

PLANNING STATEMENT

BOSS PARK, NEWPORT

March 26



Summary

Proposal

Proposed Change of Use from Office (B1) to Events Venue (Unique Use) and associated works

Location

Boss Park, Stephenson Street, Newport, E:332264, N:186341

Date

March 26

Project Reference

Asbri ref. 26.129

Client

Starburst (UK) Ltd

Product of

Asbri Planning Limited
Unit 9 Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff CF23 8RS

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Report Revision No.

Revision A

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Introduction

- 1.1 Asbri Planning is appointed as planning agent to Starburst (UK) Ltd to prepare this Planning Statement to accompany a planning application for the proposed change of use from Office (B1) to Events Venue (Unique Use) and associated works at Boss Park, Newport.
- 1.2 The Planning Statement acts as a supporting document to the accompanying planning application and should be read in conjunction with all other elements of the application. The site location plan has been prepared on Planning Portal.

Drawing name	Prepared by
Site Location Plan	Asbri Planning

- 1.3 In addition, the following supporting documents are submitted.

Document	Prepared by
Planning Application Form	Asbri Planning
Covering Letter	Asbri Planning
Planning Statement	Asbri Planning
Green Infrastructure Statement	Asbri Planning
Marketing Report	Knight Frank
Flood Consequence Assessment	Hydrogeo

- 1.4 This Planning Statement presents the planning case for the proposed development having regard to the site and its surroundings, the planning history, and policy context. It considers the key policy issues and planning merits of the proposed development. The statement is structured as follows:
- Section 2: provides a description of the site and its surroundings, including a review of the site's planning history;
 - Section 3: summarises the development proposals.
 - Section 4: provides an overview of pre-application dialogue undertaken in regard to the emerging scheme.
 - Section 5: outlines the relevant planning policy context, at both the national and local level.
 - Section 6: addresses the key planning considerations associated with the development proposal.
 - Section 7: provides a conclusion regarding the overall acceptability of the application.

Site Description

- 2.1 The site comprises the existing office building at Boss Park, Newport. The purpose-built office was constructed in 2008 and extends to a net internal area (NIA) of approximately 2,300m². The building is currently vacant, despite Knight Frank marketing the office from September 2020 until December 2025.
- 2.2 The building is arranged in two wings around a central atrium over four storeys. The ground floor is utilised for undercroft car parking. Internally, the offices contain a mixture of open plan, cellular and meeting room accommodation. There is a 10-person lift to all floors, a full height feature atrium with balcony and reception area on the first floor. The building is heated and cooled via a HVAC system, and benefits from carpet-covered raised access flooring and suspended ceilings with VDU compliant lighting throughout.



Figure 1: Site Photograph

Planning History

- 2.3 A review of Newport City Council's Planning Register identifies the following relevant planning history at the site:

Ref.	Description	Decision
05/1598	NEW FOUR STOREY OFFICE DEVELOPMENT WITH ASSOCIATED CAR PARKING AND SERVICES COMPOUND AND EMERGENCY ESCAPE LINK	Granted with conditions 26 Apr 2006

Context Analysis

- 2.4 The site is located within an established industrial area of Newport, to the west of the Orb works and Reevesland Industrial Estate. The site is approximately 2.4km to the south east of the city centre and is in close proximity to Coronation Park, the Port of Newport (Associated British Ports) and Newport Retail Park. In addition, Newport Transporter Bridge is found to the south west of the site. The closest residential properties are located to the north at Lysaght Village, with further residential properties, services and facilities situated to the north of the River Usk.

Flood Risk



Figure 2: Flood Map for Planning - Sea, Rivers and Flood Defence Locations

- 2.5 Natural Resource Wales (NRW)'s Flood Map for Planning illustrates that the site is located within Flood Zone 3 for the Sea. However, it is also defended by an 813m tidal embankment (asset ref. EMB1501441), as shown by the red dashed line.

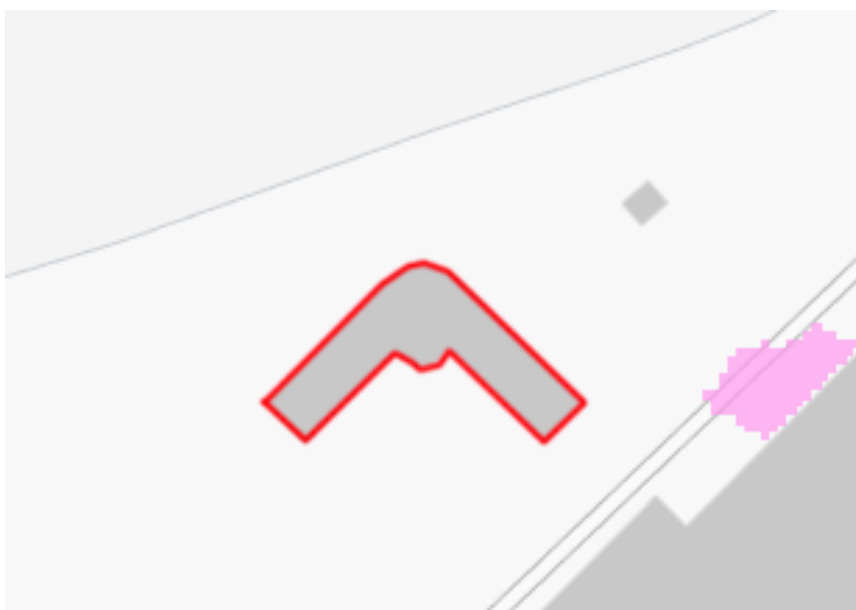


Figure 3: Flood Map for Planning - Surface Water and Small Watercourses

- 2.6 Furthermore, the Surface Water and Small Watercourses Map shows that the site is not subject to flooding from surface water and small watercourses.

