

Delegated Decision Report

Application No:	25/0177	Statutory Period Expires:	06 February 2026
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Site:	<i>Llanwern Works Queensway Llanwern Newport South Wales</i>		
Proposal:	<i>RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR 3 NO. COMMERCIAL UNITS (USE CLASS B1, B2, B8) PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR A MIXED USE REGENERATION OF THE FORMER LLANWERN STEELWORKS AND PARTIAL DISCHARGE OF CONDITIONS 01 (RESERVED MATTERS), 08 (MATERIALS), 09 (DETAILS OF HARD LANDSCAPED ACCESS), 10 (BOUNDARY TREATMENTS), 11 (MANAGEMENT STRATEGY FOR MAINTENANCE OF OPEN SPACE), 12 (OFF STREET PARKING AND CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS), 18 (ESTATE ROADS), 22 (STREET LIGHTING AND CAR PARKING AREAS), 24 (SITE LEVELS), 33 (SURFACE WATER DISPOSAL), 34 (FOUL AND SURFACE WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIRE FIGHTING ACCESS)</i>		
Applicant:	<i>Indurent Logistics Propco A8 Ltd</i>		
Type:	Reserved Matters (Major)	Ward:	Llanwern
Decision:	Approved & Conditions		

- 1.1 This application is for approval of Reserved Matters for three industrial units is pursuant to Outline Permission 06/0471 for the redevelopment of the site of the former Llanwern Steelworks (heavy end) for a mixed use, housing led scheme. Under that approval the eastern end of the redevelopment site was allocated for commercial uses in Use Classes B1, B2 & B8. The applicant is seeking the discharge of all Reserved Matters, that is access, appearance, landscaping, layout and scale. Certain Outline Conditions are also being discharged under this submission; see description.

2. SITE LOCATION AND CONTEXT

- 2.1 The site is at the eastern end of the Glan Llyn Regeneration site between the retained steelworks site and the Monks Ditch (designated main river). The commercial area has been partially built out and is currently known as Indurent Park. The Eastern Distributor Road (EDR) forms the Park's southern boundary whilst the South Wales Mainline Railway forms the northern boundary. This development would be on the area between the Monks Ditch and the main estate access road (Monks Ditch Drive). The site of the RM proposal is approximately 2.18Ha and is flat.

3. DESCRIPTION OF DEVELOPMENT

- 3.1 The proposal is to build 3 units (Units 19-21 inclusive) on land at Indurent Park (formerly Celtic Business Park, and formerly Saint Modwens Park) and associated access, parking, circulation space and planting.

- 3.2 The proposed Unit scales are:

Gross External Areas are:

Unit 19 – 3757sqm

Unit 20 – 2084sqm

Unit 21 – 2476sqm

Heights are approximately:

Unit 19 – 13m

Unit 20 – 11m

Unit 21 – 13m

Proposed cladding is grey or white with glazed elements to support entrance foyers and office uses on mezzanine floors. Appearance will be very similar to existing units already present on the Park.

Each unit is provided with car parking variable to the unit size and service yards of varying size. Two new access roads into this phase of the park are proposed and in effect verge planting including some trees.

