



PLANNING, DESIGN AND ACCESS STATEMENT

**PROPOSAL: CONSTRUCTION OF FIVE LIGHT INDUSTRIAL UNITS AND
ASSOCIATED ACCESS**

**SITE: LAND ADJACENT TO J W BOWKETT ELECTRICAL INSTALLATIONS LTD,
FACTORY ROAD, NEWPORT, NP20 5FA**

DATE: SEPTEMBER 2025

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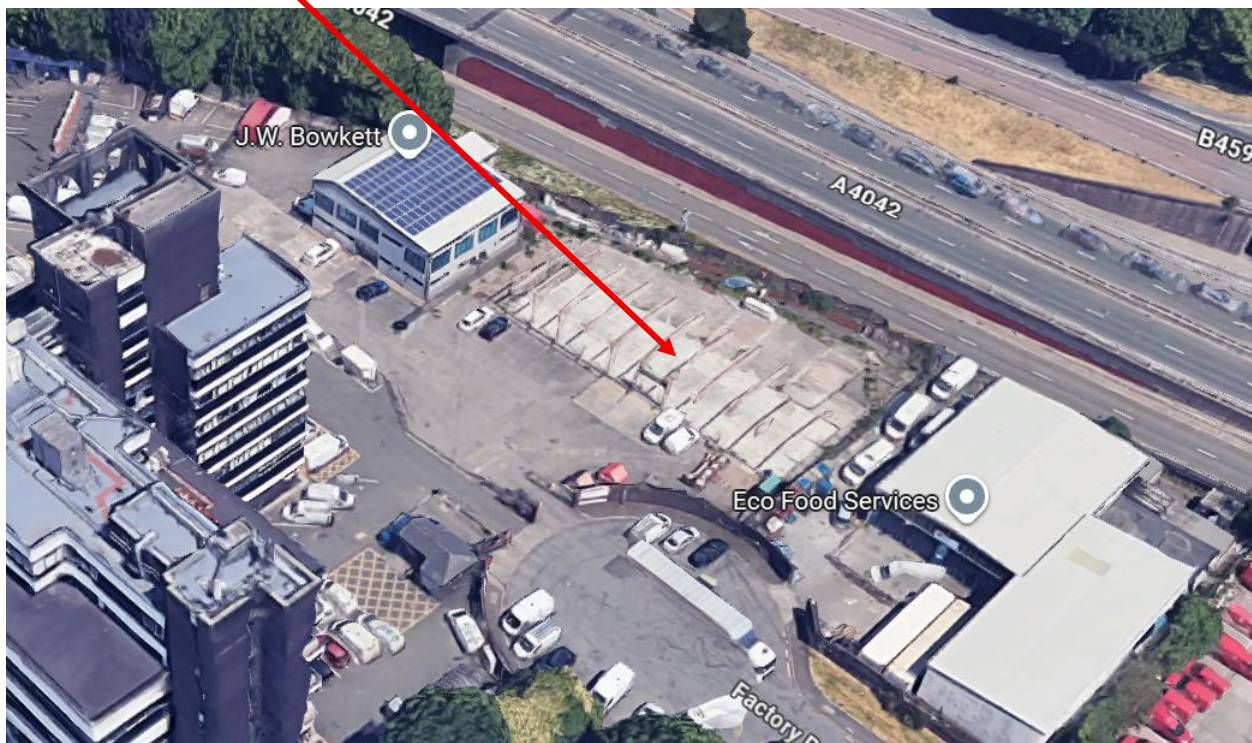
1.0 Introduction

- 1.1 This Planning Statement has been prepared by LRJ Planning Ltd on behalf of Mr Bowkett to accompany the full planning application for the construction of 5 light industrial units and associated access at Factory Road, Newport, NP20 5FA.
- 1.2 This Planning, Design and Access Statement describes the proposals, related key material considerations in determining the application, and benefits which will be delivered. Furthermore it reviews and demonstrates compliance with the approved relevant development plan policies and national planning policy.
- 1.3 This statement should be read in conjunction with the following plans and documents that accompany the application and comprise:
- Application form and certificates;
 - Full planning drawings; and
 - Green Infrastructure Statement.