Highways

- 2.7 Access to the site is gained via an unnamed access road from Stephenson Street. The site contains approximately 220 allocated car parking spaces, which are located to the south of the former office building. The site is well placed in terms of road connections; Newport Southern Distributer Road and Junction 23A of the M4 are located approximately 11km to the east, with J28 located approximately 6.7km to the west. Furthermore, public transport options are available in near proximity to the site, with bus stops

found approximately 1.2km to the north at St Stephen's Church (served by routes 40 to Level of Mendalgief and 41 to Newport), and 1.4km to the east at Newport Business Centre (served by routes 42 to Newport and 45 to Nash). The nearest train station is found approximately 3.5km to the north at Newport.

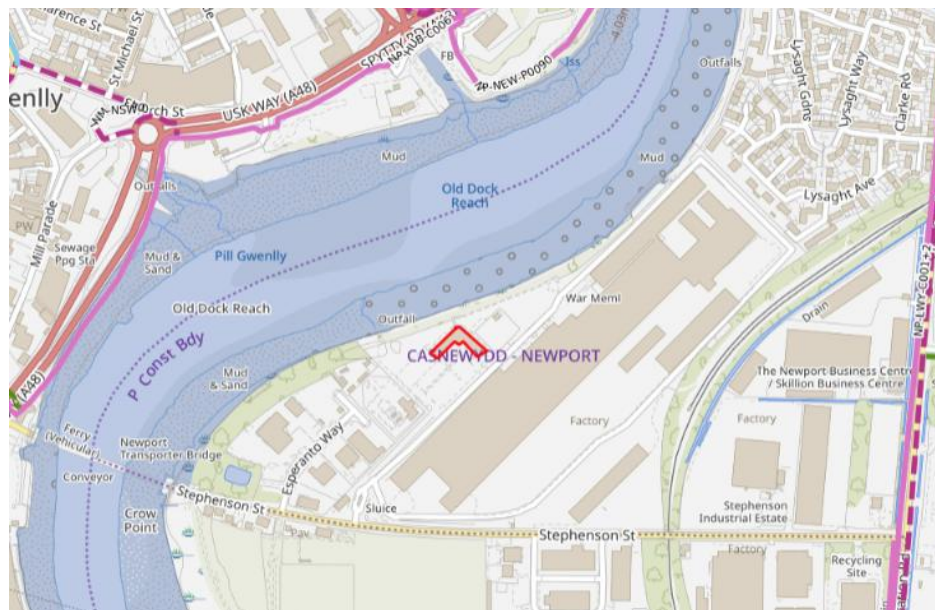


Figure 4: Active Travel Network Map

- 2.8 Active travel is facilitated by the aforementioned PRoW footpath 386/4/1 and designated active travel routes INM-NSE-0008 (cycle, foot and wheelchair), FRNP-LWY-C001 (future walking and cycling route) and INM-NSE-0028 (future cycling route). In addition, cycle, foot and wheelchair route NP-HUB-C006 is found on the northern bank (adjacent to the Transporter Bridge).

Public Right of Way



Figure 5: Newport Public Rights of Way Map

- 2.9 A review of Newport's Public Rights of Way (PRoW) Map shows that footpath 386/4/1 (Newport-Liswerry) is found to the south of the site, along Stephenson Street.