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision & Date
06/0471	REDEVELOPMENT OF SITE TO CREATE A MIXED USE URBAN EXTENSION COMPRISING: A RANGE OF NEW HOMES (APARTMENTS, HOUSES AND SOME SHELTERED ACCOMMODATION FOR THE ELDERLY - USE CLASSES C2&C3); NEW OFFICES, WORKSHOPS, FACTORIES AND WAREHOUSES (USE CLASSES B1, B2&B8); COMMUNITY FACILITIES INCLUDING NEW SCHOOLS AND COMMUNITY CENTRES (USE CLASSES D1&D2); A LOCAL CENTRE INCORPORATING SHOPS, OFFICES AND COMMERCIAL LEISURE FACILITIES INCLUDING NEW BARS, CAFES AND LICENSED PREMISES (USE CLASSES A1, A2, A3&D2); A NETWORK OF OPEN SPACES INCLUDING PARKLAND, FOOTPATHS, SPORTS PITCHES AND AREAS FOR INFORMAL RECREATION; NEW ROADS, ACCESSES AND PATHS; HEALTHCARE AND FITNESS FACILITIES (USE CLASSES D1&D2); PROVISION FOR A NEW RAILWAY HALT/STATION; OTHER ANCILLARY USES AND ACTIVITIES; AND REQUIRING: SITE CLEARANCE, TREATMENT AND PREPARATION; THE INSTALLATION OF NEW SERVICES AND INFRASTRUCTURE; THE CREATION OF NEW WATER BODIES AND DRAINAGE CHANNELS; IMPROVEMENTS/WORKS TO THE HIGHWAYS NETWORK AND OTHER ANCILLARY WORKS AND ACTIVITIES	GC 01 April 2010
10/0750	PARTIAL DISCHARGE OF CONDITION 4 (SUB AREA MASTERPLAN) RELATING TO PHASE 1 AND PHASE 2 OF PLANNING PERMISSION 06/0471 FOR REDEVELOPMENT OF SITE TO CREATE A MIXED USE URBAN EXTENSION	A 11 November 2010
14/1124	DISCHARGE OF CONDITION 04 (SUB AREA MASTERPLAN) OF PLANNING PERMISSION 06/0471 FOR A MIXED-USE REDEVELOPMENT OF THE FORMER LLANWERN STEELWORKS (GLAN LLYN) IN RELATION TO THE EMPLOYMENT (EASTERN) SUB-AREA	A 15 January 2015
14/1180	SUBMISSION OF RESERVED MATTERS OF PLANNING PERMISSION 06/0471 IN RELATION TO PHASE 1 OF THE CELTIC BUSINESS PARK AT THE EASTERN END OF THE GLAN LLYN REGENERATION SITE (FORMER LLANWERN STEELWORKS)	AC 21 February 2015
17/0248	APPROVAL OF RESERVED MATTERS PURSUANT TO OUTLINE PERMISSION 06/0471 FOR THE REGENERATION OF THE FORMER LLANWERN STEELWORKS (GLAN LLAN) IN RELATION TO THE CONSTRUCTION OF ACCESS ROADS AND FOUL AND SURFACE WATER DRAINAGE ON THE CELTIC BUSINESS PARK INCLUDING LANDSCAPING DETAILS AND DETAILS TO DISCHARGE CONDITION 7 (LANDSCAPE MANAGEMENT), CONDITION 9 (DETAILS OF HARD SURFACING), CONDITION 16 (DETAILS OF ROADS,	AC 25 May 2017

	CYCLEWAYS & FOOTWAYS), CONDITION 18(ESTATE ROADS), CONDITION 22 (STREETLIGHTING), CONDITION 24 (SITE LEVELS), CONDITION 33 (SURFACE WATER DRAINAGE) & CONDITION 34 (FOUL AND SURFACE WATER DRAINAGE) OF PLANNING PERMISSION 06/0471	
18/0417	RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR 2NO. COMMERCIAL UNITS (USE CLASS B1, B2, B8) PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR A MIXED USE REGENERATION OF THE FORMER LLANWERN STEELWORKS AND PARTIAL DISCHARGE OF CONDITIONS 07 (LANDSCAPING), 08 (MATERIALS), 09 (DETAILS OF HARD LANDSCAPED ACCESS), 10 (BOUNDARY TREATMENTS), 12 (OFF STREET PARKING AND CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS), 18 (ESTATE ROADS), 24 (SITE LEVELS), 33 AND 34 (FOUL AND SURFACE WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIRE FIGHTING ACCESS)	AC 04 October 2018
21/0537	RESERVED MATTERS APPLICATION FOR 4NO. EMPLOYMENT UNITS (USE CLASS B1, B2 AND B8) AND THE PARTIAL DISCHARGE OF CONDITIONS 1 (RESERVED MATTERS SUBMISSION), 8 (MATERIALS DETAILS), 9 (LANDSCAPING DETAILS), 10 (BOUNDARY TREATMENTS), 11 (OPEN SPACE MAINTENANCE), 12 (CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (HIGHWAYS DETAILS), 18 (HIGHWAYS AND DRAINAGE DETAILS), 22 (STREET LIGHTING), 24 (LEVELS), 33 (SURFACE WATER DRAINAGE), 34 (FOUL WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIRE FIGHTING WATER SUPPLY ACCESS) PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR THE REDEVELOPMENT OF SITE TO CREATE A MIXED USE URBAN EXTENSION AT LLANWERN WORKS, NEWPORT	AC 08 July 2021
21/1174	RESERVED MATTERS APPLICATION RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR PHASE 6 (UNITS 11, 12 AND 14) AND PARTIAL DISCHARGE OF CONDITIONS 1 (RESERVED MATTERS APPLICATION), 8 (MATERIALS), 9 (LANDSCAPING DETAILS), 10 (BOUNDARY TREATMENTS), 11 (OPEN SPACE MANAGEMENT AND MAINTENANCE), 12 (CYCLE PARKING), 15 (EMERGENCY ACCESS DETAILS), 16 (HIGHWAYS DETAILS), 18 (HIGHWAYS DETAILS), 22 (STREET LIGHTING), 24 (LEVELS), 33 (SURFACE WATER DRAINAGE), 34 (FOUL AND SURFACE WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIREFIGHTING APPLIANCES WATER SUPPLY) PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR THE REDEVELOPMENT OF THE SITE TO CREATE A MIXED USE URBAN EXTENSION ,	AC 17 March 2022
24/0983	RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR 3NO. COMMERCIAL UNITS (USE CLASS B1, B2, B8) PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR A MIXED USE REGENERATION OF THE FORMER LLANWERN STEELWORKS AND PARTIAL DISCHARGE OF CONDITIONS 01 (RESERVED MATTERS), 08 (MATERIALS), 09 (DETAILS OF HARD LANDSCAPED ACCESS), 10 (BOUNDARY TREATMENTS), 11(MANAGEMENT STRATEGY FOR MAINTENANCE OF OPEN SPACE), 12 (OFF STREET PARKING AND CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS), 18 (ESTATE ROADS), 22 (STREET LIGHTING AND CAR PARKING AREAS),	AC 20 February 2025

