

PLANNING, DESIGN AND ACCESS STATEMENT

**Proposed new industrial building to house pallet
manufacturing and repair facilities together with
external materials and pallet storage areas including
storage shelter and associated facilities**

Land at West Way, Newport

April 26



Summary

Proposal

New industrial building to house pallet manufacturing and repair facilities together with external materials and pallet storage areas including storage shelter and associated facilities.

Location

Land Parcel B16 off West Way Road, Newport Docks, Newport

Date

April 26

Project Reference

26.135

Client

ASR Projects Ltd

Product of

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Introduction, Brief and Vision

Introduction

The purpose of a Planning, Design & Access Statement (PDAS) is to provide a clear and logical document to demonstrate and explain the various facets of planning, design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

The submitted Planning, Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

The statement is subdivided into seven sections, commencing with a brief summary of the proposal within this section (Section 1). This section also outlines the brief and vision for the project, whilst Section 2 goes on to provide an overview of the site context and analysis. Section 3 interprets and applies the context of the brief and vision for the site. Section 4 demonstrates the proposals, whilst Section 5 summarises the relevant planning policy to this proposal. Section 6 sets out the appraisal of the proposed development against planning policy. The document then concludes, under Section 7.

Summary of Proposal

Asbri Planning is appointed as planning agent to ASR Projects Ltd to prepare this Planning, Design and Access Statement to accompany a full planning application for the proposed new industrial building to house pallet manufacturing and repair facilities together with external materials and pallet storage areas including storage shelter and associated facilities at Land Parcel B16 off West Way Road, Newport Docks, Newport.

Vision

The proposed development aims to develop unused land at West Way Road for the provision of industrial units, as well as an access road onto West Way Road.

Brief

The project brief has guided the design process resulting in a layout that accommodates 1 no. manufacturing building, 1 no. covered pallet storage area, staff parking, waste material recycling storage, and 3 no. portakabins. The proposals include two access points to the existing main carriageway to the west of the site.

Site and Context Analysis

Site Description

The proposed development is located within the Newport Docks towards the south west of Newport city centre, covering approximately 1.39 hectares. The site is bounded by existing parking for other units on the northern and southern boundaries, West Way Road to the west, and railway tracks to the east.

Flood Risk

The site lies between the River Usk and the Ebbw River and is located within Flood Zone 2 (River and Sea flooding).

Surroundings

The site is located on West Way Road within the Newport Docks, located approximately 2.6 kilometres south east of Newport city centre. It is located 0.4 kilometres west of Alexandra Dock, and benefits from convenient access to Usk Way, with further connections to the M4. The immediate surroundings are industrial, with no other land uses surrounding the site.

Access

Vehicular access to the site is from the west via West Way Road, with connections to the rest of Newport Docks. The nearest bus stop is approximately 1 kilometre to the north at 28 East Retail Park, and provides service to Newport city centre via the 32 and 41 service. The site is located approximately 3 kilometres away south of Newport Train Station.

Interpretation

The concept for the development of the site has derived from the following:

- Full site analysis including a full desktop study of the site and its surroundings
- Discussions with the client and a full understanding of the brief and vision of the project.

The above steps have presented the key opportunities and constraints for the site, as outlined below

Opportunities and Constraints

The application site, located within Newport Docks presents the perfect opportunity for the proposed development due to the focal position within an area of similar uses. The site is easily accessible from the West Way Road, and is easily accessible to Usk Way and the M4.

Opportunities

Access - The site benefits from access from an existing wide road, which is able to cater for lorries and other vehicles.

Surrounding context – The units within the surrounding area are of similar size and scale compared to the proposed development. Therefore, it is not considered that the proposals are materially different compared to its surrounding context.

