 states that:

“DEVELOPMENT WITHIN OR ADJACENT TO CONSERVATION AREAS WILL BE REQUIRED TO:

i) BE DESIGNED TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA, HAVING REGARD TO THE CONSERVATION AREA APPRAISAL WHERE APPROPRIATE.

ii) AVOID THE REMOVAL OF EXISTING HISTORIC FEATURES, INCLUDING TRADITIONAL SHOPFRONTS AND JOINERY.

iii) USE MATERIALS WHICH ARE TRADITIONAL, OR APPROPRIATE TO THEIR CONTEXT.

iv) COMPLEMENT OR REFLECT THE ARCHITECTURAL QUALITIES OF NEARBY BUILDINGS WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OF THE AREA.

v) PAY SPECIAL ATTENTION TO THE SETTINGS OF BUILDINGS, AND AVOID THE LOSS OF ANY EXISTING DOMESTIC GARDENS AND OPEN SPACES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREA.

vi) AVOID ADVERSE IMPACT ON ANY SIGNIFICANT VIEWS, WITHIN, TOWARDS AND OUTWARDS FROM THE CONSERVATION AREA.”

The site in question is located outside of the Town Centre Conservation Area, on a stretch of Upper Dock Street which affords long distance views of the positively contributing buildings which line the same road, beyond the intersection with Skinner Street to the north. In particular, the northerly view is terminated by the southern end of that fine uniform terrace of buildings comprising of 179-186 Upper Dock Street (see supplied photomontage).

The proposed is a large and double-sided advertising hub, comprising of 2no. 75” LCD advert screens (overall unit size 1236mm x 2980mm), placed within the middle of the thoroughfare and orientated to face the direction of pedestrian flow.

Considering the proposed location outside of the CA - and its considerable distance from recognised heritage assets, the proposed will be minimal adverse impact upon the setting of the Town Centre Conservation Area.

6.2 **Local Highways Authority:**

Highways must object on grounds of national technical guidance relating to place and decluttering. However, there are no specific highway safety objections.

Highway Comments:

The proposal replaces another phone which are also in pedestrian areas, which arguably provides some balance subject to a condition to remove the old when providing the new; not 3 months later as proposed. The general principles of balancing highway function and sense of place are presented within Manual for Streets (MfS) and MfS 2.

Section 2.4.10 MfS states:

“2.4.10 This way of looking at streets can be expressed as a two-dimensional hierarchy,¹¹ where the axes are defined in terms of place and movement (Fig. 2.5). It recognises that, whilst some streets are more important than others in terms of traffic flow, some are also more important than others in terms of their place function and deserve to be treated differently. This approach allows designers to break away from previous approaches to hierarchy, whereby street designs were only based on traffic considerations.”

The town centre streets must provide for high levels of movement (albeit pedestrian and cycle movements mainly). At the same time, it must provide a strong sense of place to be attractive and have vitality.

The principles of decluttering and presenting an inclusive, coordinated street scene are made clear in MfS and MfS 2 and relevant excerpts can be found here:

<https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstree ts.pdf>

One key point to note is that the highway authority has a duty to ensure that it complies with the Disability Discrimination Act. This is discussed at s2.7 (p21) where the six principles are set out, including taking account of disabled persons' disabilities. Which requires them to consider any impacts of development placed on highway.

The matter of decluttering is addressed in s5.10, (p58) with recommendations to reduce and remove clutter at 9.1.9 (p115/6) and 10.2.1 (p121).

Clearly where the issue of clutter has not yet become critical, it is vital to be mindful to avoid creating the problem. Avoidance is better than cure.

Whilst there is a need for various types of street furniture, it is essential to consider what is necessary and allocate space accordingly. Anything that is not strictly needed should not be placed on highway.

Section 6.1 (p63) states that street design should be inclusive: “providing for all people regardless of age or ability”.

At 6.2 (p63) onwards, MfS discusses the requirements for pedestrians and cyclists. The key prerequisites are sufficient space (6.3.10 (p65) and 6.3.23 (p68)). The guidance includes a visual representation of how pedestrian densities and other activities influence the need for greater space. (refer to Figure 6.8 (p68) and Figure 6.9 (p69)).

We do not have volumetric surveys of pedestrian movements to present but do not consider it appropriate to think in terms of minimum widths where movement patterns can be complex and growth should be accommodated.

6.3.10 (p65) states that all street furniture is a hazard for various disability groups. We must therefore only accept what is needed to minimise the hazards to disabled persons.

Further guidance for signage is contained within Traffic Signs Regulations 2016, however the only points to make are that signs should be consistent in presentation, located at key points and minimal in number for ease of interpretation.

"Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" is published by the Department for Transport (2021) and can be found here: <https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf>

It states the following at Section 2.3 (p16):

"Planning for accessibility improvements

The accessibility of infrastructure can be much improved as part of on-going repairs, maintenance and modernisation schedules. Such improvements can be made at a lower cost and with less disruption than if the improvements are made separately. For example, resurfacing a footway may provide the opportunity to clear some of the clutter often found in the pedestrian environment, and so remove barriers to movement. Relevant staff should be made aware of the importance of doing this.

At 3.1 (p17) it goes on to state:

"3.1 Definitions

It is essential that design for disabled people should be to the highest possible standards. This section provides information on the basic human requirements for ease of movement. In designing or modifying facilities the aim should be to be generous in the allocation of space."

Whilst the first statement does not refer directly to new development, it is clear that the principle of removing clutter is supported and therefore any additional clutter would not be supported. Indeed, it would be considered detrimental to the movement of all not just those with disabilities.

The second statement emphasises the need "to be generous with space". Indeed, a theme of the document is to avoid working to minimal standards.

At section 4.2 (p28) it discusses the space requirements in more detail. It states:

"4.2 Width and height clearance Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres." It should be noted

that the minimum width is quoted for use where there are constraints and not town centre levels of demand. A developer's desire to install advertising is not a constraint. That could go somewhere else. Furthermore, we do not accept that any of the other benefits claimed would be significant enough to justify the narrowing of any pedestrian route (see later comments).

Street furniture is considered further at section 4.7 (p32):

"4.7 Street furniture

Street furniture refers to the many and varied objects located in a typical high street, precinct or footway, including streetlights, sign-posts, traffic signs, waste bins, bollards and seating. These usually have important functions and specific purposes: for example, bollards positioned for reasons of security, or as traffic control measures, electric vehicle charge points, and sign-posts installed to provide public information.

Other items found in the pedestrian environment may have a purely commercial purpose. They include portable objects such as tables and chairs placed on footways adjacent to cafés, bars, pubs and restaurants. Free-standing advertising boards such as "A-boards" might also cause a hazard for pedestrians, particularly if their location is unpredictable and if the route around them is not clear, and can be particularly problematic for vision impaired and other pedestrians who rely on a memorised 'map' of their environment to navigate, for long cane users, and for guide dogs.

Whatever their purpose, objects on routes used by pedestrians can present an obstacle and hazard, particularly wheelchair users and vision impaired people".

Clearly, the benefits of street furniture must be weighed against the disbenefits. Highways do not accept that there are any significant benefits associated with the proposals to outweigh the issues faced by those with disabilities.

To mitigate for the potential issues the document goes on to state that: "As a general design principle, any item of street furniture should be tonally and colour contrasted with its environment in order to make it as conspicuous as possible. Consideration should be given to choosing a finish that enables an object to be easily seen in its environment. For that reason, brushed metal finishes should be avoided"

Whilst it is possible to contrast the proposed furniture, making it "conspicuous" goes against the principles of creating a sense of place. For those reasons, we would not support anything that does not provide a necessary function within the highway.

In summary, Highways would raise objections relating to the principles of decluttering and inclusivity, but accept that the impact would be minimal in this location.

Should the Planning Officer consider that the equipment is needed or acceptable, it could be located as proposed and orientated to minimise obstruction. Any lighting should comply with current lighting guidance and be dimmed at times of poor ambient lighting conditions. The redundant equipment should be conditioned to be removed before or during the installation of the new units to maintain a balance.

6.3 *Welsh Water:*

The proposed development is crossed by a trunk/distribution watermain, the approximate position being shown on the attached plan. Dwr Cymru Welsh Water as Statutory

Undertaker has statutory powers to access our apparatus at all times. I enclose our Conditions for Development near Watermain(s). It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

6.4 ***HENEB:***

We have consulted the regional Historic Environment Record and note that the proposal is located within the Newport Archaeologically Sensitive Area (ASA), and previous archaeological work has identified the remains of a medieval friary, as well as Roman remains in the vicinity. However the previous development of the current site is likely to have had an adverse effect on any potential remains that may be present. Additionally, the current application is for the installation of a new BT street hub with two advert screens. As such the proposal is limited in scale and it is unlikely that archaeologically significant material will be encountered during the course of the proposed works. As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, as the archaeological advisors to your Members, we have no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, please contact this division of the Trust.

