

PLANNING STATEMENT

**LAND OFF BUCHANAN WAY, CELTIC SPRINGS
BUSINESS PARK, SPOONER CLOSE, NEWPORT**

October 25



Summary

Proposal

Full planning application for the construction of an Office Centre (B1 Use) and associated works

Location

Land off Buchanan Way, Celtic Springs Business Park, Spooner Close, Newport, NP10 8FZ

Date

October 25

Project Reference

Asbri ref. S24.200

Client

Wales & West Utilities

Product of

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Report Revision No.

Revision A

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Introduction

- 1.1 Asbri Planning is appointed as planning agent to Wales & West Utilities to prepare this Planning Statement to accompany a full planning application for the construction of an Office Centre (B1 Use) and associated work at Land off Buchanan Way, Celtic Springs Business Park, Spooner Close, Newport, NP10 8FZ.
- 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 following drawings prepared by Sauro Architects to accompany the application:

Drawing name	Drawing reference
Site Location Plan	LP01
Existing Site Plan	P01
Proposed Site Plan	P02
Ground Floor Plan	PB01
First Floor Plan	PB02
Elevations/3D Plan	PB03

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

Document	Prepared by
Planning Application Form	Asbri Planning
Planning Statement	Asbri Planning
Preliminary Ecological Appraisal	Ecological Services Ltd
Soft Landscape Proposals	Dp Landscaping
Green Infrastructure Statement	Dp Landscaping
Transport Statement	Asbri Transport

- 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

The site

- 2.1 The site comprises an unused car park of 0.81ha, which slightly slopes up to the north. It predominantly consists of concrete hardstanding, with wooden fencing in place to separate out the parking bay areas. Vegetated areas are located to the east and south, with hedgerow bordering the north and west sides. To the south, the site is adjacent to Little Trees Celtic Springs (nursery school) car park. Access to the site may be gained via an existing junction on Buchanan Way, which is shared with the adjacent nursery.

Context Analysis

- 2.2 The site is located within Celtic Springs Business Park. Nearby businesses include, but are not limited to, Dwr Cymru Welsh Water, Airbus Group, Wales & West Utilities, HSJ accountants, K W L Architects and SSCL. A number of residential dwellings are located beyond the business park to the west, with mixed-use properties found to the east. The M4 motorway and greenbelt is situated to the north, and industrial land is found to the south.

Highways

- 2.3 In terms of transport, the site is accessible via the A48 and M4 Motorway (J28). A bus stop is located 150m away to the south-east at Lakeside Drive (Stop ID: nwpgpgj), which provides public transport into central Newport (Service 35 and Service 36). Pye Corner Train Station is approximately 2.3 miles to the north, which provides access to Cardiff, Manchester, Swansea and Bristol. Furthermore, Newport Train Station is approximately 3.5m to the north-east of the site. Pavements are provided throughout the vicinity of the site to provide safe pedestrian walkways.

Flood Risk

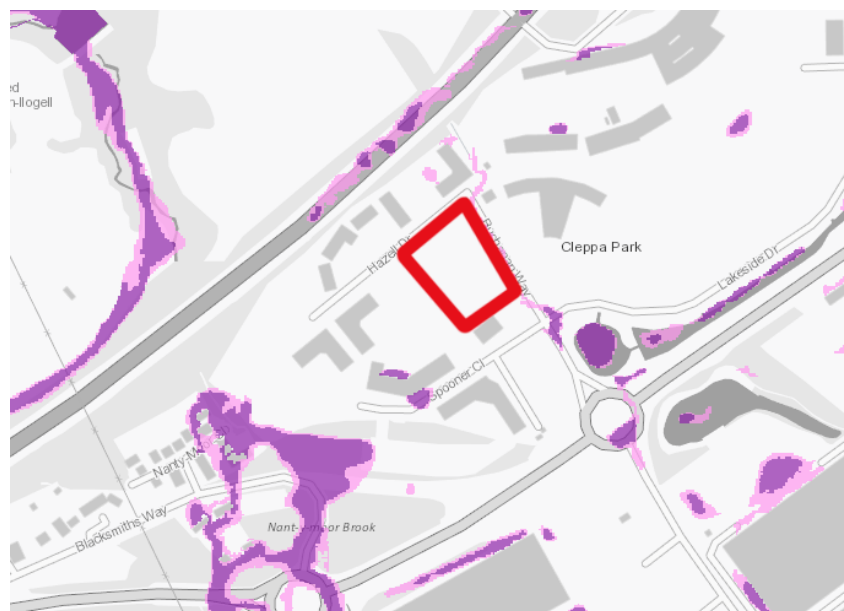


Figure 1: Flood Map for Planning

- 2.4 A review of the Flood Map for Planning (produced by Natural Resource Wales) demonstrates that the site is largely located outside of any flood zone, except for a very slight area at the eastern boundary which sits within flood zone 2 (surface water and small watercourses). This map was adopted in March 2025 alongside TAN 15, and is based on the most up to date information from a flood risk perspective and is used to inform planning decisions.

Public Right of Way (PRoW)



Figure 2: Bing OS Map

- 2.5 A review of Bing's OS map reveals that no PRoW's cross or are adjacent to the site. However, there is a footpath located to the north west of the site (albeit at the northern side of the M4 motorway).