2.0 Site Description

- 2.1 The application site comprises an existing site to the south of existing commercial development within the grounds of J W Bowkett. An existing steel framework is in situ at the site. The development would be accessed off Factory Road, and newly created access point.

Figure 1 – Location of the site



3.0 Planning Designations

3.1 The site is not covered by any designations.

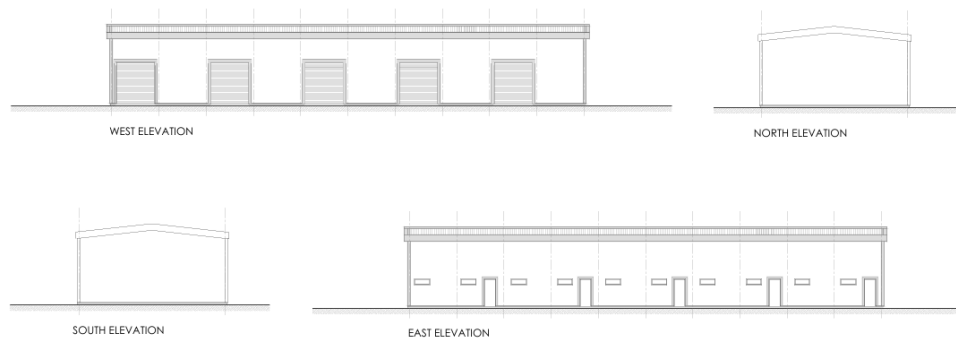
4.0 Planning History

4.1 Following a review of the planning history, there is no recent planning history relating to the site.

5.0 Proposal

- 5.1 The proposal seeks full planning permission for the construction of 5 light industrial units and associated access.

Proposed plans



- 5.2 The light industrial units will provide 403 m² of floorspace. Each unit will have a small office and WC.
- 5.3 Vehicular access to the site will be achieved via the existing highway network, that has been specifically designed and constructed to serve adjacent employment uses. This highway is suitably dimensioned and constructed to accommodate the full range of vehicle types typically associated with industrial and commercial operations, including light goods vehicles, and employee or visitor traffic. The use of existing access routes will minimise disruption and ensure the development integrates effectively with the wider employment area.

6.0 Planning Policy Context

- 6.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the Future Wales Plan, Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Development Plan for the local area.

Planning Policy Wales (12th Edition)

- 6.2 Planning Policy Wales sets out the land use planning policies of the Welsh Government. This contains guidance for the preparation of Local Authority's development plans, development management, and sets out the WG commitment to creating sustainable developments.

Development Plan

- 6.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

- 6.4 Part 2 (Sustainable Development) of the Planning (Wales) Act 2015 says the following:

1. *This section applies to the exercise by the Welsh Ministers, a local planning authority in Wales or any other public body—
(a) of a function under Part 6 of PCPA 2004 in relation to the National Development Framework for Wales, a strategic development plan or*

a local development plan;

(b) of a function under Part 3 of TCPA 1990 in relation to an application for planning permission made (or proposed to be made) to the Welsh Ministers or to a local planning authority in Wales.

- 2. The function must be exercised, as part of carrying out sustainable development in accordance with the Well-being of Future Generations (Wales) Act 2015 for the purpose of ensuring that the development and use of land contribute to improving the economic, social, environmental and cultural well-being of Wales.*

6.5 The Newport Local Development Plan (LDP) is the development plan for the purposes of the Planning and Compulsory Purchase Act 2004. The relevant policies are referred to below.