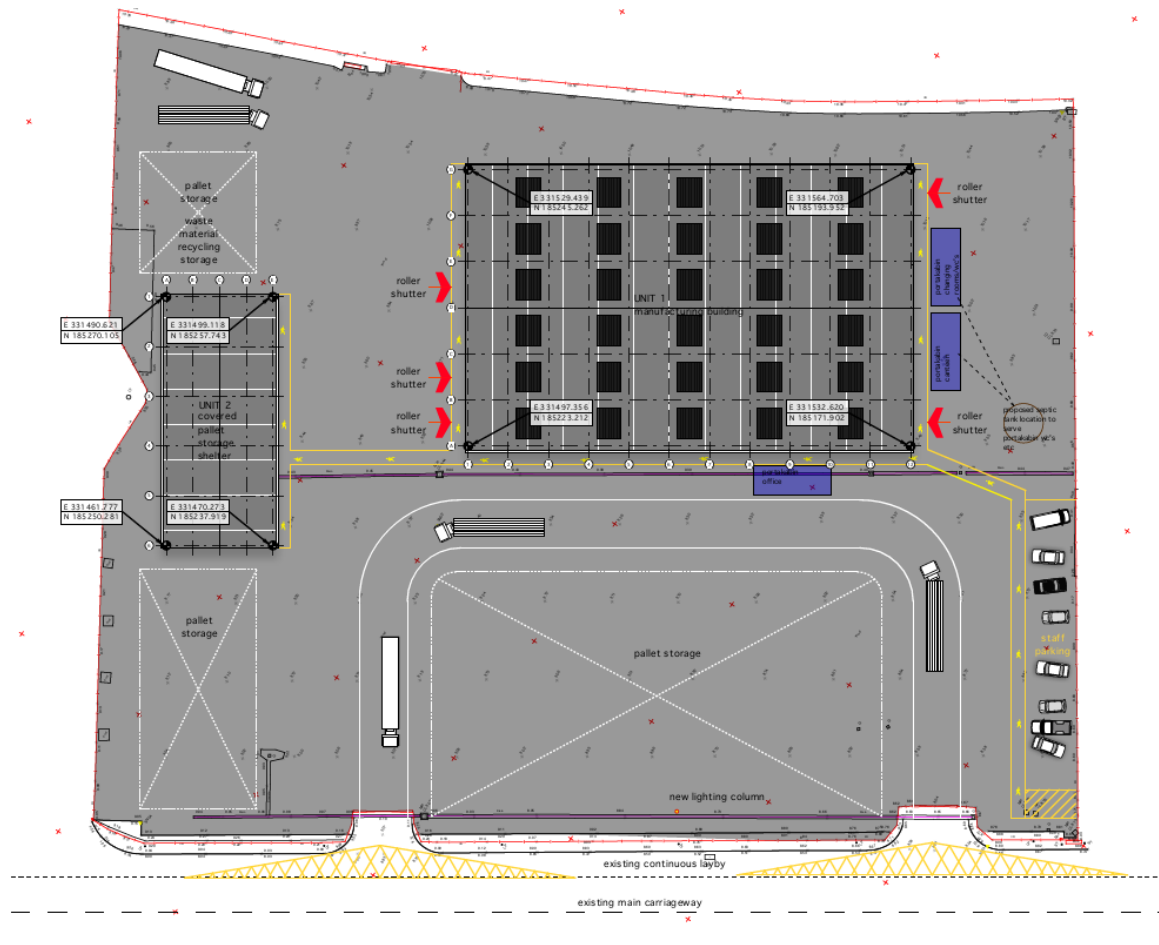
Site Allocation - The site is located within the Allocated Employment Site, meaning that the use of the proposals will be similar to its surrounding uses and will be in line with Newport's policies.