Historic Environment

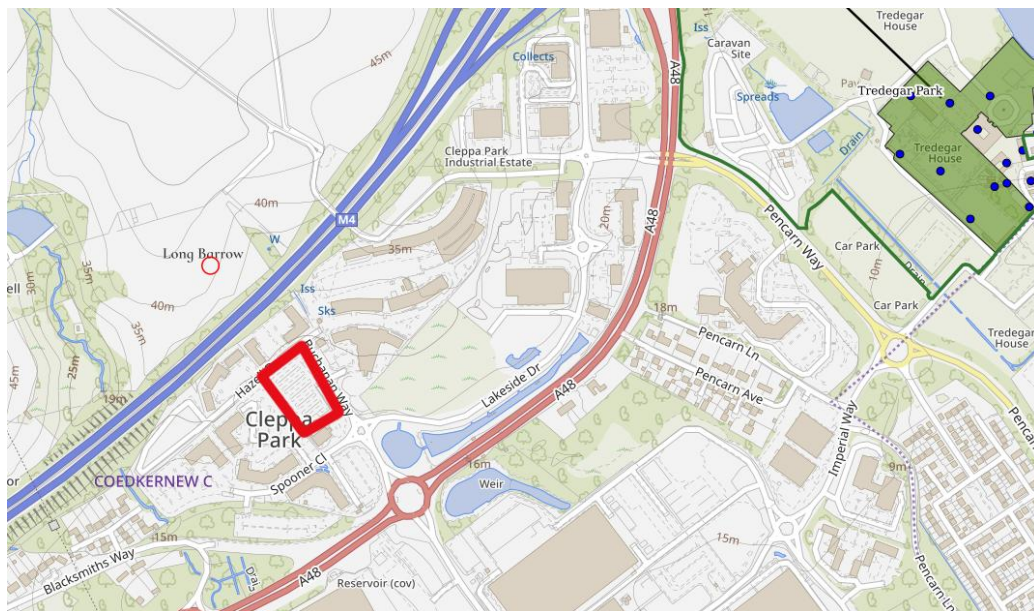


Figure 3: Cadw Records

- 2.6 A review of Cadw mapping identifies that there are no Designated Historic Assets within the site boundary or adjoining the site. The nearest Designated Historic Asset is Gwern y Cleppa Burial Chamber (Scheduled Monument, reference MM022), which is located 240m to the north. Additionally, Tredegar Park (Registered Historic Park and Garden, reference PGW(Gt)48(NPT)) and Tredegar House (Grade I Listed Building, reference 2902), alongside a number of associated Designated Historic Assets, are found 1.13km to the east.

Historic Mapping

- 2.7 Both the historic OS (1868-1892) and LiDAR mapping suggest that the site was undeveloped prior to the construction of the current car park.