Historic Environment

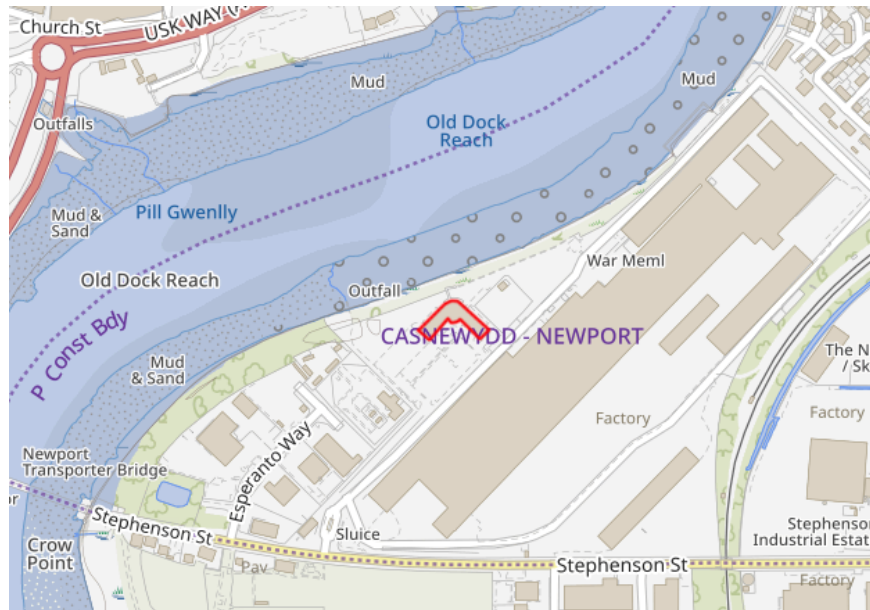


Figure 6: Cadw Historic Records Map

- 2.10 Cadw's Historic Records Map demonstrates that there are no designated historic assets within the immediate surroundings of the site. Notwithstanding, Newport Transporter Bridge and its associated anchor chambers (grade I listed, Cadw refs. 3076, 17414, 17415) is located to the south west. The Transporter Bridge is designated as it is the finest and largest transporter bridge in Great Britain, and is the only one in the UK designed by Ferdinand Arnodin. In addition, it is one of only a handful of surviving transporter bridges remaining in the world.
- 2.11 A number of grade II listed buildings including Lock walls to mouth of Old Town Dock (Cadw ref. 18179), Malt House (Cadw ref. 18178) and Baltic Oil Works (Cadw ref. 18173) are found to the north of the river bank.

Proposals

- 3.1 It is proposed to change the use of the existing former office building (B1) to an events venue (Unique Use). The tenant, Two25 Luxe Events, seeks to provide a versatile, high-quality events space for weddings, functions, community groups, meetings, workshops, social gatherings, cultural events and group exercise and fitness instruction classes, in response to the increasing demand for modern events facilities within the region.
- 3.2 The proposed physical works relate to internal reconfiguration, including a large hall/auditorium, breakout rooms/meeting spaces, catering kitchen and service areas, parking and accessibility features, and sound and lighting equipment options – all of which would not require planning permission. No material external alterations are proposed.
- 3.3 The proposed development proposal shall not result in any significant negative impacts on existing green infrastructure, given that the proposal simply relates to the change of use of the existing building. As such, the proposals adhere to Step 1 of the Step-Wise Approach as it avoids the unnecessary removal of existing trees, hedgerows and vegetation on site, demonstrating that the baseline position in terms of green infrastructure provision will remain unaltered. In accordance with the Step-wise Approach, biodiversity enhancements (comprising the installation of bird and bat boxes) are proposed to provide net benefits for biodiversity.
- 3.4 The site contains approximately 220 car parking spaces, which are located to the south of the former office building. These will be retained and utilised for staff and guest parking. This level of provision reflects the building's former office use and is well suited to the proposed events. Furthermore, the existing access off Stephenson Street shall be retained.
- 3.5 The tenant's operational model shall be based on a structured booking system, with events pre-arranged and managed by an in-house coordination team using a digital booking platform. This ensures that attendance numbers, event types and logistics are controlled rather than involving unrestricted public access. Operational hours are anticipated to typically fall within:
- Weekdays: 08:00 – 23:00
 - Weekends and Bank Holidays: 08:00 – 24:00
- 3.6 These hours reflect the typical nature of event-based uses.
- 3.7 In terms of safety and risk management, the tenant has confirmed that the following systems shall be implemented:
- Risk Assessments
 - Event-specific risk evaluations
 - Crowd management plans
 - Emergency Preparedness
 - Fire detection and response systems
 - First-aid trained staff
 - Clear evacuation routes

- 3.8 In terms of design, the existing building has a striking modern appearance which is considered to be suitable for the proposed purpose. The site has scenic views towards Newport over the River Usk and of the iconic Newport Transporter Bridge, making the area a suitable location for such events.

Planning Policy Context

Introduction

- 4.1. The Well-Being of Future Generations (Wales) Act 2015 (which came into force on 1st April 2016) requires *“public bodies to do things in pursuit of the economic, social, environmental and cultural well-being of Wales in a way that accords with the sustainable development principle”*.
- 4.2. The Well-being of Future Generations (Wales) Act 2015 plays a significant role in shaping the planning system in Wales, embedding sustainable development principles into planning policy and decisions. The Act reinforces the planning system’s shift towards a holistic, sustainable approach, emphasising that planning in Wales must consider not just present needs but also the well-being of future generations.
- 4.3. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.4. The Development Plan comprises the following:
 - National Development Framework: Future Wales – The National Plan 2040 (February 2021)
 - Newport Local Development Plan 2011-26 (January 2015)
- 4.5. In addition to the Development Plan, the Planning Application has been informed by Policy and Guidance set out in the following:
 - Planning Policy Wales Edition 12 (February 2024), informed by The Well-Being of Future Generations (Wales) Act 2015, and supplemented by Technical Advice Notes
 - Relevant Supplementary Planning Guidance

National Development Framework: Future Wales – The National Plan 2040

- 4.6. The National Development Framework: Future Wales – the National Plan 2040 was published on 24th February 2021. ‘Future Wales’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy; achieving decarbonisation and climate-resilience; developing strong ecosystems; and improving the health and well-being of our communities.
- 4.7. Future Wales sets out its overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales by means of 11 Outcomes. As set out on Pages 54-56 of Future Wales, the 11 Outcomes are collectively a statement of where the Welsh Government aspire Wales to be in 20 years’ time, as follows:

A Wales where people live:

- 1 ...and work in connected, inclusive and healthy places
- 2 ...in vibrant rural places with access to homes, jobs and services
- 3 ...in distinctive regions that tackle health and socio-economic inequality through sustainable growth
- 4 ...in places with a thriving Welsh Language
- 5 ...and work in towns and cities which are a focus and springboard for sustainable growth
- 6 ...in places where prosperity, innovation and culture are promoted
- 7 ...in places where travel is sustainable
- 8 ...in places with world-class digital infrastructure