Constraints

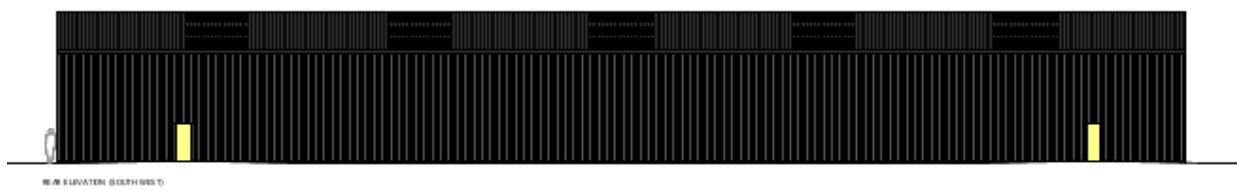
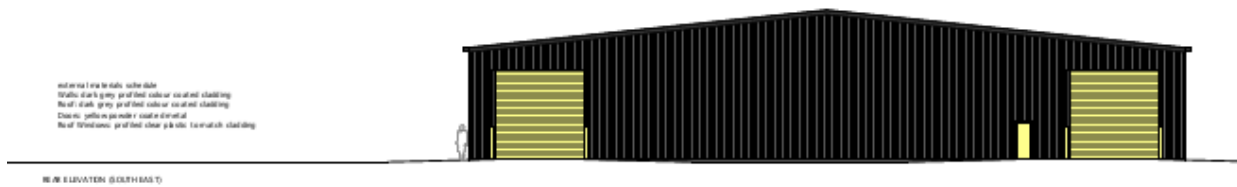
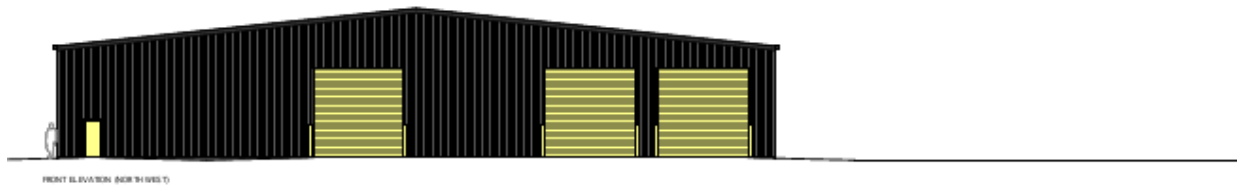
Flood Risk – As identified above, the site lies with Flood Zone 2 for River and Sea flooding. The FCA carried out by Vale Consultancy (Consulting Civil & Structural Engineers) was conducted to show the risk of flooding on the proposed development, in line with paragraph 6.6.24 of Planning Policy Wales (PPW) Edition 12 and Technical Advice Note 15: development, flooding and coastal erosion.

The Proposal

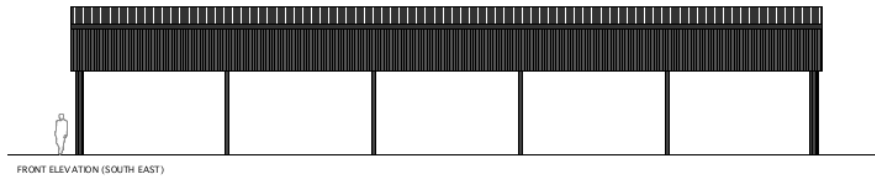
Proposed Site Layout



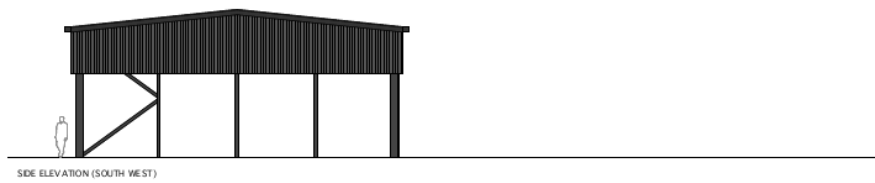
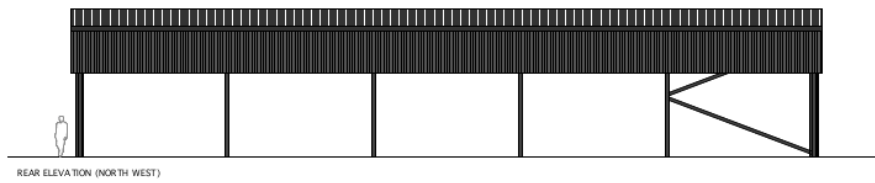
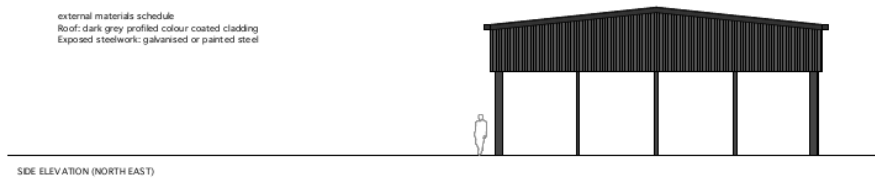
Proposed Elevations – Unit 1