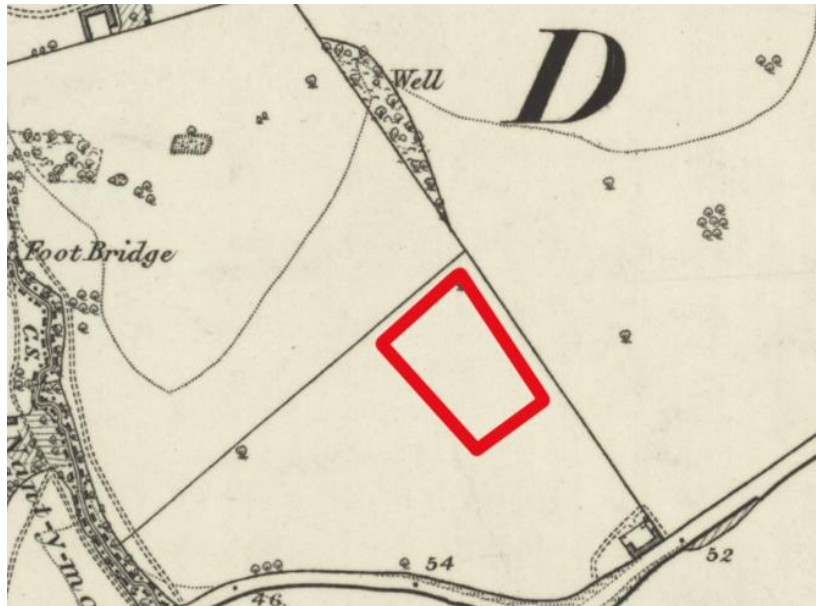


Figure 4: Historic 6" OS Map 1868-1892

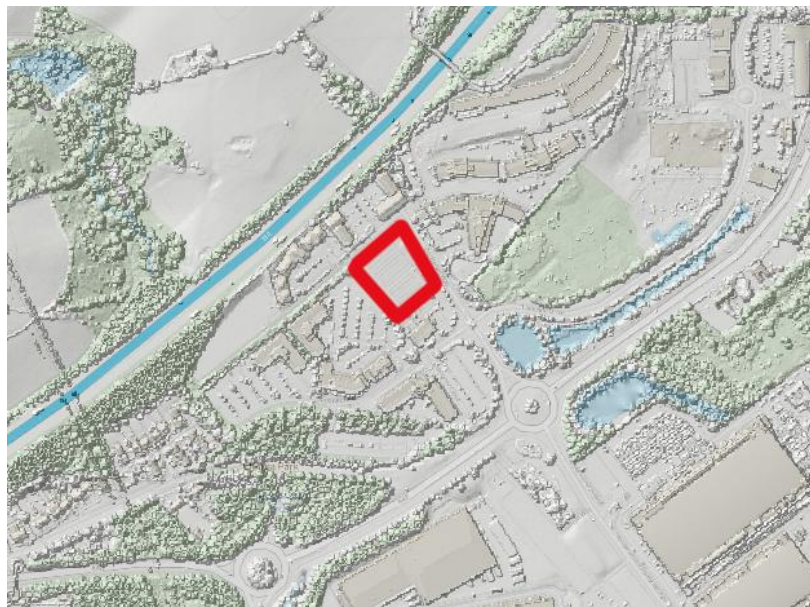


Figure 5: 1m LiDAR Hillshade 2020-2022 Map

Planning History

- 2.8 A review of Newport City Council's online planning records identifies the following relevant applications at the site:

Reference	Description	Decision
91/0098	DEVELOPMENT OF A TECHNOLOGY PARK (CLASS B1 - BUSINESS)	No Objections (Trees ConsArea) 05 Apr 1991

00/0899	OUTLINE APPLICATION FOR B1 (BUSINESS) AND C1 (HOTEL) DEVELOPMENT	Granted Conditions 19 Sep 2000	with
06/0106	ERECTION OF 3NO. THREE STOREY OFFICE BUILDINGS AND ASSOCIATED CAR PARKING, WITH EXTERNAL SERVICES ACCOMMODATION (RESERVED MATTERS RELATING TO PLANNING PERMISSION 00/0899)	Withdrawn 15 Jun 2006	
06/0874	PROPOSED 120 BEDROOM HOTEL WITH LEISURE, CONFERENCE AND MEETING FACILITIES, A TWO STOREY NURSERY AND 180 ASSOCIATED CAR PARKING SPACES	Granted Conditions 11 Sep 2006	with
07/0357	PROPOSED 143 BEDROOM HOTEL WITH LEISURE, CONFERENCE AND MEETING FACILITIES AND 153 CAR PARKING SPACES	Granted Conditions 17 Sep 2007	with
16/0209	CONSTRUCTION OF A TEMPORARY CAR PARK AND ASSOCIATED WORKS	Granted Conditions – old 13 May 2016	with
19/1159	PROPOSED VARIATION OF CONDITION 04 OF PLANNING PERMISSION 16/0209 TO EXTEND TEMPORARY PERMISSION OF LAND AS CAR PARK FOR FURTHER 3 YEARS	Granted Conditions 04 Feb 2020	with

Proposals

- 3.1 The proposal seeks to construct an office building within a B1 use for Wales and West Utilises, alongside associated works.

Amount

- 3.2 The proposal will accommodate the following users/spaces for the development:
- Approx. 30 staff members
 - The site will be operational 24 hours although will have circa 30 staff at peak times with 10 during off peak times
 - 30 proposed car park spaces
 - 4 EV charging bays
 - 2 disabled spaces
 - Motorcycle/cycling storage

Scale

- 3.3 The proposed development will be designed to be 2 storeys in scale, with the ground floor area being 381m², and the first floor being 386m². The overall site boundary measures approx. 0.81 hectares which includes the existing car park, the smaller car park outside the nursery to the southeast, and the grassland/hedgerows along the boundary.

Layout

- 3.4 The proposed layout will be designed in line to provide both security to the site whilst ensuring a high level of landscape planting can be achieved to meet Net biodiversity benefits in the surrounding area.
- 3.5 The site will be accessed via the original main entrance point on the eastern border, providing direct access to the main car park, south of the proposed office building. The proposal access control measures via an additional security gate to ensure only authorized personnel can enter the site. Perimeter security fencing will also surround the whole of the site, which will strengthen the physical barriers of the site to prevent unauthorised access.
- 3.6 A pedestrian access path/gate will run from the car park to the main office building, as well as a separate emergency/maintenance vehicle access point along the western boundary to the building. The site will also include 2 Sustainable Drainage Systems (SuDS) to manage surface water runoff.

Appearance

- 3.7 The proposal will be designed to ensure the use of high-quality external materials which will be complementary to the existing character and appearance of its surrounding area and will include extensive landscaping, as well as green and blue infrastructure provision to ensure the development seamlessly integrates into its wider surroundings.
- 3.8 As mentioned, the development will include a 2-storey office building with a rectangular footprint measuring 15x30M, set off the site boundaries, finished in metal, brick fascade, and tinted glass. The LPA raise no objection in regard to the proposed scale and massing as indicated, additionally, a high quality external finish to complement the existing surrounding buildings would not raise concern.

Access and Parking

- 3.9 The site will be accessed via the existing main entrance towards the southeast of the site, which will lead to the site car park through the access-controlled barriers. The proposed staff/visitor car park will hold 30 spaces in total, which will include 4 EV charging bays (in accordance with Policy 12 of Future Wales's 10% provision), 2 disabled spaces, and motorcycle parking if needed. The car park will also be surrounded by security fencing to prevent unauthorised access.
- 3.10 The proposal also includes a pedestrian access gate from the car park to the office building, and an emergency/maintenance vehicle access gate towards the west of the site.