- 9in places that sustainably manage their natural resources and reduce pollution
- 10 ...in places with biodiverse, resilient and connected ecosystems
- 11 ...in places which are decarbonised and climate-resilient

Growth Strategy

- 4.8. The Welsh Government's strategic growth strategy is set out in Policy 1 of Future Wales as follows:

Policy 1 – Where Wales will Grow

The Welsh Government supports sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. The National Growth Areas are:

- **Cardiff, Newport and the Valleys**
- Swansea Bay and Llanelli
- Wrexham and Deeside

- 4.9. The benefits of the proposed growth strategy and specifically the co-location of homes, jobs and services is highlighted as follows: *"Growing urban areas across Wales will create concentrations of jobs, services and amenities and a critical mass of people to sustain good public transport services and a range of economic activities. Urban growth enables more people to walk and cycle for everyday journeys and, with good urban design, can create positive impacts on public health, air quality and well-being" (page 60).*

Strategic Placemaking

- 4.10. Policy 2 of Future Wales is of key relevance in terms of strategic placemaking, which states the following:

"The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities; establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority's Green Infrastructure Assessment."*

National Growth Area

- 4.11. Policy 33 – National Growth Area - Cardiff, Newport and the Valleys is particularly pertinent to the proposed development. It details that:

"Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region. Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure... The Welsh Government supports an increased strategic role for Newport as a focus for sustainable, long -term growth and investment. The Welsh Government will work with authorities within the region and in England to promote Newport's strategic role and ensure key investment decisions in Wales and England support Newport."

Local Level

- 4.12. Newport Local Development Plan 2011-26 (LDP) was adopted in January 2015 and comprises part of the prevailing development plan for the area.

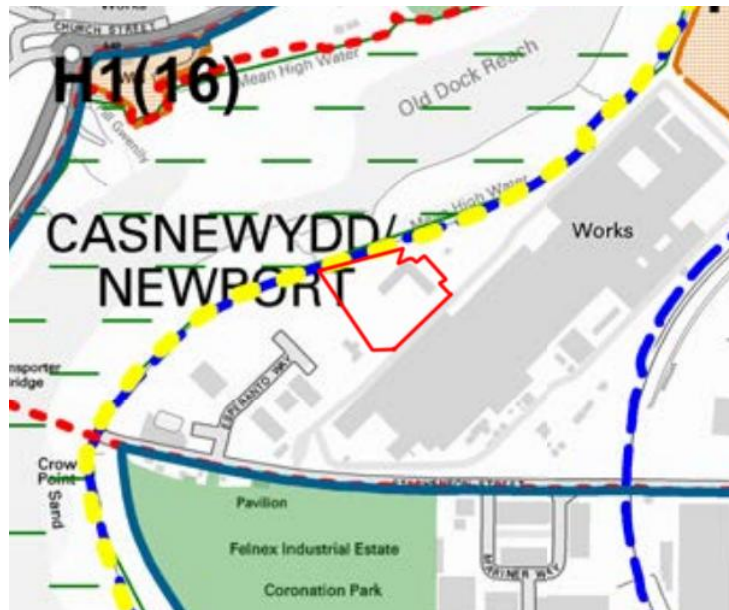


Figure 7: LDP Proposals Map

- 4.13. As illustrated by the above LDP Proposals Map, the site is located within an Archaeologically Sensitive Area (policy CE6) and is within the Developed Coastal Zone (policy CE9). It is also situated within the Urban Boundary.
- 4.14. The following LDP policies are considered relevant in the context of the proposed development:

Policy	In relation to
Strategic	
SP1	Sustainability
SP3	Flood Risk
SP18	Urban Regeneration
General	
GP2	General Amenity
GP4	Highways and Accessibility
Environment	
CE2	Waterfront Development
CE6	Archaeology

CE9	Coastal Zone
Employment	
EM3	Alternative uses of Employment Land

4.15. In regard to Sustainability, policy SP1 states that *“proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary. They will be assessed as to their potential contribution to:*

- i. the efficient use of land;*
- ii. the reuse of previously developed land and empty properties in preference to greenfield sites;*
- iii. providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage and encourage a modal shift to more sustainable modes of transport;*
- iv. reducing energy consumption, increasing energy efficiency and the use of low and zero carbon energy sources;*
- v. the minimisation, re-use and recycling of waste;*
- vi. minimising the risk of and from flood risk, sea level rise and the impact of climate change;*
- vii. improving facilities, services and overall social and environmental equality of existing and future communities;*
- viii. encouraging economic diversification and in particular improving the vitality and viability of the city centre and district centres;*
- ix. conserving, enhancing and linking green infrastructure, protecting and enhancing the built and natural environment;*
- x. conserving and ensuring the efficient use of resources such as water and minerals.”*

4.16. Policy SP3 relates to flood risk, stating that: *“Newport’s coastal and riverside location necessitates that development be directed away from areas where flood risk is identified as a constraint and ensure that the risk of flooding is not increased elsewhere. Development will only be permitted in flood risk areas in accordance with national guidance. Where appropriate a detailed technical assessment will be required to ensure that the development is designed to cope with the threat and consequences of flooding over its lifetime. Sustainable solutions to manage flood risk should be prioritised.”*

4.17. Policy SP18 (Urban Regeneration) states that *“proposals will be favoured which assist the regeneration of the urban area, particularly where they contribute to*