5. PLANNING POLICY

5.1 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

SP1 – Sustainability
 SP3 – Flood Risk
 SP11 – Eastern Expansion Area
 SP17 – Employment Land
 SP18 – Urban Regeneration
 GP1 – Climate Change
 GP2 – General Amenity
 GP4 – Highways & Accessibility
 GP5 – Natural Environment
 GP6 – Quality of Design
 GP7 – Environmental Protection & Public Health
 CE6 – Archaeology
 EM1vii – Employment Land Allocations; Celtic Business Park
 T2 – Heavy Commercial Vehicle Movements
 T4 – Parking
 T5 – Walking & Cycling
 W3 – Provision for Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

The following adopted SPG is relevant:

- Parking Standards
- New Dwellings
- Sustainable Travel

6. CONSULTATION RESPONSES

- 6.1 Heneb: No objection.
- 6.2 Cyfoeth Naturiol Cymru / Natural Resources Wales (CNC/NRW): No objection.
- 6.3 Dwr Cymru / Welsh Water (DCWW): No objection subject to conditional compliance.
- 6.4 Gwasanaeth Tan & Achub De Cymru / South Wales Fire & Rescue Service: Require access for firefighting equipment and sufficient water supplies for firefighting.
- 6.5 Heddlu Gwent Police: No objection in principle and advise on security measures including boundary treatments, lighting. Locks windows and doors.
- 6.6 Air Products: note the presence of major hazard pipelines to the south of the site serving that business.
- 6.7 Indigo Pipelines: note the presence of equipment in the area and advise on safe working practices.
- 6.8 National Grid Electricity Distribution (formerly Western Power): note the presence of equipment in the area and advise on safe working practices.
- 6.9 Wales & West Utilities: no interest.
- 6.10 National Grid Electricity Transmission: No interest.

- 6.11 Scottish & Southern Electricity: advise on equipment in the area and safe working practices.
- 6.12 Health & Safety Executive (HSE): No interest.
- 6.13 NCC Trees: no objection
- 6.14 NCC Highways: no objection
- 6.15 NCC SAB: advise that SAB and planning submissions do not align.
- 6.16 NCC Waste: advise on the likely waste service required.
- 6.17 NCC Landscaping: comments on revised layout and makes no objection.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 14 March 2025, a Site Notice was put up on 19 March 2025. No comments have been received.