Landscaping

- 3.11 The site benefits from extensive landscaping which will comprise hedgerows, trees and new shrubs. There are generous areas of wildflower planting which will significantly improve the sites biodiversity in comparison to the existing tarmacked car parking area.

Pre-Application Discussions

- 4.1 The proposed development has been subject to a pre-application enquiry with Newport City Council (pre-application reference PRELET/ P/25/0042). The Case Officer (Adam Foote) consulted with relevant consultees and provided a written report. A summary of the written pre-application report is provided below.

Consultation Comments

- 4.2 Pre-application comments were received from the Local Highways Authority and Newport's Landscape Officer. The Highways Officer noted that the site has existing access and relatively intense potential use already. As such, no highway issues were anticipated, subject to the provision of parking and cycle parking in accordance with current policies. The Landscape Officer advised that a five-year Soft Landscape Plan, as well as a detailed Landscaping Scheme would be required to support this full application. Furthermore, it was noted that above ground SuDS may be required to meet amenity and biodiversity standards, and indicative or detailed proposals should be included in the Landscaping Scheme.

Officer Assessment

- 4.3 The Case Officer affirmed that no in-principle objection or concerns had been identified regarding the principle of development, given that the site was identified as previously developed land which is within the settlement boundary and forms part of a wider allocation for B1, B2 and B8 uses (LDP policy EM1 i).
- 4.4 It is acknowledged that limited information in regard to design was provided to accompany the pre-application enquiry. Notwithstanding, the LPA raised no objection in relation to the proposed two-storey scale and massing as indicated, and further noted that a high-quality external finish to complement the existing surrounding buildings would not cause concern. In addition, it was advised that any potential massing impact should be broken up through the elevational design and use of materials; an element of visual interest is expected despite the design for functionality. Regarding boundary treatments, the LPA advised that they were satisfied that proposals would not have a detrimental visual impact on amenity and character, subject to further details pertaining to the design, external finishes, boundary treatments and landscaping on site.
- 4.5 Regarding highway and pedestrian safety, the Case Officer noted that parking details (including cycle parking and 10% provision for electric vehicle charging) would need to be included to support the full application.
- 4.6 The nature of the ecological site context was acknowledged by the Case Officer, who advised that a preliminary ecological assessment would likely not be required. However, it would be necessary to provide on-site net benefits for ecology and biodiversity, informed by a Green Infrastructure Statement.
- 4.7 In relation to drainage, it was recommended that the developer enters early discussions with Dwr Cymru Welsh Water. In addition, the Case Officer explained that it was unclear from the pre-application submission whether the total development area would trigger the need for SuDS. Notwithstanding, it was noted that the proposal would need to be accompanied by information detailing the sustainable drainage system to serve the development.

Planning Policy Context

Introduction

- 5.1 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”*.
- 5.2 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.
- 5.3 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.
- 5.4 The Development Plan comprises the following:
- National Development Framework: Future Wales – The National Plan 2040 (February, 2021);
 - Newport City Council Local Development Plan (January, 2015)
- 5.5 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

- 5.6 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. As stated above, the National Development Framework has Development Plan status.
- 5.7 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

- 5.8 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

- 5.9 It is further explained that *"Our strategy is to build on existing strengths and advantages. It encourages sustainable and efficient patterns of development, based on co-locating homes with jobs and vital services and the efficient use of resources"* (page 60).

- 5.10 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).

Placemaking

- 5.11 Placemaking forms a key concept upon which many national planning policies are based. It is set out at Page 65 of Future Wales that *"Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration"*.

- 5.12 Policy 2 of Future Wales is of key relevance in terms of 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."*

- 5.13 Further detail on the Welsh Government's strategic placemaking priorities is set out at Page 66 of Future Wales. Key placemaking principles are summarised below:

Mix of uses

To create activity throughout the day and enable people to walk and cycle, rather than being reliant on travelling by car, places should have a rich mix of residential, commercial and community uses within close proximity to each other. Urban growth and regeneration should integrate different uses within neighbourhoods.

Variety of housing

To ensure places are socially mixed and cater for varied lifestyles, they should have a mix of housing types and tenures and space that allows for home-working. Urban growth and regeneration should cater for families, couples and single people of different ages, as well as providing a mix of affordable and private housing.

Walkable scale

To enable active and healthy lives, people should be able to easily walk to local facilities and public transport. Urban growth and regeneration should be focused within inner city areas and around town centres, as well as around mixed use local centres and public transport. Co-working hubs offering an alternative to home-working are an important feature of the economy, and these should be located in town and local centres.

Density

To support the economic and social success of our towns and cities, including sustaining public transport and facilities, urban growth and regeneration should increase the population density of our towns and cities. New developments in urban areas should aim to have a density of at least 50 dwellings per hectare (net), with higher densities in more central and accessible locations. It may be necessary to take social distancing requirements into consideration when designing public and communal spaces.

Street network

To provide a framework for different uses and types of housing to be integrated within neighbourhoods, urban growth and regeneration should be based on a network of streets that enable social distancing if necessary. The street network should be permeable, with streets primarily connecting at both ends with other streets and providing links into, out of, and through places. The street network should have a hierarchy, with streets that have different characters and functions.