6.5 ***NRW:***

We have no objection to the proposed development as submitted and provide the following advice. Flood Risk The planning application proposes, less vulnerable development, installation of a BT Street Hub. The Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding and within Flood Zone 2 – Sea. Given the scale and nature of the proposed development (and in the absence of a flood consequences assessment) we consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. We would also expect the developer to take the opportunity to incorporate flood resilient design where feasible. Guidance on resilient design can be found in Chapter 13 of Technical Advice Note 15: Development, flooding and coastal erosion, dated 2025, which references advice from Construction Industry Research and Information Association, including a Code of Practice and Guidance for Property Flood Resilience. We provide advice on our website Natural Resources Wales / Preparing for a flood which may be useful for the developer or occupant of the proposal.

6.6 ***SAB:***

Having reviewed the submitted information, a SAB application may not be required but if there are any external works exceeding 100square metres.

6.7 ***Drainage Manager:*** No comments received.

6.8 ***Environmental Health Officer:*** No comments received

6.9 ***Senior Scientific Officer:*** No comments received.

6.10 ***Streetworks Team:*** No comments received.

6.11 ***Police DOCO:*** No comments received.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 27/05/2026, Site Notice was put up on 05/06/2026.

7.1 14no. neighbours were consulted. No comments received.

8. ASSESSMENT

8.1 Principle of Development:

8.1.1 The application site is located within a settlement boundary as defined by the proposals maps contained within the Newport Local Development Plan 2011 – 2026 (Adopted January 2015), accordingly, no objection is raised in this regard.

8.1.2 Future Wales Policy 13 relates to Supporting Digital Communications. The policy states “Planning authorities must engage with digital infrastructure providers to identify the future needs of their area”. Policy GP3 relates to service infrastructure, and states that development will be permitted where necessary and appropriate service infrastructure can be provided. The kiosk will offer the ability to house 5G small cells and house sensors that count pedestrian, cyclist and vehicle movements as well as monitor air, sound and light. This free information will help the planning system actively manage patterns of growth in support of national air quality objectives and the Governments ten-point plan for a Green Industrial Revolution. Based on the services that the communications kiosk will provide, it is considered that the placement of the kiosk is justified, subject to meeting the requirements of the policies aforementioned above.

8.2 Visual Amenity/ Movement

8.2.1 The proposed BT Hub would be located within the town centre on a pedestrianised walkway, with built development on either side. Existing street furniture in this location is limited to a series of streetlights positioned along the centre of the walkway. The area experiences high levels of pedestrian activity, with no clearly defined walking routes, resulting in varied pedestrian movement patterns. The hub would introduce a new visual feature within the walkway; however, given its relatively small scale, it is not considered to adversely affect the surrounding character or appearance of the built-up area. Adequate pedestrian space would be retained, with clear routes and open views maintained around the structure, ensuring continued permeability. An image has been generated to demonstrate the visual appearance of what the hub would look like within the streetscene and this is shown below.

Proposed image:



- 8.2.2 The highways officer raised concerns over place and cluttering within the streetscene. The town centre streets must provide for high levels of movement (albeit pedestrian and cycle movements mainly). At the same time, it must provide a strong sense of place to be attractive and have vitality. One key point to note is that the highway authority has a duty to ensure that it complies with the Disability Discrimination Act. Clearly where the issue of clutter has not yet become critical, it is vital to be mindful to avoid creating the problem. Avoidance is better than cure. The benefits of street furniture must be weighed against the disbenefits. Highways do not accept that there are any significant benefits associated with the proposals to outweigh the issues faced by those with disabilities. In summary, Highways would raise objections relating to the principles of decluttering and inclusivity but accept that the impact would be minimal in this location. On assessment, while concerns regarding its siting are acknowledged, the hub's modest scale, the wide pedestrianised environment, the limited existing street furniture, and the public benefits it would provide are all material considerations. The proposed central location would align with the existing line of streetlights while maintaining generous unobstructed pedestrian routes around the structure. It is therefore considered acceptable in this location.
- 8.2.3 The Heritage Officer was consulted on the application and states, considering the proposed location outside of the Conservation Area, and its considerable distance from recognised heritage assets, the proposed will be minimal adverse impact upon the setting of the Town Centre Conservation Area. Therefore, the CA setting is preserved in accordance with the Historic Environment Act Wales 2023.
- 8.2.4 When assessing the removal of the existing BT phone kiosk, this will remove unused street furniture, removing visual obstructions within the streetscene. There are no objections to its removal. The Highways officer has stated a condition should be attached to remove the kiosk before or during the installation of the new units to maintain a balance, not within 3 months as stated within the statement. On assessment, as the phone kiosk is not within the immediate vicinity of the proposed development, attaching a condition to remove the phone kiosk within 3 months is deemed reasonable in this instance.