8. ASSESSMENT

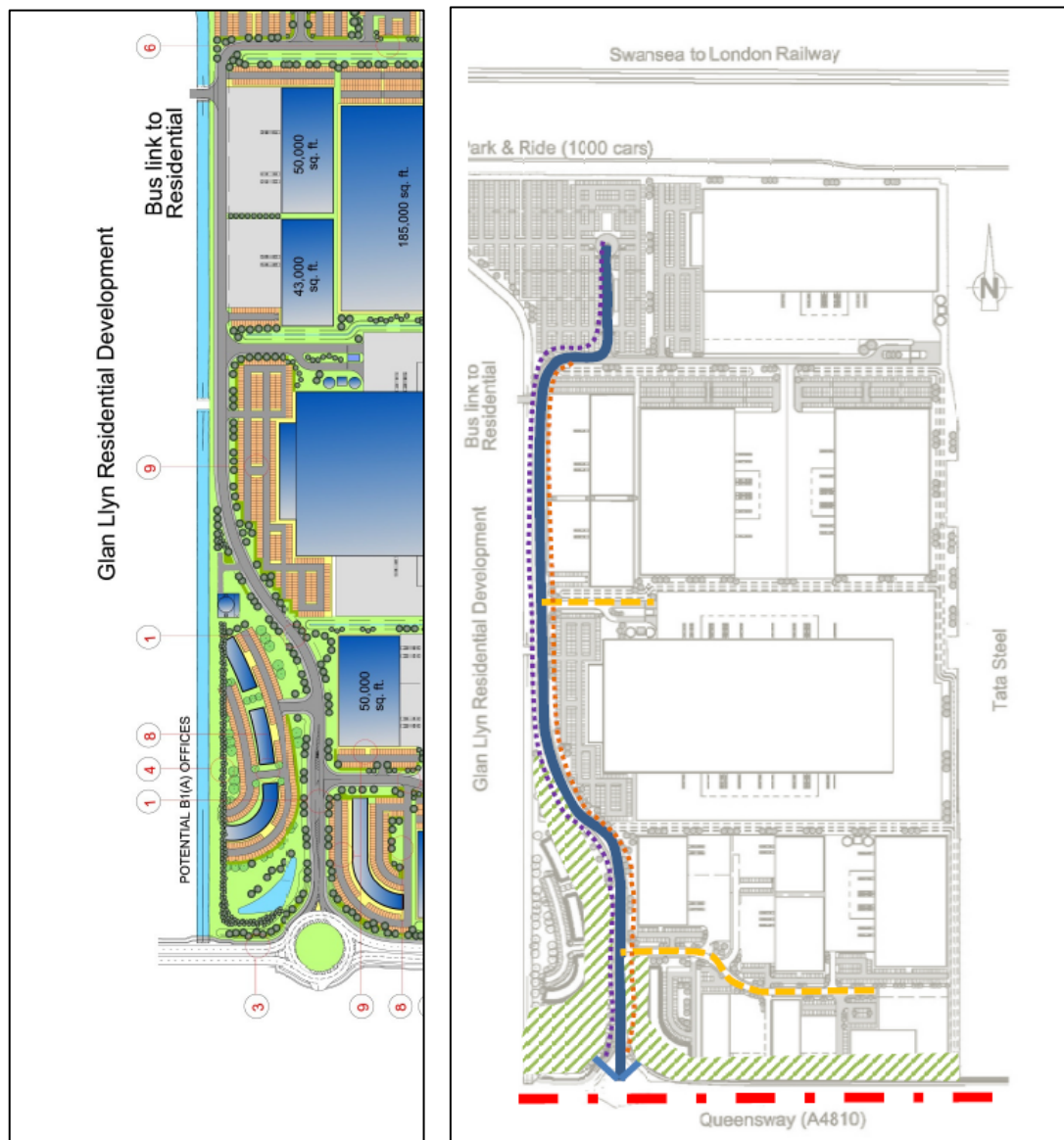
Key Issues

- 8.1 Key Issues are:
 - Design & Appearance
 - Compliance with the approved sub-area masterplan
 - Access & Servicing
 - Impact on adjacent residential phases
 - Outlook
 - Noise
 - Mitigation
 - Planting
 - Conditions

Design & Appearance / Compliance with Sub-Area Masterplan / Planting

- 8.2 The proposed buildings are of similar materials, scale and appearance to those already constructed on Indurent Park and are acceptable in terms of appearance given the proposed design and materials.
- 8.3 In terms of scale they are large in terms of footprint and height and are clearly intended to be used in similar uses to those units already built on the park. In principle those uses are acceptable having been agreed at Outline stage. However under this submission the impacts of scale and siting on adjacent land uses are highly relevant.

8.4 The approved Sub Area Masterplan (14/1124) shows the following layout:



- 8.5 The layout proposed under this submission is different to that shown in the Masterplan with the current submission being of larger 'warehouse' type units rather than B1 office type uses. This is unsurprising since the demand for commercial space of the B1 office type has fallen significantly since the Covid pandemic of 2020 whilst that for B8 space remains robust nationally and regionally. In short, the switch is commercially driven.
- 8.6 The result is a marked departure from the approved SAMP with a layout of larger buildings with footprints occupying a larger part of the site and a consequent increase in parking / circulation space for HGVs (goods yards). Inevitably there has been a reduction in space for green infrastructure / planting and a pressurisation of the site boundaries by built development and a diminution of planting in areas that were proposed to be heavily planted along the frontage of the business park.

- 8.7 The vision of the SAMP has been departed from to some extent in any event with previous approvals allowing relatively large buildings of very limited visual interest at the southern end of the business park and some level of compression on the planting areas which in reality are also delivering drainage infrastructure and contain a large reën. That said the southern boundary provides a buffer to built development and is landscaped.