Plot-based development

To create varied and interesting places, which can be developed and change over time, and provide opportunities for people to design and build their own homes and workspaces, as well as open up the housing market to small and local builders, urban growth and regeneration should provide opportunities for the development of small plots. A plot-based approach to development should be promoted, including the subdivision of larger sites to be built in small plots or as a group of plots.

Green infrastructure

To enable urban areas to play their part in supporting ecosystem resilience, the use of innovative nature-based solutions should form part of strategies for urban growth and regeneration. Through Green Infrastructure Assessments, specific opportunities should be identified to ensure that green infrastructure is fully integrated.

Biodiversity and Green Infrastructure

- 5.14 It is identified at Page 76 that the strategic focus of Future Wales on urban growth requires "an increased emphasis on biodiversity enhancement (net benefit) in order to ensure that growth is sustainable" (page 76).

5.15 In addition to this, the associated importance of green infrastructure is highlighted:

“As the population of Wales becomes increasingly urban, the opportunity to optimise well-being benefits from green infrastructure will be greatest in and around these areas. Innovative use of nature-based solutions and integrating green infrastructure in and around urban areas can help restore natural features and processes into cities and landscapes. Providing locally accessible, high quality green spaces and corridors helps to maintain and enhance the strategic functioning of our natural resources and ecological networks and address physical and mental well-being” (page 78).

5.16 Policy 9 of Future Wales is of key relevance in regard to green infrastructure and biodiversity enhancement, which states the following:

Policy 9 – Resilient Ecological Networks and Green Infrastructure

To ensure the enhancement of biodiversity, the resilience of ecosystems and the provision of green infrastructure, the Welsh Government will work with key partners to:

- *identify areas which should be safeguarded and created as ecological networks for their importance for adaptation to climate change, for habitat protection, restoration or creation, to protect species, or which provide key ecosystems services, to ensure they are not unduly compromised by future development; and*
- *identify opportunities where existing and potential green infrastructure could be maximised as part of placemaking, requiring the use of nature-based solutions as a key mechanism for securing sustainable growth, ecological connectivity, social equality and well-being.*

Transport

5.17 Future Wales identifies that transport in Wales is currently dominated by the car and that *“our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people’s everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations...This has an adverse impact on people’s health and well-being, contributing to life-limiting illnesses associated with physical inactivity, loneliness and isolation” (page 85).*

5.18 The importance of the implementation of policies which require development to be directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices is highlighted in Future Wales, and it is stated that planning authorities will be required *“to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel” (page 85).*

Newport City Local Development Plan

5.19 The Newport City Council Local Development Plan covers the period 2011 to 2026. It was adopted in January 2015 and comprises the statutory Development Plan for Newport City. In terms of LDP policy, the site is allocated for employment use and lies within the settlement boundary of Newport. The LDP constraints map shows that there are no constraints present on-site or in the site’s vicinity.

5.20 The following LDP policies are considered relevant in the context of the proposed development:

Policy reference	Relating to
<i>Strategic Policies</i>	
SP1	Sustainability
SP2	Health
SP17	Employment Land
SP18	Urban Regeneration
<i>General Policies</i>	
GP1-GP7	General Development Policies
<i>Employment</i>	
EM1	Employment Land Allocations
<i>Transport</i>	
T4	Parking
T5	Walking and Cycling

National Policy and Guidance

Planning Policy Wales Edition 12

5.21 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.

5.22 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”*.

5.23 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”*.

Placemaking

5.24 In accordance with the National Development Framework, placemaking is also at the heart of PPW – Paragraph 2.1 for example states that *“Everyone engaged with or operating within the planning system in Wales must embrace the concept of placemaking in both plan making and development management decisions in order to achieve the creation of sustainable places and improve the well-being of communities”*.

5.25 It is summarised succinctly at Paragraph 2.3 that *“The planning system should create sustainable places which are attractive, sociable, accessible, active, secure, welcoming, healthy and friendly. Development proposals should create the conditions to bring people together, making them want to live, work and play in areas with a sense of place and well-being, creating prosperity for all”*.

5.26 Placemaking is defined at Page 14 of PPW as follows:

“Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces

that promote people's prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings".

5.27 A set of 'national sustainable placemaking outcomes' are outlined on page 17 PPW, which it advises should be used to inform the assessment of development proposals. The national outcomes are defined as follows:

- *Growing our economy in a sustainable manner*
- *Making Best Use of Resources*
- *Facilitating Accessible and Healthy Environments*
- *Creating & sustaining communities*
- *Maximising environmental protection and limiting environmental impact*

5.28 It is highlighted at Paragraph 2.20 that *"Not every development or policy proposal will be able to demonstrate they can meet all of these outcomes, neither can it necessarily be proved at the application or policy stage that an attribute of a proposal will necessarily lead to a specific outcome. However, this does not mean that they should not be considered in the development management process to see if a proposal can be improved or enhanced to promote wider well-being".*

5.29 The implications of COVID are highlighted in Paragraph 2.22, stating for example that *"We must ensure that a post-Covid world has people's well-being at its heart. Planning Policy Wales leads the way in this respect and contains the principles and policies needed for us to recover from this situation in a positive manner. In July 2020 the Welsh Government published Building Better Places⁹ which pinpoints the most relevant policy priorities and actions to aid in the recovery".*