Phone Kiosk to be removed:



8.3 **Residential Amenity**

- 8.3.1 Illuminance levels from the screens have been provided. The highways officer has not provided objections on this basis but states any lighting should comply with current lighting guidance and be dimmed at times of poor ambient lighting conditions. The environmental health officer has not provided comments. The LPA take the view that there are no objections. Given the distance to the nearest residential property, the fact that the installation is not at upper floor level, and its alignment with existing street paraphernalia such as lighting columns, it is anticipated that the proposed arrangement would result in a worse lighting impact than the existing situation. No unacceptable impact on the residential amenity of nearby residential occupiers has been identified, in accordance with policy GP2.

8.4 **Highways**

- 8.4.1 The Highways Officer has raised objections on place and decluttering which have been discussed above. The highways officer has stated that there are no specific highway safety objections.

8.5 **Drainage/ Flooding**

- 8.5.1 The application site is defined within Flood Zone 2 Sea as shown on NRW's Flood Map for Planning Map. NRW were consulted on the scheme and state given the scale and nature of the proposed development (and in the absence of a flood consequences assessment) we consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. Therefore, it is considered that the scheme is in accordance with policy SP3.

8.6 **Biodiversity**

- 8.6.1 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 GP5 of the NLDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity. PPW 12 requires development to provide a net-benefit for biodiversity informed by a Green Infrastructure Statement that uses the DECCA principles and step-wise approach as detailed within Chapter 6.
- 8.6.2 In this case no biodiversity enhancement or GI statement has been submitted to accompany the application. Whilst typically a biodiversity enhancement scheme would be requested, due to the limited scale of the development, an on-site enhancement would

not be appropriate. The step-wise approach indicates that an enhancement scheme could be requested off-site. However this would need to be secured via legal agreement. Given the scale of development and that the proposal is located within a developed area with little to no biodiversity benefit, it would be disproportionate to request an off-site biodiversity enhancement scheme.

8.7 Drainage

- 8.7.1 Welsh Water were consulted on the scheme. The proposed development is crossed by a trunk/distribution watermain. Dwr Cymru Welsh Water as Statutory Undertaker has statutory powers to access our apparatus at all times. It may be possible for this watermain to be diverted under Section 185 of the Water Industry Act 1991, the cost of which will be re-charged to the developer. The developer must consult Dwr Cymru Welsh Water before any development commences on site.

8.8 Archaeology

- 8.8.1 HENEB were consulted on the scheme. The previous development of the current site is likely to have had an adverse effect on any potential remains that may be present. As such the proposal is limited in scale and it is unlikely that archaeologically significant material will be encountered during the course of the proposed works. As a result, there is unlikely to be an archaeological restraint to this proposed development and consequently, there are no objections to the positive determination of this application. The record is not definitive, however, and features may be disturbed during the course of the work. In this event, contact HENEB.

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 BT Hub is considered acceptable in principle and would deliver enhanced digital infrastructure and public connectivity benefits within a sustainable town centre location. Whilst concerns have been raised regarding visual clutter and place-making, the hub's limited scale, siting within a wide pedestrianised area, and alignment with existing street furniture ensure that it would not result in unacceptable harm to visual amenity, pedestrian movement, highway safety, residential amenity, heritage assets, flood risk, biodiversity, drainage, or archaeological interests. Subject to appropriate conditions, including the removal of the existing telephone kiosk, the proposal is considered to accord with Future Wales, Planning Policy Wales and the Newport Local Development Plan and is therefore recommended for approval.

11. DECISION

GRANTED WITH CONDITIONS

01 The development shall be implemented in accordance with the following plans and documents: Site Location Plan; NPO-08 - Proposed Site Plan.; NPO-08 - Proposed Elevation Plan; NPO-08 - Site Location Plan; NPO-08 – Photomontage; Planning Statement; NPO-08 - BT Street Hub ICNIRP Certificate; Product Statement; Anti-Social Behaviour Management Plan; BT Street Hub Overexposure and Glare Evaluation.; 2023 PLG05-23 - The Brightness of Illuminated Advertisements Including Digital Displays 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 Within 3 months of the date of this decision hereby approved, the existing BT phone kiosk shall be removed from the site in its entirety.

Reason: To ensure that street furniture is limited to protect the visual amenity of the surrounding area.

NOTE TO APPLICANT

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6, GP7, SP3, SP9, CE7 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 applicant should note that section 115E of the Highways Act 1980 requires the permission of the highway authority and frontages to place structures on the highway. Advertising does not benefit from the provisions of the general permitted development order. Essential telecoms equipment permitted under the provisions of the GPDO is required to avoid being sited within visibility splays and to be positioned and orientated to minimise obstruction of highway/footway. In addition, the Communities and Local Government publication “Outdoor advertisements and signs: a guide for advertisers” also requires that advertisers must have the permission of the landowner.

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