- i. the vitality, viability and quality of the environment of the city centre,*
- ii. the provision of residential and business opportunities within the urban area,*
- iii. reuse of vacant, underused or derelict land and iv) encourage the development of community uses where appropriate.”*

4.18. Regarding General Amenity, policy GP2 states that *“development will be permitted where, as applicable:*

- i. there will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours and air quality;*
- ii. the proposed use and form of development will not be detrimental to the visual amenities of nearby occupiers or the character or appearance of the surrounding area;*
- iii. the proposal seeks to design out the opportunity for crime and anti-social behaviour;*
- iv. the proposal promotes inclusive design both for the built development and access within and around the development; v) adequate amenity for future occupiers.”*

- 4.19. Policy EM3 is of central relevance, as the proposal involves the loss of an existing office (employment). It states that *“development proposals promoting alternative uses on existing employment sites will be resisted unless:*
- i. *the site has been marketed unsuccessfully for employment purposes for a minimum of 12 months;*
 - ii. *there remains a sufficient range and choice of employment land and premises to meet LDP requirements and local demand;*
 - iii. *the development has no adverse impact on existing or allocated employment sites;*
 - iv. *the development has no adverse impact on amenity or the environment.”*

National Policy and Guidance

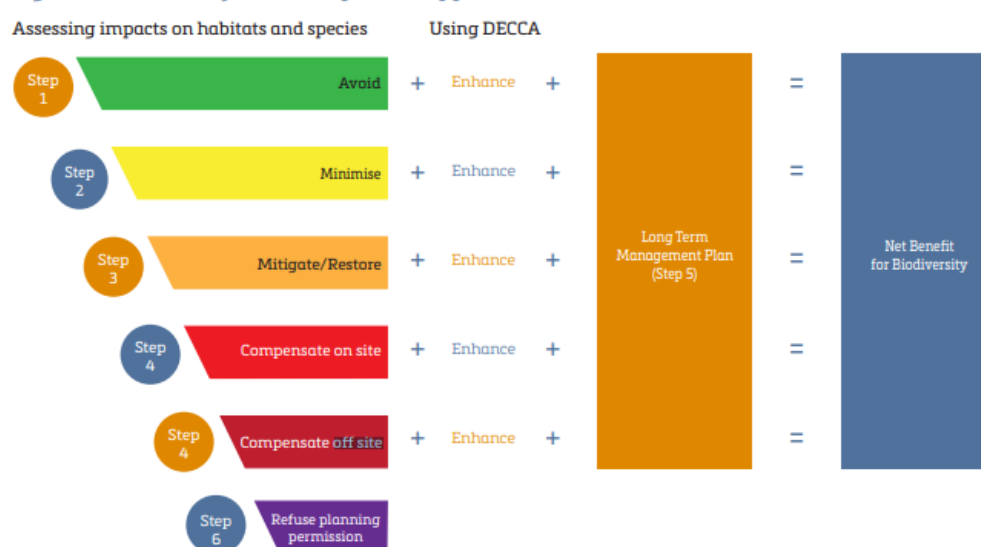
Planning Policy Wales Edition 12

- 4.20. Planning Policy Wales (PPW) Edition 12 was published in February 2024. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015.
- 4.21. Sustainable Development is defined at Page 7 of PPW as follows: *“the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”.*
- 4.22. Paragraph 1.18 sets out that *“Legislation secures a presumption in favour of sustainable development in accordance with the development plan unless material considerations indicate otherwise to ensure that social, economic, cultural and environmental issues are balanced and integrated”.*

Green Infrastructure

- 4.23. The importance of green infrastructure is highlighted throughout PPW. Paragraph 6.2.12 confirms that *“A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied”.*
- 4.24. The Step-Wise Approach is depicted at figure 12 and discussed at paragraph 6.4.15 which confirms that the first priority for planning authorities is to avoid damage, if that is not possible then there is a requirement to minimise, mitigate, compensate on site, and then only as a last resort off-site compensation for unavoidable damage must be provided.

Figure 12: Summary of the Step-Wise Approach



Technical Advice Notes

- 4.25. The following Technical Advice Notes (TANs) are of relevance to the proposed development:
- 4.26. TAN 5 Nature Conservation and Planning (2009): provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. It seeks to demonstrate how local planning authorities, developers and key stakeholders in conservation can work together to deliver more sustainable development that does not result in losses from the natural heritage but instead takes every opportunity to enhance it.
- 4.27. TAN 11 Noise (1997): provides advice on how the planning system can be used to minimise impact of noise without placing unreasonable restrictions on development. It outlines some of the main considerations which local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.
- 4.28. TAN 15 Development and Flood Risk (2025): provides technical guidance which supplements the policies set out in PPW and Future Wales in relation to flooding and coastal erosion. It provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It also provides advice on the consequences of the risks and adapting to and living with flood risk.
- 4.29. TAN 18 Transport (2007) confirms that integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. Paragraph 2.4 indicates that by influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.