5.30 Paragraph 2.23 confirms that *"Building Better Places recognises the pivotal role that planners play in shaping our society for the future. They must plan for our priorities around placemaking, decarbonisation and well-being. Building Better Places starts to identify action to achieve this and upon which we must build; future reviews of Planning Policy Wales will enable us to further integrate this work. Everyone has a part to play to ensure that the communities of tomorrow benefit from the foresight of today".*

Good Design

5.31 The importance of good design in development proposals is highlighted at Paragraph 3.3 of PPW where it is stated that *"Good design is fundamental to creating sustainable places where people want to live, work and socialise. Design is not just about the architecture of a building but the relationship between all elements of the natural and built environment and between people and places. To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development, including how space is used, how buildings and the public realm support this use, as well as its construction, operation, management, and its relationship with the surrounding area".*

5.32 Good design must enable development proposals to address the issues of inclusivity and accessibility for all, and it is highlighted at Paragraph 3.6 that *"This includes making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children...Good design can also encourage people to meet and interact with each other, helping to address issues surrounding loneliness. Good design must also involve the provision of measures that help to reduce the inequality of access to essential services, education and employment experienced by people without access to a car. Design measures and features should enable easy access to services by walking, cycling and public transport".*

5.33 In addition, it is highlighted that good design promotes environmental sustainability and contributes to the achievement of the well-being goals - Paragraph 3.7 states for example that *"Developments should seek to maximise energy efficiency and the efficient use of other resources (including land), maximise*

sustainable movement, minimise the use of non-renewable resources, encourage decarbonisation and prevent the generation of waste and pollution”.

- 5.34 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8:

“Landscape and green infrastructure considerations are an integral part of the design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places”.

- 5.35 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that *“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”.*

Sustainable Transport

- 5.36 PPW advises at Paragraph 4.1.10 that the planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:

- *“are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- *are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling”.*

- 5.37 Paragraph 4.1.11 summarises that: *“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services”.*

- 5.38 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. Paragraph 4.1.13 sets out that *“The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport”.*

Active Travel

- 5.39 The importance of developing local active travel networks to help mitigate the impact of new development by providing an alternative mode of travel to the private car is highlighted in PPW. It is stated at Paragraph 4.1.30 that *“Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice”.*

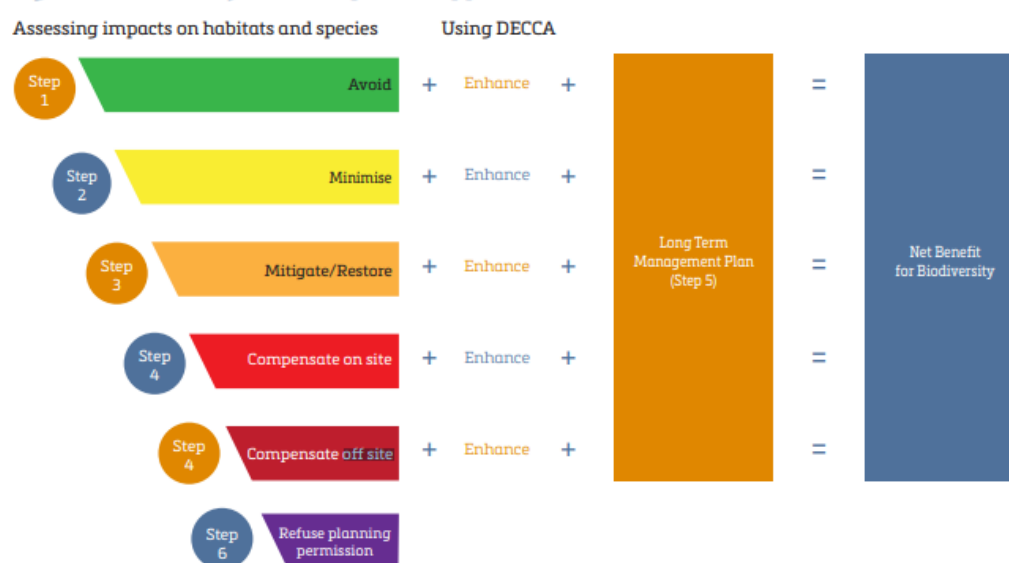
Public Transport

- 5.40 PPW advises that the availability of public transport is an important part of ensuring a place is sustainable. Paragraph 4.1.36 highlights that the planning system should facilitate this *“by locating development where there is, or can be, good access by public transport”.*

Green Infrastructure

- 5.41 The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.11 that *"The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes"*.
- 5.42 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"*.
- 5.43 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



Sustainable Drainage Systems (SuDS)

- 5.44 The importance of considering SuDs as an integral part of the development process is highlighted at Paragraph 6.6.18 of PPW where it is stated that *"The provision of SuDS must be considered at the earliest possible stage when formulating proposals for new development"*. It is advised at Paragraph 6.6.19 that *"Design for multiple benefits and green infrastructure should be secured wherever possible and as part of Green Infrastructure Assessments suitable approaches towards the provision of SuDS should be identified"*.

Technical Advice Notes

- 5.45 The following Technical Advice Notes (TANS) are of relevance to the proposed development:
- 5.46 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.