Aerial View – Southern Boundary of Park (2025)



Google Streetview 2025



The above images set out the general environment in this part of the business park, in which it should be acknowledged that the SAMPs vision of smaller buildings with strong design qualities and heavy landscaping has not been fully realised.

- 8.8 Under this submission the key frontages are the banks of the Monks Ditch and the southern boundary both of which will be prominent either to dwellings on the west bank of the Ditch or from the Eastern Distributor Road (EDR). Of secondary importance are the frontages onto the Monks Ditch Drive which is the main access road into the business park and will potentially serve a Park & Ride scheme in the future.
- 8.9 The submitted Drawings show landscaping on these frontages but this is of limited depth and scale but does include trees species such as alder, field maple and silver birch along the Monks Ditch frontage and more ornamental species elsewhere such as Chanticleer, Horn Beam, Tulip Trees and Maples elsewhere on the phase. Shrub, bulb and grass planting is also shown on the submitted drawings. Although planted areas are of limited depth, they are not negligible and will broadly accord with the arrangements around existing buildings and will reduce the overall impact of what will be large buildings in proximity to sensitive frontages.

This will not be the SAMP outcome and the development of this phase of the scheme will clearly be markedly different to that initially envisaged. However in the round the layout and planting for the scheme are acceptable and in character and will not unacceptably impact on future housing phases to the west in visual terms. Policies GP2ii (Visual Amenity) and GP5vi (Landscaping) are complied with.

Access & Parking

8.10 The proposed layout shows Units 19 & 20 being accessed from an estate road off Monks Ditch Drive (MDD) with Unit 21 having its own separate access off MDD. Each unit would have its own service yard / manoeuvring area. These arrangements have attracted no objection from the Highways section and are acceptable.

8.11 Each unit is shown with its own car parking area

	Total GEA – sqm	Parking Spaces	Spaces / floor space	Disabled Spaces	ULEV Provided / passive
Unit 19	3757	37	1 space per 101 sqm	2 (5%)	4/4
Unit 20	2084	21	1 space per 99 sqm	1 (5%)	2/2
Unit 21	2476	24	1 space per 103 sqm	1 (4%)	2/2

The 'Parking' SPG advises that in Parking Zone 6 Industrial Warehouses should have one space per 140sqm of floorspace and Distribution Centres 1 space per 80sqm. These units are understood to be speculative with no known end user currently so it is difficult to be certain of the precise parking demand. However the proposed parking levels are appropriate for the range of likely end uses and parking quantum is sufficient. Disabled provision should be at 5% and marginally falls below that for Unit 21 but this is not seen as a sufficiently serious failure to warrant objection in this instance. Policy 12 of Future Wales requires a minimum of 10% of commercial parking spaces to be capable of ULEV charging. That requirement is not met here with Units 20 and 21 being marginally below that level. However, the shortfalls are minor and mitigated by passive provision. ULEV charging can be secured under condition. Overall Parking is compliant with Policies GP4 (Parking) and T4 (Parking) of the adopted Newport Local Development Plan 2011-2026 with failures against Disabled and ULEV charging being minor in context.

8.12 Bicycle Parking is shown in bike sheds equipped with either 6 or 12 racks which would deliver shelter and security. In terms of numbers the Sustainable Travel SPG advises 1 space per 4 staff (long stay) and 1 space per 20 staff (short stay). Staff numbers have not been provided but the offered cycle parking appears sufficient in number and quality and can be secured under condition. Motorcycle spaces are provided at 1 per unit which is below the required 5% threshold but is again not seen as sufficiently harmful to warrant refusal in this case.

Impact on adjacent residential phases

8.13 There is no approval in place for the Housing in residential Phase 5E to the west of the business park. Masterplanning shows these uses adjacent to one another separated by the Monks Ditch. Although a designated main river the ditch is canalised here in a concrete trough approximately 10m wide and there are no extensive naturalised 'floodplain' areas to act as buffers between less compatible uses. However the commercial uses have been 'first to the punch' in application terms and the scheme has made reasonable measures to screen the development via a landscaping corridor along the riverbank varying between 10 and 20 metres. That said these buildings are large and relatively near and will be visible to the residents of the new houses. However, this relationship of commercial and residential was always likely and the scale of the commercial/industrial elements was always likely to be such that it would be visible from residential development close by.