Local Planning Authority Supplementary Planning Guidance

- 4.30. The following Supplementary Planning Guidance (SPG) adopted by Newport City Council is of relevance to the proposed development:
- Sustainable Travel (July 2020)
 - Parking Standards (August 2015)

Newport Local Development Plan 2011-2026 Annual Monitoring Report (October 2024)

- 4.31. As part of the statutory development plan process, the Council is required to prepare an Annual Monitoring Report (AMR). The AMR monitors the effectiveness of the policies within the LDP and is the main mechanism for reviewing the relevance and performance of the LDP. It also identifies whether any changes are necessary. The current AMR is the ninth AMR to be prepared since the adoption of the LDP; it focuses on the period 1 April 2023 to 31 March 2024 and builds on evidence obtained by the previous eight AMRs.
- 4.32. Objective 3 relates to Economic Growth. This objective aims to enable a diverse economy that meets the needs of the people of Newport and those of wider South East Wales economic region.
- 4.33. Table 13: OB3 MT1 (additional net employment land) has identified that Newport has granted a net increase of approximately 2.96ha of employment land this year. In the last AMR, a total of 24.87ha of EM1 employment land had been developed from the start of the Plan period to 2023 (35.34ha with the inclusion of EM2 Newport Docks). On average, this equated to 2.073ha a year (2011- 2023) which is above the 1.4ha predicted by the Employment Land Review and LDP (or with the inclusion of Newport Docks, the average was 2.945ha a year). As such, since the start of the Plan period, over 50ha of new employment land has been created. Out of this 50ha, 31.43ha comprises EM1 allocations and has been delivered.
- 4.34. In terms of EM1 allocations, this equates to 2.42ha a year (2011- 2024), which exceeds the 1.4ha predicted by the Employment Land Review and LDP. Two new planning permissions have been granted for development on land within the EM1 allocations over the last year, both for Units 11 and 12 at EM1 (vii) Celtic Business Park (now known as St. Modwen Park). With the positive delivery of EM1 land compared to the predicted annual rate in the Employment Land Review and LDP, and the good progress made with employment land delivery overall, the indicator remains green.
- 4.35. Table 14: OB3 MT2 (employment land supply) states that there remains just over 116ha of EM1 employment land which has not been developed or been granted planning permission for development. As such, the available employment land supply is just under 11 years. This is a healthy level of supply.
- 4.36. However, table 16:OB3 MT4 (Existing B class employment land lost to other causes) states that eight planning applications have been approved which involve the loss of employment land. There have been eight planning applications which have been approved which have led to a loss of employment land totalling approximately 0.765ha. No EM1 land has been lost to non-employment uses at time of the AMR (October 2024). Policy EM3 was appropriately considered for the majority of these applications, with Officers reaching a reasoned and balanced conclusion. However, three applications did not reference EM3 as part of their assessment.
- 4.37. It is therefore demonstrated that employment land is increasing overall, and that the proposed development would accord with the AMR.

Appraisal

Overview

- 5.1. As stated above, Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. This section of the Planning Statement aims to identify the main issues of relevance to the determination of the Planning Application, and assess the scheme against the Development Plan.
- 5.2. The key material planning considerations are as follows:
- The principle of development
 - The impact of flood risk
 - The impact on highways and parking
 - The impact on amenity
 - Other material considerations

The Principle of Development

- 5.3. The site is located within a sustainable location within the settlement boundary. As such, it is located in an area whereby development is generally viewed favourably. In addition, Newport is identified as a key national growth area, in which sustainable growth and investment is encouraged by Future Wales.
- 5.4. Policy EM3 is of particular pertinence to the proposed development, given that it relates to alternative uses of employment land.
- 5.5. In respect of criterion i), the site has been marketed unsuccessfully for employment purposes for a minimum of 12 months. In this regard, Knight Frank have confirmed that the office has been vacant since 2020, following the closure of the Orb Works. Despite continuous marketing undertaken by Knight Frank between the period of September 2020 and December 2025, there has been no interest generated in respect of using the building for office use.
- 5.6. Regarding criterion ii), there remains to be a sufficient range and choice of employment land and premises to meet LDP requirements and local demand, as evidenced by the lack of interest in the property for employment use and the length of time that the property has been vacant. Furthermore, it is noted by Knight Frank that Newport has an established office market with total stock of around 2.1 million sq ft in total, with the market split between the city centre and out-of-town business parks. Across both of these locations, there is a range of office accommodation available for operators seeking conventional office space. The office on site was purpose-built to serve the former Orb Steel Works, and was not speculative in nature. As such, it does not form part of a wider office or business park cluster and functions as a detached facility within a predominantly industrial area. Given this, the proposed development is considered to result in the re-use of a redundant building, instead of resulting in the loss of a strategically important office building.
- 5.7. Finally, the proposals are considered to have no adverse impact on existing or allocated employment sites, nor on amenity or the environment, in line with criteria iii) and iv). This is because it is a standalone office building which is not directly linked to or in near proximity to existing or allocated employment sites, or residential properties. Further, the proposed use is considered to have a softer and less continuous impact on any third party and the environment when compared to its previous B1 use, given that usage would be largely intermittent and booking-based, with activity concentrated during specific periods rather than continuous daily operation.