5.47 TAN 12 Design (2016): provides advice on design considerations and states that development should aim to:

- *Create places with the needs of people in mind, which are distinctive and respect local character*
- *Promote layouts and design features which encourage community safety and accessibility*
- *Focus on the quality of the places and living environments for pedestrians rather than the movement and parking of vehicles*
- *Avoid inflexible planning standards and encourage layouts which manage vehicle speeds through the geometry of the road and building*
- *Promote environmental sustainability features, such as energy efficiency, in new housing and make clear specific commitments to carbon reductions and/or sustainable building standards*
- *Secures the most efficient use of land including appropriate densities*
- *Consider and balance potential conflicts between these criteria*

5.48 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.

5.49 TAN 23 Economic Development (2017) includes guidance on the role of land use planning in generating wealth, jobs, and income. It provides detailed planning advice on economic development and emphasises the importance of economic considerations in the planning decision-making process. The TAN also outlines how local planning authorities should assess the economic benefit associated with allocating sites and determining planning applications for economic development.

Newport Supplementary Planning Guidance

5.50 The following Supplementary Planning Guidance (SPG) adopted by Newport County Council is of relevance to the proposed development:

- *Sustainable Travel*
- *Waste Storage and Collection*
- *Parking Standards*
- *Trees, Woodland, Hedgerows, and Development Sites*

Appraisal

Overview

- 6.1 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.
- 6.2 The key material planning considerations are as follows:
- The principle of development
 - The impact neighbour uses;
 - The impact of design / character
 - Transport, Highways and Parking
 - Biodiversity/Ecology

Principle of Development

- 6.3 The proposed development aims to construct an office (B1 use) and associated works on the land located to the south/west of Buchanan Way forming part of the wider Celtic Springs business park. The surrounding buildings are used for commercial purposes with the wider business park having an overriding commercial character.
- 6.4 The site is comprised of previously developed brownfield land within the settlement boundary of Newport Council as defined by the Proposals Map of the adopted LDP. The Local Planning Authority are satisfied that the land meets the definition of previously developed land as defined by PPW12. Additionally, as the site is within the defined settlement boundary there is a presumption in favour of development and the efficient use of land is encouraged.
- 6.5 The site is allocated for business uses B1, B2, and B8 under Policy EM1 (Employment Land Allocations). As the proposal seeks consent for the construction of a building to be used for B1 purposes, no conflict with the policy has been identified. Accordingly, the LPA have not raised any in-principle objection or concern regarding this policy.
- 6.6 The proposed development complies with Policy EM1 of the LDP and meets the requirements of Employment Land Allocations, with it being a B1 class use. The proposal is also in compliance with Policy SP1 (Sustainability) of the adopted LDP, as the proposal seeks to develop on previously developed brownfield land within the settlement boundary. The policy 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'*.
- 6.7 To conclude, , the site lies within an established business park setting, which is already well served by a well-established range of services and transport links. Overall, it is considered that the proposed development will create a high-quality employment site within the Celtic Springs business estate. As such, the principle of development is firmly established in the context of the prevailing LDP policies, as confirmed by the Local Planning Authority.

Impact on Neighbouring Uses

- 6.8 The surrounding area comprises of corporate offices and light industrial buildings, associated car parks, and green space. There are office buildings located 12.7m north of the site along Hazel Drive, Airbus Group

building/greenspace 62m to the east, Welsh Water office building/car park adjoining to the west, and Little Trees Nursery adjoining the southern boundary.

- 6.9 The neighbouring uses within the surrounding area of Celtic Springs business park predominantly comprise of A2, B1, and B2 use classes such as financial services, estate agencies, consultants, and general office use. As mentioned, the proposed development use would not differ from that of its area (B1), and therefore there is no concern with regard to neighbouring uses. The client, Wales & West Utilities, also have office space to the west of the site which falls under the same use class as the proposed development.
- 6.10 The proposed office building will only be 2 storeys in height, and will be within a reasonable distance from the site boundary, with security fencing surrounding the perimeter. Accordingly, the proposal shouldn't introduce any overbearing/overlooking concerns to adjacent buildings.
- 6.11 With regard to impact from construction works, precaution should be taken to the adjoining nursery in relation to heavy machinery/vehicles working on the site, with the building sharing the same access as the proposed site.
- 6.12 Considering the existing use and context of the surrounding area, there seems to be no concern regarding the proposal's impact on neighbouring uses. The development falls within the B1 use class, which compliments the surrounding office buildings. The proposal also complies with National Policy and the Newport County Council Local Development Plan. The scheme aligns with Policy GP2 (General Amenity) within the LDP, as the proposed use and form of development will not differ, nor cause adverse effect on local amenity, including disturbance, privacy, overbearing, or appearance.

Impact on Design/Character

- 6.13 The site lies within an existing, well-established business park setting, and therefore the site's proposed use would not differ from that of its immediate surroundings. The office building will be finished in high quality materials which will be complementary to the existing character and appearance of its surrounding area. The LPA have stated that they raise no objection or concern in regard to the proposed design and materials used for the new build.
- 6.14 Surrounding buildings of the site also consist of high-quality materials. The nursery to the south consists of grey/silver smooth metal cladding and forticrete, and the Welsh Water building to then west consists of white cladding panels, tinted windows and modern colours palettes for the exterior finish. Therefore, the proposed building would complement the existing building's design and exterior finish, and would not detriment the existing character of the area.
- 6.15 The Local Planning Authority are satisfied that the development could progress on site without having an unacceptable adverse visual impact that would be harmful to the amenity and character of the area subject to further detail pertaining to the design, external finishes, boundary treatments and landscaping on site.
- 6.16 The proposal complies with Policy GP6 (Quality of Design) of the Newport LDP as the development reflects the character of the area locality and uses high-quality, durable materials to complement the site context.