Strategic Policies (SP)

- **SP1** – Sustainability
- **SP18** – Urban Regeneration

General Policies (GP)

- **GP1** – Climate Change
- **GP2** – General Amenity
- **GP3** – Service Infrastructure
- **GP4** – Highways & Accessibility
- **GP5** – Natural Environment

- **GP6** – Quality of Design
- **GP7** – Environmental Protection & Public Health

Employment (EM)

- **EM3** – Alternative Uses of Employment Land

Transport (T)

- **T2** – Heavy Commercial Vehicle Movements
- **T4** – Parking
- **T5** – Walking and Cycling
- **T7** – Public Rights of Way & New Development

Waste

- **W3** – Provision for Waste Management Facilities in Development

Relevant Adopted Supplementary Planning Guidance

- Sustainable Travel
- Waste Storage & Collection
- Parking Standards

7.0 Design and Access Statement

- 7.1 The purpose of a Design and Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site. The DAS also acts as a method of demonstrating the

details of a planning application in a way that can be read both by professionals and the public. The diagram below, extracted from the Welsh Government guidance on preparing a DAS, illustrates the various considerations that need to be taken into account when preparing such a document.

Objectives of Good Design



- 7.2 The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

i) Access

- 7.3 Vehicular access to the proposed development will be taken from the existing highway, which have been purpose built to support the neighbouring commercial uses. These roads were designed to accommodate a range of vehicle types and currently serve several adjacent commercial and industrial units.
- 7.4 The site is highly accessible in regional transport terms. Junction 25 and 25A of the M4 motorway lies approximately 1.5 km to the north east , offering swift and efficient access to the national motorway network and the wider South Wales and South West England regions.
- 7.5 This established access infrastructure ensures the development will be fully integrated into the local and regional transport network without the need for additional highway interventions, thereby minimising potential disruption and aligning with sustainable planning principles.
- 7.6 As part of the developing package of management measures, those responsible for the completed project will be made aware of their responsibilities. Under the Equality Act 2010 the need to maintain facilities providing for an accessible environment are important issues to be considered including:
- Ensuring that a suitable Access Strategy has been developed identifying design detailing and the management of the Equality Act process from the inception of the complex through its whole life. This document along with the proposed building plans and Building Regulation consultation / approval are also important in this respect.

- Ensuring suitable management and personnel policies in respect of disability, both for employees and all visitors.
- Communication issues such as information, signage / wayfinding are all-important and need to be maintained.
- Management of the buildings e.g. ensuring where possible that the facilities are suitable to allow wheelchair user suitable space, updating and improving wayfinding systems, as appropriate.
- Maintenance – it is vitally important that all aspects of accessibility are maintained (e.g. keeping access routes clear, maintaining doors, keeping floor, external surfaces and sanitary facilities clear, replacing blown light bulbs).
- Awareness – where a service is provided, ensuring there is information available on the facilities and access available for disabled people. This can be via publicity material (adverts, website), or in arranging to visit the building.
- Future work – ensuring future work does not compromise access issues.

ii) Character

- 7.7 The proposed development is designed to complement the established character and function of the wider commercial development. These units are designed to support SMEs and start-up businesses, contributing to economic diversification and employment generation. The architectural treatment across the site is one that assimilates with the wider area, using contemporary industrial materials that prioritise durability, low maintenance, and visual consistency with the adjacent surrounding industrial developments.

iii) Movement

- 7.8 The development has been designed with a clear and legible internal layout to promote safe and efficient circulation of vehicles and pedestrians. Access is derived from the existing highway that have been specifically constructed to serve the existing commercial development and are capable of accommodating a full range of vehicle types.

iv) Community Safety

- 7.9 Community safety and security are embedded within the design principles of the scheme. The site layout promotes natural surveillance through the orientation of units and office space, while external lighting will be sensitively integrated to ensure well-illuminated access and circulation areas during darker hours without contributing to unnecessary light spill or glare. Entrances to each unit are visible and accessible, enhancing user safety and reducing opportunities for crime.

v) Environmental Sustainability

- 7.10 The scheme has been designed in accordance with principles of environmental sustainability, aligned with national and local policy objectives. The proposed units will incorporate sustainable construction techniques and materials that minimise embodied carbon, alongside energy-efficient building envelopes to reduce operational energy demand.