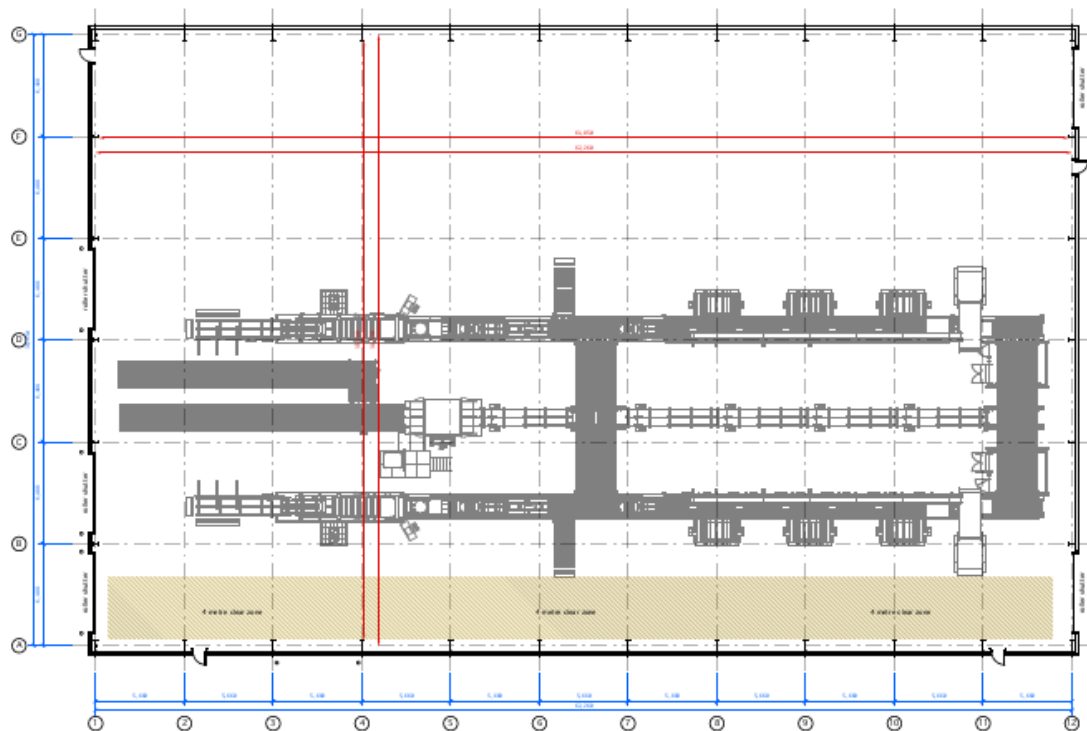
Proposed Elevation – Unit 2



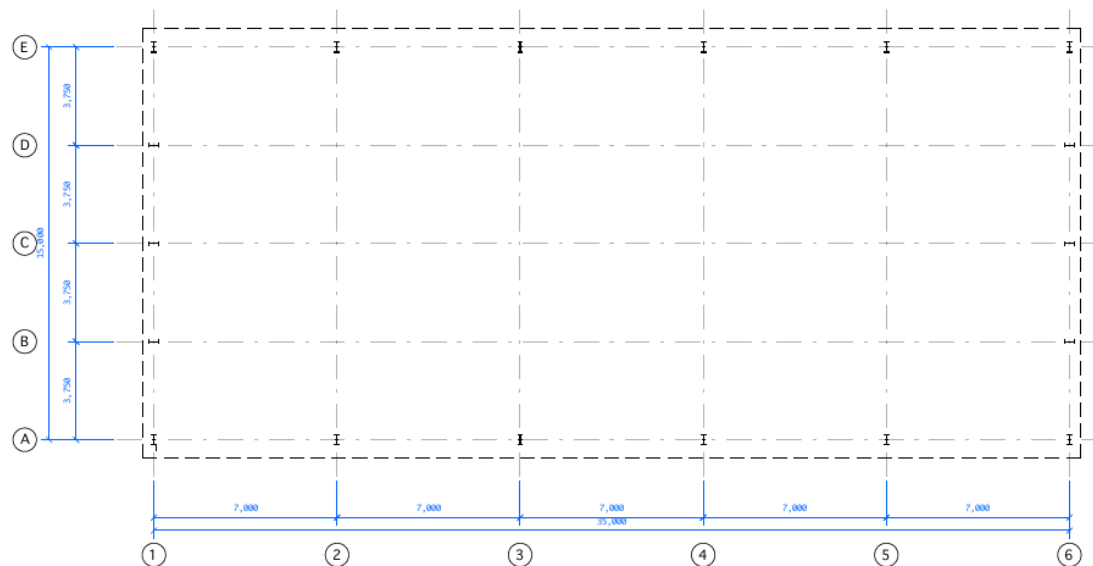
external materials schedule
 Roof: dark grey profiled colour coated cladding
 Exposed steelwork: galvanised or painted steel