Transport, Highway, and Parking

- 6.17 The site is accessible via the A48 and M4 Motorway (J28). A bus stop is located 150m away to the south-east at Lakeside Drive (Stop ID: nwpgpgj), which provides public transport into central Newport (Service 35 and Service 36). Pye Corner Train Station is approximately 2.3 miles to the north, which provides access to Cardiff, Manchester, Swansea and Bristol. Furthermore, Newport Train Station is approximately 3.5m to the north-east of the site. Pavements are provided throughout the vicinity of the site, which permit safe pedestrian access.

- 6.18 Access to the site is via the existing junction on Buchanan Way, which is shared with the adjacent nursery. Buchanan Way is limited to 30mph, with Spooner Road to the south having maximum speed limit of 20mph. Pedestrian footways appear through the park and lake to the southeast of the site along Lakeside Dr, as well behind the car park to northeast, which can also be used by cyclists.
- 6.19 The Local Highways Authority have been consulted on this enquiry and raise no objection in relation to the proposed development given that an existing satisfactory access exists and the former use on site as a carpark could result in a high level of movements to/from site. Site parking will be secure with access control measures, with security fencing surrounding the perimeter. As mentioned, the car park will comprise of disabled spaces, motorcycle parking, and EV charging bays. The office building will also be accessible for emergency and maintenance vehicles towards the west of the car park.
- 6.20 The proposed development complies with national and local policy with regard to transport, highway and parking considerations. The site car park layout is in accordance with Policy 12 of Future Wales (2040) by providing a 10% provision for charging of electric vehicles. Additionally, the proposal complies with Policy T4 (Parking) of the LDP, as the development provides sufficient parking space for private and service vehicles to avoid the need for curb-side parking, and thereby cause congestion and visual intrusion on the area. Consultation with the Local Highways Authority also confirms that there are no objections in relation to the development given the existing access point and the site's former use of being a car park.

Biodiversity/Ecology

- 6.21 As the site is currently a hardstanding car park, it is considered to have a relatively low ecological value. There are a number of trees around the site boundary with an area of vegetation to the north of the site. The proposed development is not considered to detrimentally impact upon the existing trees and vegetation, including roots, as a 20m buffer separates the new building and the site boundary. Accordingly, it is not expected to prejudice the vitality or viability of any ecological value features on/around the site boundaries.
- 6.22 Given the existing context on site it is not anticipated that a pre-liminary ecological assessment would be required. Furthermore, the site presents a good opportunity for biological enhancement.
- 6.23 The proposals will provide significant Net Biodiversity Benefits to the site through the proposed landscape scheme as demonstrated by the submitted plans and Green Infrastructure Statement.
- 6.24 The development is in accordance with Policy GP5 (Natural Environment) as the proposals demonstrate that the effect on biodiversity and vegetation will be minimal, ensuring that there are no significant adverse effects on the surrounding natural environment. Neither does the site fall within an area of nature conservational interest, i.e. SSSI or SAC boundaries. It is therefore considered that the proposed development accords with Trees, Woodland, Hedgerows and Development Sites SPG and section 6 of PPW.

Conclusion

- 7.1 This Planning Statement has been prepared on behalf of Wales and West Utilities in relation to the proposed full planning application for the construction of an Office Centre (B1 Use) and associated works on the land off Buchanan Way, Celtic Springs Business Park, Spooner Close, Newport, NP10 8FZ.
- 7.2 The proposal meets the requirements of Policy EM1 (Employment Land Allocations) of the Newport Local Development Plan, as the proposal seeks consent for the construction of a building to be used for B1 purposes. No conflict arises with any other relevant policies, as the proposal will be developed on previously used brownfield land and should be deemed as favourable sustainable development. Additionally, the LPA have not raised any in-principle objection or concern regarding this policy, and therefore the principle of development is firmly established.
- 7.3 There will be no significant impact on neighbouring buildings with regard to use, character or appearance. The proposals comply with Policies GP2 and GP6 of the LDP, as the proposed use and design compliments the surrounding area and nearby buildings. The main office building will consist of high-quality, durable materials which will compliment the office buildings within Celtic Springs Business Park.
- 7.4 The proposals will not pose any impacts on the highway network, as access to the site will continue to be via the existing entrance point. The Local Highways Authority raise no objection in relation to the proposed development given that an existing satisfactory access exists and the former use on site as a carpark could result in a high level of movements to/from site.
- 7.5 In terms of biodiversity/ecology, impact on vegetation and the surrounding environment will be minimised as the site predominantly consist of previously developed land, such as concrete, dirt/gravel etc. Any green space or vegetation that is removed along the site boundary will be compensated for and biodiversity enhancements will be encouraged.
- 7.6 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 County Council grant planning permission for the proposed development.