7.11 Overall, the proposed development represents a high-quality, sustainable industrial scheme that contributes positively to the local economy while maintaining a strong emphasis on safe access, environmental responsibility, and character.

8.0 Planning Appraisal

8.1 This section seeks to highlight the main issues relevant to the determination of the application and assess the scheme against the local and national planning policies referenced in section 6.0 above.

8.2 The main issues that are considered to be relevant in this case include:

- Principle of development;
- Design, Character and Site Layout
- Neighbour amenity
- Highway and transport matters

i) Principle of Development

8.3 Both local and national planning policy strongly encourage the delivery of sustainable development that makes efficient use of land, supports economic growth, and strengthens community resilience. In accordance with Policy SP13, the proposal seeks to bring a vacant and underutilised site back into productive use, ensuring that valuable land is not left idle, but instead contributes positively to the local area.

8.4 By delivering new employment opportunities, the development will directly support the creation of a more diverse and resilient local economy, while also helping to retain skills and investment within the community. Importantly, the scheme will play a central role in the wider regeneration of the area, complementing existing initiatives and enhancing the overall quality and vitality of the local environment. In doing so, the proposal not only complies with the objectives of policy SP13, but also delivers significant social, environmental, and economic benefits that will have a lasting positive impact.

ii) Design, Character, and Site Layout

8.5 The proposed development demonstrates clear and comprehensive compliance with Policy GP6 of the LDP. This policy promote high-quality design.

8.6 The proposed development has been carefully designed to make efficient and sustainable use of the site, in full accordance with Policy GP6. The layout, scale, and appearance of the scheme respect the established character of the surrounding area and enhance the existing built form. The introduction of a new access point within the existing brick boundary wall has been sensitively designed to maintain the integrity of the boundary treatment while ensuring a high-quality frontage. The design therefore represents a well considered response that achieves both functionality and visual integration.

ii) Neighbour Amenity

8.7 The scheme has been prepared in line with Policy GP2 (General Amenity), which requires that development does not result in unacceptable impacts on neighbouring uses. The site is located within an established commercial area and is not directly adjacent to any residential properties. Accordingly, concerns such

as overlooking, overshadowing, or loss of privacy do not arise. Moreover, the proposal will enhance the wider amenity of the area by bringing a vacant site back into productive use, reducing the potential for dereliction, misuse, or visual blight. By delivering a well-designed scheme that integrates with existing commercial activity, the development will not only safeguard but also improve the overall character and amenity of the locality.

iii) Highways and Access

- 8.8 The development has been designed to comply fully with Policy GP4 (Highways & Accessibility), which requires safe and sustainable access arrangements. The scheme will create a new vehicular access through the existing brick boundary wall, designed to modern highway standards and incorporating suitable visibility splays to ensure safety for all users.
- 8.9 The development will utilise the existing highway network and provide 14 on-site parking spaces, which meets operational requirements and avoids additional parking pressures on surrounding streets. Provision for pedestrian and cycle access is also incorporated, supporting sustainable travel choices in line with both local and national policy. The proposal therefore represents a safe, accessible, and sustainable form of development that aligns with established planning policy.

9.0 Summary

- 9.1 In conclusion, the proposed development represents a carefully considered, sustainable employment scheme that fully accords with the relevant policies of the adopted Newport Local Development Plan (LDP) and national planning guidance.

- 9.2 Taken together, the proposed design, amenity safeguards, and highways arrangements ensure that the development is both policy compliant and deliverable. By creating a high-quality and accessible scheme, the proposal will enable the reuse of vacant land and deliver employment opportunities, fully in line with Policy SP13. In doing so, it will contribute to the regeneration of the area, strengthen the local economy, and support the creation of a sustainable and resilient community. The development therefore represents a well balanced proposal that achieves economic, social, and environmental benefits in accordance with both local and national planning objectives