- 5.8. It is therefore considered that the proposed development accords with policy EM3.
- 5.9. Policy SP1 is of key importance, as it relates to sustainability. Firstly, the proposed development is considered to make efficient use of land, as it would result in the reuse of an existing property which has been vacant since September 2020, in accordance with criteria i) and ii) of policy SP1.
- 5.10. Regarding criterion iii), the site is considered to be situated within a relatively sustainable area, given the proximity of residential properties to the north at Lysaght Village and Liswerry, in addition to residential areas of Pillgwenlly. Public transport opportunities in the form of bus stops are located within walking distance from the site. In addition, PRoW footpath and designated active travel routes are located in close proximity. Notwithstanding this, it is considered that the nature of the proposed use would result in many visitors choosing to travel via private car, however, this would also be the case if office continued to operate under its extant use.
- 5.11. In respect of criterion vii) of policy SP1, the proposed development would create a multi-purpose, high quality events space for both the local community and visitors alike to use.
- 5.12. The development would also result in employment opportunities for local people, and will contribute to economic diversification within this predominantly industrial area, in accordance with criteria viii) of policy SP1.
- 5.13. In view of the above, it is considered that the proposed development would be sustainable, as it would make use of a redundant building on brownfield land, which is located within a relatively sustainable area inside of the settlement boundary. It is therefore considered to accord with policy SP1.
- 5.14. Policy SP18 relates to urban regeneration. In this regard, the proposed development is considered to accord with criteria ii) as it shall transform the vacant building into a vibrant events centre, and shall ensure that it is well-maintained.
- 5.15. Similarly, the proposed scheme shall bring the vacant building back into use in respect of criteria iii).
- 5.16. The scheme is also considered to accord with criterion iv), as the proposed change of use will allow the venue to be utilised for a wide range of activities, including both community and private events.
- 5.17. As such, it is considered that the proposed development accords with policy SP18.
- 5.18. As aforementioned, the latest AMR demonstrates that employment land is generally increasing, with a current healthy employment land supply of just under 11 years (as of October 2024). As such, the proposed development is not considered to have any detrimental impact on objective 3 – Economic Growth.
- 5.19. In light of the above, it is considered that the principle of development is established in accordance with local and national planning policy.

Flood Risk

- 5.20. The site is located within Flood Zone 3 for river and sea flooding. The site is unlikely to flood except during rare and extreme conditions. The primary, but unlikely, flood risk to the site is from tidal flooding from the River Usk however, the site is protected against flooding by existing flood defence measures and the site has not historically flooded.

- 5.21. A full Flood Consequences Assessment was submitted with the original application (23/0477). This stated that the finished floor level of the buildings is to be set as a minimum at 8.10m AOD. It concluded the proposed development will have no impact on flood risk and the overall direction of the movement of water will be maintained. The FCA further concluded that there will be a gain in flood storage capacity and the conveyance routes will not be blocked or obstructed. As such, Officers were satisfied that there was no increase in flood risk elsewhere or conveyance changes off-site post development and would require no further information on this TAN 15 criteria (as adopted at time of the historic application). Notwithstanding, a Flood Consequences Assessment has been prepared to accompany this planning application.
- 5.22. The accompanying Flood Consequences Assessment details that proposed use would be classified as less vulnerable development, given that paragraph 9.3 of TAN 15 defines less vulnerable development as development where "the ability of occupants to decide if risks and consequences are acceptable is greater than that in the highly vulnerable category." By contrast, paragraph 9.2 of TAN 15 defines highly vulnerable development as development where "the ability of occupants to decide whether they wish to accept the risks to life and property associated with flooding, or to manage the consequences of such a risk, is limited." As such, the events venue would comprise less vulnerable development, given that the occupants are transient, attendance is discretionary and the uses can be readily suspended or closed in response to flood warnings. TAN15 states that 'less vulnerable' uses are appropriate at this location.
- 5.23. In addition, the tenant has confirmed that safety and risk management measures such as clear evacuation routes, risk assessments, event-specific risk evaluations, emergency preparedness and crowd management plans shall be implemented.
- 5.24. It should also be acknowledged that the proposed development would not result in any significant impact on flood risk, given that it simply relates to the change of use of the existing building. In addition, it is noted that the site is situated within an allocated Developed Coastal Zone (policy CE9). It is therefore considered to accord with criterion ii) of policy CE9, given that the area is defended by the aforementioned 813m tidal embankment, and the proposed development will not exacerbate any risks of erosion, flooding or land stability (as it simply related to the change of use of the existing building).
- 5.25. In respect of LDP policy SP3, the proposed development relates to an existing building which appears to have been originally designed with the context of flood risk in mind. No alterations to built footprint, ground raising, or site levels are proposed. Consequently, flood risk will not be increased at the site or elsewhere.
- 5.26. In light of the above, it is considered that the proposed development is acceptable in relation to policies CE9 and SP3, and TAN 15.

Highways and Parking

- 5.27. As aforementioned, it is likely that many visitors may choose to travel to the site via private car, as a result of its proposed nature. However, it should also be acknowledged that many users would also travel by private car, should it operate under the extant office use.
- 5.28. Furthermore, it is considered that the proposed use would result in a similar (or lower) level of impact on traffic, when compared to the extant B1 use, given that traffic is likely to typically occur outside peak traffic hours and will be event-based rather than continuous commuter flows.
- 5.29. Notwithstanding this, the site is considered to be situated within a relatively sustainable area, with residential properties located in close proximity. The site is accessible via public transport, with bus stops

located within walking distance. In addition, active travel to the site is supported by the aforementioned PRoW footpath and designated active travel routes. It is therefore considered that the site is situated within a relatively sustainable location, in accordance with policy SP2.