- 8.14 The New Dwellings SPG advises a 25 degree test for natural light (#5.8.4) and this test would necessitate a separation of approximately 23.5m from habitable room windows to the blank elevations of these buildings. This separation protects light to windows but also by extension gives an indication of the separations needed to avoid poor outlook and overbearing effect. As noted the Ditch is 10m wide and the planting corridor in this proposal is 10-20m meaning that the relevant separation should be achievable and protecting the outlook of any future houses that might face onto the business park.
- 8.15 Noise and light pollution are clear issues that might affect future residents but layout on this phase of the business park shows acoustic fencing between service yards and dwellings or that the service yards are masked off by the buildings themselves limiting impact. Car parks and service roads will be visible to future residents (as will the buildings) but there is no reason to think that this will be unacceptably intrusive given the likely separations and through securing the provision of the acoustic barriers. There is a long standing expectation of the commercial and residential uses being neighbours in this part of the strategic site and the layout ensures that impacts that may arise are suitably mitigated. Subject to securing appropriate screening, lighting controls and separation, noise and light pollution are unlikely to be of demonstrable harmful effect and Policy GP7 (Environmental Protection) is complied with.

Ditch maintenance

- 8.16 As a designated Main River access the Monks Ditch for maintenance is essential, especially given that the Ditch is prone to siltation and needs periodic clearing, especially at the syphons beneath major transport corridors (railway and EDR). This layout safeguards that access by allowing 'machine room' in the corridor to the west of the proposed buildings and the applicant has demonstrated that a suitable vehicle can access the river between the proposed tree planting safeguarding its future retention. Maintenance of drainage interests has been demonstrated and the scheme is acceptable. Policies GP1 (Climate Change) and GP7 (Environmental Protection) are complied with.

Conditions

- 8.17 Conditions other than Reserved Matters to be discharged are:
- 08 (MATERIALS),
 - 09 (DETAILS OF HARD LANDSCAPED ACCESS),
 - 10 (BOUNDARY TREATMENTS),
 - 11 (MANAGEMENT STRATEGY FOR MAINTENANCE OF OPEN SPACE),
 - 12 (OFF STREET PARKING AND CYCLE PARKING),
 - 15 (EMERGENCY ACCESS),
 - 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS),
 - 18 (ESTATE ROADS),
 - 22 (STREET LIGHTING AND CAR PARKING AREAS),
 - 24 (SITE LEVELS),
 - 33 (SURFACE WATER DISPOSAL),
 - 34 (FOUL AND SURFACE WATER DRAINAGE),
 - 39 (SUSTAINABILITY STATEMENT) AND
 - 43 (FIRE FIGHTING ACCESS)

08 Materials & 09 Hard surfacing

- 8.18 External materials are primarily cladding in shades of grey varying from dark grey (anthracite) to light grey and the submitted CGIs show a building style in accordance with the existing buildings on the site. Appearance and proposed materials are acceptable in context. Surfacing materials will be tarmacked roads and car parks and concrete service yards. These materials are acceptable in context and Policies GP2ii (Visual Amenity) and GP6 (Design) are complied with.

10 Boundary Treatments

- 8.19 Various boundaries are proposed:

- 2.4m Acoustic Fencing – service yards and car parks
- 1.1m timber rail fencing – Monks Ditch
- 2.4m Paladin Fencing – service yards
- 0.45m knee rails – site demarcation

The proposed fencing is acceptable in form and siting. The outline condition requires agreement to details and implementation prior to occupation which is an appropriate trigger here. Policies GP2 (Visual Amenity) and GP6 (Design) are complied with.

11 Management Strategy for maintenance of Open Space

- 8.20 The applicant has provided Landscape Management Plan identifying a management regime for the proposed planting on the site and this has not been objected to. The management of open space on the phase is acceptable and can be agreed. The outline condition requires the implementation of the management as agreed and is a simple compliance condition. The implementation of planting is within the first available full planting season following completion of the development (Outline condition 07).

12 Off street parking and cycle parking

- 8.21 This is as described above and is acceptable. The outline trigger is upon occupation.

15 Emergency Access

- 8.22 No emergency access is proposed for this phase with the relevant condition only requiring agreement of details in the event that such an access is proposed. There is no reason to think the provision of an emergency access is essential in this phase.

16 Details of Roads/cycleways/footways & 18 (Estate Roads)

- 8.23 The above details have been provided, including construction details and are acceptable. The implementation trigger is prior to occupation.

22 Street lighting and lighting of car parking areas

- 8.24 Details of lighting columns and lighting bollards (car parking areas) have been provided and are acceptable. Lighting near the Monks Ditch averages around 20-22 lux which is low and unlikely to interfere with bio-diversity interests on the Monks Ditch. The design of lighting columns and light levels are appropriate in context and can be agreed. The implementation trigger is in accordance with the submitted details so a simple occupation trigger can be applied here. That said the site is all private domain and issues of public interest are low here. The proposed condition prevent the installation of additional lighting beyond that to be agreed under this submission. This will reduce risk of future nuisance lighting impacting on the Monks Ditch or the proposed future housing to the west.