Proposed Floor Plans – Unit 1

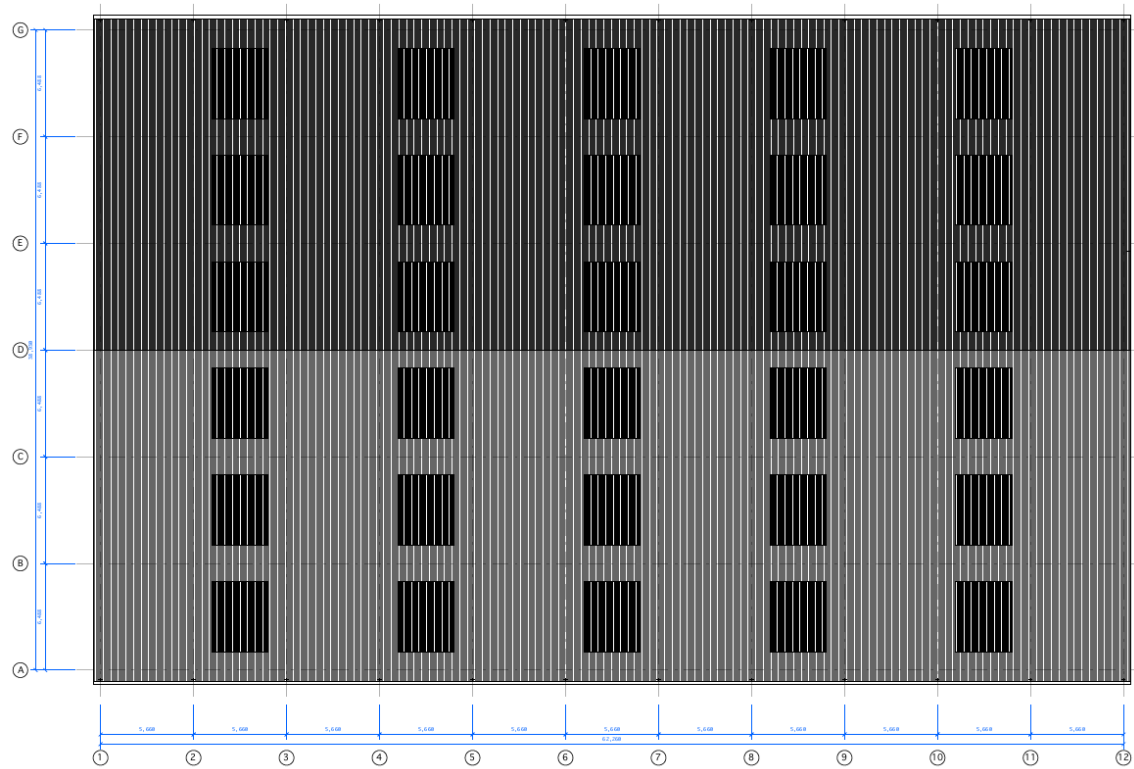


Proposed Floor Plans – Unit 2

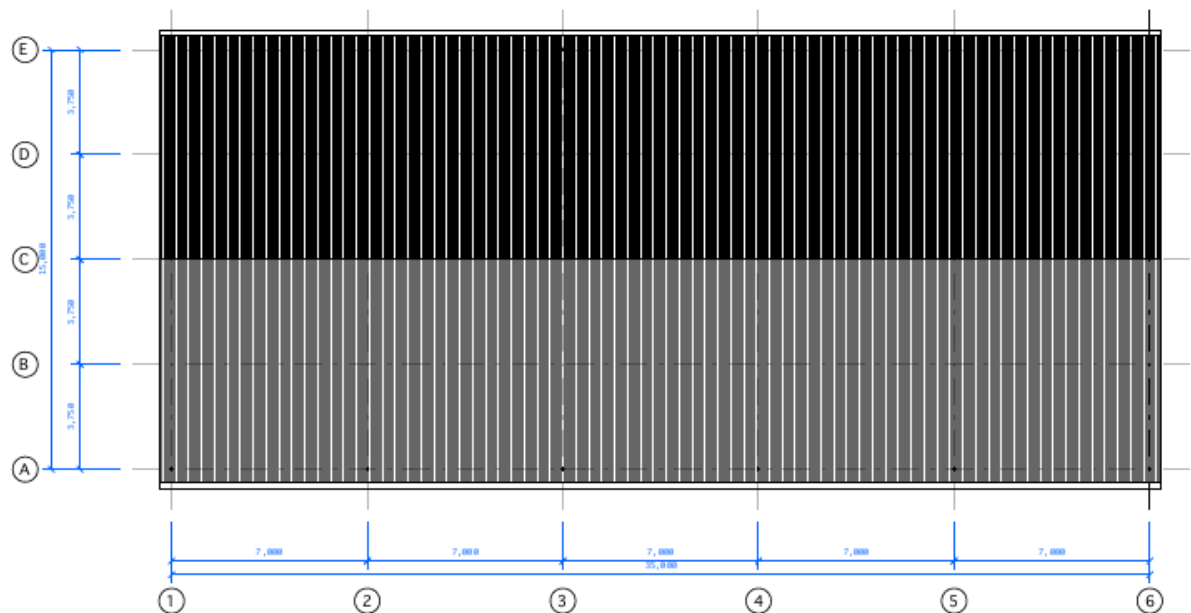


GROUND FLOOR

Proposed Roof Plan – Unit 1



Proposed Roof Plan – Unit 2



ROOF PLAN

Overview

The proposed development comprises of 1 no. manufacturing building, 1 no. covered pallet storage area, 3 no. pallet storage areas, 3 no. Portakabins, as well as an access road with two access points providing egress and ingress into the site. The development will also staff parking areas, as well as a proposed septic tank to serve the portakabins.

Access and Movement

The site benefits from access from the western boundary, and as shown on the site plan above, the proposals aim to include a secondary access point to the north of the existing access point onto West Way Road.

The site benefits from a flat gradient and is bounded by parking for the adjacent industrial units to the north and the south. It is bounded by a railway track to the east. As shown on the proposed site plan above, there will be allocated pedestrian walkways throughout, ensuring that the development will be accessible for all users, which will maintain pedestrian safety.

The new access point will improve the flow of traffic throughout the site, and will create a one way road system, and it will ensure that the movement of lorries are safe.

Scale

Due to the nature of the scheme, the two industrial units proposed will be the only buildings that proposes an increase in the built form or footprint. It is considered that the proposed units will not cause any issues relating to overlooking/privacy as Unit 1 measures a maximum 8.5 meters in height, and Unit 2 measures a maximum of 7 meters in height, hence not negatively impacting nearby units in respect of overbearing, overshadowing, and loss of privacy.