- 5.30. The site is situated within parking zone 6. However, as the proposed use does not fit into any of the particular land use categories stated within the Parking SPG, it is noted that the Local Authority shall treat the planning application on its merits according to the size, nature, location, density, employment and traffic generation characteristics of the proposed development and its impact on the local and regional highway network.
- 5.31. In this regard, the site has a large existing car park, comprising approximately 220 allocated spaces. It is considered that the nature of the proposed use would require a large number of parking spaces, as the typical transportation method to events (such as weddings) tends to be via private car. There is a precedent of this at alternative similar venues such as Hensol Castle (250 parking spaces) and Sant Ffraed House ("ample" parking space according to https://cocoweddingvenues.co.uk/coco_listing/sant-ffraed-house/).
- 5.32. As such, it is considered that the number of car parking spaces is appropriate for the proposed use.
- 5.33. In view of the above, the site is considered to provide an appropriate level of car parking in view of the proposed use, in line with Newport City Council's Parking SPG. It is considered that the proposed use would not result in any adverse impact on highways, given the extant impacts associated with B1 use. Finally, the site is served by active travel and public transport options, which provides the opportunity for those who wish to travel via sustainable means of transport in line with policy SP2.

Amenity

- 5.34. In terms of amenity, the site is situated within a highly industrial area, whereby there is an existing level of occupational noise. As such, it is acknowledged that the site may be subject to noise disturbance. However, it should be noted that the nature of the proposed use would not be particularly sensitive to any noise disturbances, as any potential user would be aware of the site's context prior to deciding to use or visit the events venue; use of the venue is completely optional. Further, any future use is temporary in nature, so users would not be subject to prolonged disturbances. As a result, the proposed use is considered to be less vulnerable in terms of amenity compared to the extant B1 use, with no significant adverse impacts in line with criterion i) of policy GP2. In addition, it is not considered that the proposed use would result in any significant adverse impacts on any third party or neighbouring occupier, given the isolated location of the site and that a degree of operational noise and activity is already characteristic of the area.
- 5.35. In respect of criterion ii), the proposed development would not have any detrimental impact on visual amenity for nearby occupiers, as it relates simply to the change of use of the existing building. It is acknowledged however that the proposed use deviates from the existing industrial character of the area. Notwithstanding, there is evidence of local similar uses within industrial contexts, such as the Lysaght Institute located to the north of the Southern Distributor Road.
- 5.36. Criteria iii), iv) and v) are not relevant to the proposed development, as the proposals relate to the change of use of the existing building, rather than the design of any new building.
- 5.37. In light of the above, it is considered that the proposed development would have no significant impact on amenity for both existing third parties and users of the site in line with policy GP2.

Other materials considerations

- 5.38. Whilst it is acknowledged that the site is located within an allocated Archaeologically Sensitive Area (policy CE6), the proposed development will not have any significant impact on archaeology, as it simply relates

to the change of use of the existing building. In the original application (23/0477), Glamorgan Gwent Archaeological Trust stated that it was unlikely that archaeologically significant material would be encountered and that there was unlikely to be an archaeological restraint.

- 5.39. The proposed development does not require construction works, given that it relates solely to the change of use of the existing building. Consequently, the proposed development would not result in any drainage implications; it would not result in an increase in surface water runoff rate, volume or change in routing when compared with the existing situation. As such, it is considered that SAB approval would not be necessary in this instance, on the basis of Schedule 3 of the Flood and Water Management Act 2010.
- 5.40. A Green Infrastructure Statement has been prepared in support of this planning application to demonstrate that the step-wise approach has been applied, in accordance with paragraph 6.2.12 of PPW. Given the nature of the proposed development, there will be no impact on existing green infrastructure. Notwithstanding, it is proposed to install bird and bat boxes in order to provide net benefits for biodiversity in accordance with the DECCA Framework.

Conclusion

- 6.1. This Planning Statement has been prepared on behalf of Starburst (UK) Limited in relation to the proposed planning application for the change of use from a former Office (B1 Use) to an Events Venue (Unique Use), and associated works.
- 6.2. It is considered that the proposed change of use of this sustainable existing property would have a positive impact for the community in terms of employment, leisure, business and social opportunities. The principle of development has been firmly established in line with LDP policies SP1, SP18 and EM2 and policies 1 and 33 of Future Wales.
- 6.3. The site is not subject to any significant constraints, except for flood risk. In this regard, a Flood Consequences Assessment has been prepared in support of this planning application. This demonstrates that the proposed development would be operated with minimal risk from flooding, would not increase flood risk elsewhere and is compliant with the requirements of TAN15. It is therefore advised that the development should not therefore be precluded on the grounds of flood risk.
- 6.4. The proposed development will utilise the existing parking and access road, and is considered to have a negligible impact in terms of traffic generation when compared to the extant use.
- 6.5. In terms of amenity, the proposed use is considered to not be particularly vulnerable to existing operational noise. It is anticipated to not generate a significant level of noise itself, particularly given its isolated location within Boss Park. There are no design implications, given that the proposed development relates solely to the change of use.
- 6.6. There shall be no significant impact on any existing green infrastructure, given that the proposal simply relates to the change of use of the existing office building. In accordance with the Step-wise Approach, biodiversity enhancements in the form of bird and bat boxes are proposed, in order to provide net benefits for biodiversity.
- 6.7. The proposals therefore comply with the relevant national and development plan planning policies and supplementary planning guidance. It is for these reasons that it is respectfully requested that Newport City Council grant planning permission for the proposed development.