24 Site Levels

- 8.25 The set levels for this part of the site (FCA 10/0750) are 6.3m AOD and these levels are exceeded across this phase with slab levels being 7.5m AOD. Flooding is acceptably mitigated and these levels are agreed. The condition is compliance and in effect duplicated by the 'plans' condition under this submission.

33 Surface Water Disposal & 34 Foul and Surface Water Drainage

- 8.26 Surface water on the site will drain to existing infrastructure in the adjacent Monks Ditch Drive and thence to an open reën on the business park which currently drains via the private pumped Tata system to an outfall on the Severn at Porton. The drawing shows water from the service yards and parking areas going via a suitable oil separator. Foul waters are also shown as linking to existing infrastructure in the highway. Ultimate control on delivery of this infrastructure is via a Phasing Plan but a simple pre-occupation condition can be applied to this decision.

39 Sustainability Statement

- 8.27 This condition was applied in the anticipation of Code for Sustainable Homes / Breeam being introduced into the planning system to improve building sustainability. Since then, those requirements have been taken out of planning and incorporated into the Building Regulations making the condition superfluous. However the Design Compliance Statement (November 2025) identifies at Section 07 various measures to improve the sustainability of the buildings and wider site and these measures are acceptable to discharge the condition.

43 Fire Fighting Access

- 8.28 The phase is accessible to HGVs and there is no reason to think that fire engines could not readily negotiate the site. No objection is raised by the Fire Service. The Monks Ditch provides ready access to water for firefighting purposes and the condition can be discharged.

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 Subject to conditions the information submitted to discharge Reserved Matters and the associated conditions is acceptable and can be agreed.

11. DECISION

Approved & Conditions

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

- Drawing 25105-RLL-25-XX-DR-C-2003 P03 - PROPOSED EXTERNAL LEVELS PLAN
- Drawing 25105-RLL-25-XX-DR-C-2004 P03 - PROPOSED DRAINAGE STRATEGY PLAN
- Drawing 25105-RLL-25-XX-DR-C-2005 P03 - PROPOSED SITE CROSS-SECTIONS
- Drawing 25105-RLL-25-XX-DR-C-2007 P02 - Drainage Construction Details (1/2)
- Drawing 25105-RLL-25-XX-DR-C-2008 P02 - Drainage Construction Details (2/2)
- Drawing 25105-RLL-25-XX-DR-C-2009 P02 - HIGHWAY CONSTRUCTION DETAILS
- Drawing 25105-RLL-25-00-DR-C-3001 P04 - PHASING PLAN

- Drawing 5124-RPS-XX-XX-DR-L-9007 P07 - Detailed Soft Landscape Proposals & Specification (1/3)
- Drawing 5124-RPS-XX-XX-DR-L-9008 P07 - Detailed Soft Landscape Proposals (2/3)
- Drawing 5124-RPS-XX-XX-DR-L-9009 P07 - Detailed Soft Landscape Proposals & Plant Schedules (3/3)
- Drawing 5124-RPS-XX-XX-DR-L-9017 P06 - Detailed Soft Landscape Plan GA
- Drawing 5124-RPS-XX-XX-DR-L-9018 P06 - Detailed Soft Landscape Plan, Sections
- Drawing 5124 RPS XX XX DR L 9020 P01 - Detailed Soft Landscape, Tree Pit Detail
- Drawing 5124 RPS XX XX DR L 9021 P01 - Detailed Soft Landscape Plan, Tree Pit Detail

- Landscape Management Plan (30.10.2025)

- Drawing 701103 RLA 25 XX DR A 0001 - Location Plan
- Drawing 701103 RLA 25 XX PL A 0003 D - PROPOSED SITE LAYOUT
- Drawing 701103 RLA 25 XX PL A 0004 B – Proposed Roof Plan
- Drawing 701103 RLA 25 XX DR A 0005 C - PROPOSED FLOOR PLANS, UNIT 19
- Drawing 701103 RLA 25 XX EL A 0006 B - PROPOSED ELEVATIONS UNIT 19
- Drawing 701103 RLA 25 XX DR A 0007 A - PROPOSED FLOOR PLANS UNIT 20
- Drawing 701103 RLA 25 XX EL A 0008 A - PROPOSED ELEVATIONS UNIT 20
- Drawing 701103 RLA 25 XX DR A 0009 - PROPOSED FLOOR PLANS UNIT 21
- Drawing 701103 RLA 25 XX EL A 0010 A - PROPOSED ELEVATIONS UNIT 21
- Drawing 701103 RLA 25 XX PL A 0019 B - BOUNDARY TREATMENTS
- Drawing 701103 RLA 25 XX DR A 0020 - Bin Store
- Drawing 701103 RLA 25 XX DR A 0021 - PROPOSED CYCLE SHELTERS
- Drawing 701103 RLA 24 XX DR A 0022 - AC COMPOUND