Unit 1 being the manufacturing element of the proposal is the larger of the two units measuring approximately 2,500m² in floorspace whereas Unit 2 which will be used for covered pallet storage, measures approximately 580m² in area.

Layout

The site will be laid out on a way that effectively ensures effective movement for lorries, as well as ensuring visibility and turning points for in order to ensure adequate highway safety. A secondary access point will be included on the north west of the site to reduce traffic congestion and flow. The proposed development will also include staff parking on the southern boundary of the site, with pedestrian walkways, to ensure safe pedestrian movement.

Unit 1 is proposed to be sited along the eastern boundary on a north-south axis whilst Unit 2 will be positioned parallel to the northern boundary on an east-west axis. Three separate external pallet storage areas are illustrated on the site plan.

Appearance

The external materials that will be used as part of the proposed development are listed as following:

Unit 1

- Walls: dark grey profiled colour coated cladding
- Roof: dark grey profiled colour coated cladding
- Doors: yellow powder coated metal
- Roof Windows: profiled clear plastic to match cladding

Unit 2

- Roof: dark grey profiled colour coated cladding
- Exposed steelwork: galvanised or painted steel.

The roof typology will comprise shallow gable roofing with large openings to allow for easy access. The units will therefore be functional and industrial in design which is reflective of the surrounding context.

Environmental Sustainability

The proposals will ensure that ecology enhancements will be provided such as Bat and Bird Boxes as part of the development to ensure that a Net Benefit for Biodiversity will be complied with in accordance with Chapter 6 of Planning Policy Wales relating to Natural and Distinctive Places.

Community Safety

The development has been designed with community safety and safeguarding in mind. The layout provides natural surveillance through the careful layout of the staff parking, access road, and the layout of the industrial units on the eastern and northern boundaries of the site.

Planning Policy

There are a series of documents that form part of the planning policy framework for the determination of this application. At a national level, the twelfth edition of Planning Policy Wales (PPW) will be followed as well as its relevant Technical Advice Notes (TANs), as well as the Future Wales the National Plan: 2040.

At a local level, the relevant Local Development Plan (LDP) is the Newport LDP (Adopted in January 2015), as well as its relevant Supplementary Planning Guidance (SPGs).

National Development Framework: Future Wales – The National Plan 2040

Future Wales – the National Plan 2040 is Wales development framework, setting the direction for development in Wales to 2040. It contains a 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.

Planning Policy Wales (Edition 12)

PPW Edition 12 (Adopted February 2024) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

Technical Advice Notes

Planning Policy Wales is supported by 18 Technical Advice Notes (TANs), the following of which are considered to be relevant to the proposed development:

- TAN 5: Nature Conservation and Planning
- TAN 11: Noise
- TAN 12: Design
- TAN 15: Development, Flooding and Coastal Erosion
- TAN 18: Transport
- TAN 23: Economic Development

Local Level: Newport's Local Development Plan

The development plan for the purposes of Section 38 (6) of the Planning and Compulsory Purchase Act 2004 is the Newport Local Development Plan (LDP), which was adopted in January 2015 and comprises of the prevailing Local Development Plan for the area. Newport Docks are identified as an Employment Site under Policy EM2 – Newport Docks. The LDP policies contained in the table are considered relevant to the proposed development.

Policy Reference	Relating to
<i>Spatial Strategy and Strategic Policies</i>	
SP1	Sustainability
SP3	Flood Risk
SP4	Water Resources
SP17	Employment Land
<i>General Policies</i>	
GP2	General Amenity

GP3	Service Infrastructure
GP4	Highways and Accessibility
GP6	Quality of Design
<i>Environment</i>	
CE1	Routeways, Corridors and Gateways
<i>Employment</i>	
EM1	Employment Land Allocations
EM2	Newport Docks
<i>Transport</i>	
T1	Railways
T2	Heavy Commercial Vehicle Movements
T3	Road Hierarchy
T4	Parking

Appraisal

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 main issues of relevance to this proposal are;

- The **principle of development**;
- The impact of development on the surrounding area in relation to the **scale, amount and appearance**;
- The impact of the development on **access and movement**;
- The impact of **flood risk** on the development;

Principle of Development

In relation to the principle of development, the site is located within the defined settlement boundary for Newport. It lies within an Allocated Employment site (EM2 – Newport Docks), and does not have any other allocations apart from this.

Policy 1 of Future Wales identifies Cardiff, Newport, and the Valleys as a National Growth Area, where there will be growth in employment and housing opportunities and investment in infrastructure. It states that these areas are internationally and nationally significant places and this strategy promotes their continued growth and regeneration. Therefore, on the basis of this, it is considered that creating the provision of industrial units at Newport Docks will provide investment opportunities and support employment growth, hence supporting the criteria under Policy 1 of Future Wales.

Paragraph 3.55 of PPW (Edition 12) states that land should *"wherever possible, be used in preference to greenfield sites where it is suitable for development"*, as the re-use of land will *"promote sustainability principles and any constraints can be overcome"*. Therefore, as the proposed development will be utilising brownfield land within an allocated site, the proposals are considered to be in line with paragraph 3.55 of PPW (Edition 12).

The adopted LDP states that the number of redundant sites within Newport are a major issue, although the LDP notes that these sites represent a major resource, which provides *"opportunities to carry out development in a sustainable way"*. Policy T1 (Railways) of the states the importance of *"protecting and encouraging rail access to industrial development, especially on the lines to Newport Docks and Uskmouth."* As shown on the site plan above, the site is located adjacent to the railway line within Newport Docks. However as shown on the site plan, it is not considered that the proposed development will have an impact on existing railway, hence following policy T1 of the adopted LDP.