- Drawing 240234-CPW-XX-EXT-DR-E-221003 P01 - External Lighting Layout Units 19 20 21

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

Pre –occupation / use conditions

02 ULEV charging: Prior to the first beneficial use of the parking areas hereby approved the ULEV charging spaces shall be provided with equipment to allow ULEV charging including passive provision for the passive spaces identified.

Reason: to allow the uptake of ULEVs in the interest of sustainability and environmental protection. Policies SP1 & GP7 and to comply with Future Wales.

03 Acoustic fencing: The acoustic fencing shown in Drawing 701103 RLA 25 XX PL A 0019 B shall be provided before the first operation of the area of the site it serves minimally to 2.4m high and to minimally standard DL 29db, Class A3, B3 and shall be retained thereafter.

Reason: to protect future neighbouring occupiers from noise and disturbance. Policies GP2 and GP7

04 Bicycle parking and approved bin stores: Bicycle parking and approved bin stores shall be provided as agreed prior to the first beneficial use of the part of the development they serve and shall be retained thereafter.

Reason: to encourage active travel and to ensure the site can be appropriately serviced and to maintain high levels of visual amenity & design standards. Policies SP1, GP2 & GP4.

05 Motorcycle Parking: All motorcycle parking shall be provided with a fixed anchor point with Secured by Design accreditation prior to the first beneficial use of the building it serves.

Reason: to deter theft and encourage the use of small-engined vehicles in the interests of sustainability. Policies SP1, GP2, GP4 and T4.

06 Lighting: The agreed lighting shall be provided before the first beneficial use of the area it serves and shall be retained as agreed thereafter. No other lighting shall be installed.

Reason: to ensure the site is suitably lit in the interests of safety, reducing light pollution and to protect the bio-diversity interests of the Monks Ditch. Policies SP1, GP2, GP5 & GP7.

07 Drainage: Foul and Surface water drainage (including oil interception) shall be provided as approved before the first beneficial use of the area it serves and shall be retained thereafter.

Reason: to ensure the site is appropriately drained, to reduce flood risk and to protect surface waters from hydrocarbon pollution. Policies SP3, GP1, GP2 & GP7.

NOTE TO APPLICANT

01 This decision relates to the following non-conditioned plans & documents:

- Drawing 25105-RLL-25-XX-DR-C-2001 P03 - PROPOSED HIGHWAYS LAYOUT
- Drawing 25105 RLL 25 XX DR C 2002 P02 - Exceedance Flow Path Plan
- Drawing 25105-RLL-25-XX-DR-C-2005 P03 - EXCEEDANCE FLOW PATH PLAN
- Drawing 25105-RLL-25-XX-DR-C-2006 P03 - VEHICLE SWEEP PATH ANALYSIS
- Drawing 701103 RLA 25 XX PL A 0002 B - EXISTING SITE LAYOUT
- Drawing 701103 RLA 25 XX DR A 0030 - INDICATIVE AERIAL CGI
- Drawing 701103 RLA 25 XX DR A 0031 - UNIT 19 FRONT CGI
- Drawing 701103 RLA 25 XX DR A 0032 - UNIT 21 FRONT CGI
- Green Infrastructure Statement (October 2025)
- 25.0177 - letter from Jones Lange LaSalle - 10.11.2025
- Unit 19, 20 21 External Lighting Report (26.02.2025)
- SPEL ESR Bypass Separator Datasheet
- Drainage Calculations (25105-RLL-25-XX-TN-C-0001 P01)
- Document Issue Schedule. Received 02.01.2026

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). The following policies were relevant to the determination of this application:

SP1 – Sustainability

SP3 – Flood Risk

SP11 – Eastern Expansion Area

SP17 – Employment Land

SP18 – Urban Regeneration

GP1 – Climate Change

GP2 – General Amenity

GP4 – Highways & Accessibility

GP5 – Natural Environment

GP6 – Quality of Design
GP7 – Environmental Protection & Public Health
CE6 – Archaeology
EM1vii – Employment Land Allocations; Celtic Business Park
T2 – Heavy Commercial Vehicle Movements
T4 – Parking
T5 – Walking & Cycling
W3 – Provision for Waste Management Facilities in Development

03 As consideration of this request did not raise significant additional environmental matters over and above those previously considered as part of the original application, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.