Therefore, it is considered that the principle of development for developing the site for industrial units is considered acceptable, as it is in line with national planning policy, and is also in accordance with LDP strategies and policies EM2 and T1.

Scale, Amount, and Appearance

As shown above, the development 1 no. manufacturing building, 1 no. covered pallet storage area, 3 no. pallet storage areas, 3 no. Portakabins, as well as an access road with two access points into the site. Policy GP6 (Quality of Design) states that *"all development should be sensitive to the unique qualities of the site and respond positively to the character of the area"*. As it is proposed to only include industrial development and materials that are similar to the surrounding industrial units, it is considered that the proposals reflect the surrounding area in relation to character of the area.

Policy GP6 also states that *"new development should appropriately reflect the scale of adjacent townscape. care should be taken to avoid over-scaled development"*. As stated above, Unit 1 measures approximately 8.5 meters in height, and Unit 2 measures approximately 7 meters in height. The nearest neighbouring industrial unit is located 50 meters to the north east of the site. Therefore, it is not considered that the proposed development will be over-scaled, nor will it have a negative impact on the surrounding industrial units.

Therefore, it is considered that the scale, amount, and appearance of the proposed development will not cause any material impacts in relation to overlooking or overshadowing on surrounding industrial units, and the proposed development is considered to respect the quality and character of the surrounding area, as in line with policies GP2 (General Amenity) and GP6 (Quality of Design) of the adopted LDP.

Access and Movement

As shown above, the proposals aim to include a secondary access point to the north of the existing access of the site onto West Way Road. Policy GP4 (Highways and Accessibility) of the adopted LDP should ensure that *"development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network"*. The new access point will improve the flow of traffic throughout the site, and will create a one way road system, which will ensure that the movement of lorries are safe.

Policy GP4 (Highways and Accessibility) also states that development proposals should *"provide appropriate access for pedestrians"* and *"provide suitable and safe access arrangements"*. It is proposed that an allocated pedestrian walkway will be included as part of the proposal, ensuring that the site will be accessible for all users, and will enhance the safety of the site.

Therefore, it is considered that the proposed development will allow safe and efficient access for vehicles and pedestrians, and is in line with policy GP4 of the adopted LDP.

Flood risk

As highlighted above, the site lies within Flood Zone 2 (Rivers and Sea Flooding). Paragraph 6.6.24 of PPW (Edition 12) states that a Flood Consequence Assessment (FCA) should *"assist understanding of how natural and man-made defences work as integral components of places and provide a means by which the cumulative effects of development can begin to be understood"*, and should not *"increase flood risk arising from river and/or coastal flooding on and off the development site itself."*

An FCA carried out by Vale Consultancy (Consulting Civil & Structural Engineers) found that the risk of flooding to the site from all sources is considered low and that the scheme comprises a less vulnerable commercial use that aligns with the existing and wider site uses, and therefore does not represent an increase in vulnerability classification. The report also concluded that potential flood consequences are considered acceptable and manageable over the lifetime of the development.

Therefore, it is considered that the constraint of the site being located at within an area at risk of river and sea flooding (Flood Zone 2) poses a low risk, and is manageable within the development's lifetime, in line with paragraph 6.6.24 of PPW and Technical Advice Note 15: development, flooding and coastal erosion.

Conclusion

This Planning, Design and Access Statement has been prepared for ASR Projects Ltd to accompany an application the proposed new industrial building to house pallet manufacturing and repair facilities together with external materials and pallet storage areas including storage shelter and associated facilities.

The document provides a summary of the development proposals alongside a consideration of the site context including opportunities and constraints.

A key benefit and opportunity for development on the site is that it is located within an existing allocated employment site, meaning that the principle of development is firmly established in line with national and LDP policies, and the proposed use is not greatly different from the surrounding existing uses.

The site also benefits from access to a well-established highway network, and therefore sufficient for the proposed use in terms of traffic generation.

The proposals will also ensure that ecology enhancements will be provided such as Bat and Bird Boxes as part of the development to ensure that a Net Benefit for Biodiversity will be complied with as part of the Welsh Government Policies. Overall, the evidence provided within this Planning, Design and Access Statement shows that the proposed development will provide a beneficial use to the site.