

Planning Services,
Planning and Economic Regeneration,
Newport City Council
Newport,
NP20 4UR

28th July 2026

Dear Sir / Madam

**APPLICATION FOR FULL PLANNING PERMISSION FOR DEMOLITION OF EXISTING AND REPLACEMENT RENTAL VEHICLE WASH BAY AND RECONFIGURATION OF EXTERNAL AREA TO PROVIDE ADDITIONAL PARKING (RENTAL VEHICLE STORAGE) AND ASSOCIATED WORKS
ENTERPRISE RENT-A-CAR, 410 CHEPSTOW ROAD, NEWPORT NP19 8JH
APPLICATION ON BEHALF OF ENTERPRISE RENT-A-CAR UK LTD**

Please find enclosed an application for full planning permission for demolition of existing and replacement rental vehicle wash bay, together with reconfiguration of external areas to provide additional parking (rental vehicle storage) and operational works (the 'Proposed Development') at Enterprise Rent-A-Car UK Ltd ('Enterprise')'s existing branch at 410 Chepstow Road, Newport, NP19 8JH.

The application is submitted on behalf of Enterprise and has been submitted through the Planning Portal under reference: **PP-15088315**.

The proposals will see Enterprise improve their existing rental vehicle branch by replacing the existing rental vehicle wash bay canopy with a modern purpose-built steel framed and clad rental vehicle wash bay, which is designed to better accommodate Enterprise's operational requirements in this regard and will also deliver improved noise attenuation in comparison with the existing wash bay canopy.

As a result of these proposed works, the site will be left with a reconfigured area to park (store) rental vehicles onsite which will deliver operational improvements to the branch and improvements to the wider area more generally.

Enterprise will continue to operate the Site for the administration, cleaning, preparation and storage of rental vehicles, as they do now, so the operation itself will not change. However, the proposed works will significantly improve their operation within their existing site.

Externally, the Site will be laid out to provide better organised rental vehicle parking/storage.

Limited associated works, including resurfacing and new / replacement boundary treatments (if needed), will be applied where necessary to support Enterprise's continued occupation and ensure the site operates efficiently and safely. However, these limited works will be undertaken on a 'like-for-like' basis and represent general site renovation and would not require planning permission.

For the avoidance of doubt, Enterprise will continue to utilise existing signage at the site and this will be unaffected by the proposals here.

As well as this Covering Letter / Planning Statement, the following items are submitted to accompany the planning application:

- Completed Application Form; and
- Application fee of £667.00 (plus £91.00 service charge), which is based on the floor area of the proposed replacement wash bay¹ and the site area (0.084ha) for 'other operations'.

Application Plans:

- Site Location Plan (ref. sk.UK99.101)
- Existing Site Plan (ref. sk. sk.UK99.102)
- Proposed Site Plan (ref. sk.UK99.203)
- Proposed Site Plan Tracking (ref. UK99.203 VT)
- Proposed Wash Bay Plan (ref. sk.UK99.401)
- Proposed Demolition Plan (ref. sk.UK99.103)

Supporting Documents:

- This Extended Covering Letter – which comprises a Planning Statement and considers matters around economic development, design, drainage and amenity; and transport and access.

Site Description

The application site ('the site') is located at 410 Chepstow Road and forms a long-established Enterprise rental vehicle premises within Newport.

The area is mixed in character, comprising mainly residential land uses to the north of Chepstow Road and commercial land uses to the south of Chepstow Road, including the site.

The site sits relatively centrally within Beechwood District Centre which is situated on the eastern side of the city along Chepstow Road. The surrounding uses are predominantly residential, and the entrance to Beechwood Park is positioned opposite the District Centre. The Centre is linear in form, with shops running along one side of the road. The main road is a busy route in and out of the city. The District Centre designation runs for approximately 370 metres and contains 35 units. All the units front onto Chepstow Road, except for 3 small units positioned on the junction of Somerton Road and Chepstow Road.

¹ Circa 48m² and 0.08ha respectively

The site is located approximately 2.8km east from the City Centre and to the south of the M4 (between Junctions 24 and 25).

The site itself is relatively square and comprises a single-storey modular office building in the southwest of the site where Enterprise administers its rental vehicles from and the existing wash bay canopy is situated in the southeast of the site, both set back from its north boundary by around 20 metres.

The existing wash bay canopy measures around 8 metres in length by around 6 metres in width and is around 3.6 metres in height. It is constructed of a black steel framework and has an opaque polycarbonate flat roof and opaque polycarbonate cladding panels. It features a floodlight fixed to the framework above the entrance and four interior strip lights. The canopy was originally erected without planning permission as a replacement for a wooden canopy, which was granted planning permission in May 1999 (ref. 99/0091). The wash bay canopy has long been a necessary ancillary function of the longstanding vehicle rental use of the site.

The site is accessed from Hawarden Road which runs southwards from Chepstow Road. The site is secured through use of black painted palisade fencing /railings and a black painted palisade /railings gate on Hawarden Road.

An image of the site's frontage from Chepstow Road is provided below:



Image 1: Chepstow Road Frontage

The image above also shows the existing parking arrangements with vehicles stored in front of the existing buildings within the northern part of the site. Parking / rental vehicle storage is informally laid out. This can be seen from the aerial view of the site below with the site generally edged red²:

² Source: Googleearth



Image 2: Aerial View of the site

Planning History

The site has been used by Enterprise as a vehicle rental premises for over 30 years. The planning history below reflects their continued use and the operational changes they have made at the site over that period.

99/0091 - Provision of covered vehicle valet bay together with variation of Condition 02 of planning permission 96/1096/F to allow valeting of operators vehicles. *Granted 4 May 1999*

05/0485 – Proposed demolition of existing office building and erection of new office building. *Granted 17 November 2005.*

11/1113 – Retention of freestanding canopy car wash. *Granted 11 January 2012.*

The Applicant

This planning application is submitted on behalf of Enterprise, a global vehicle rental company. The company operates in more than 9,500 locations across nearly 100 countries and is one of the largest transportation solution providers in the world, offering customers local and airport car rentals, car sharing, exotic car hire and van hire, along with a Flex-E-Rent service, providing business solutions for specialised vehicle needs, for example, temperature-controlled vans and accessible minibuses.

Enterprise provides its customers with access to its rental cars and vans reducing, or removing, their need to own one. It has been estimated that the use of rental vehicles saves over 25,000 tonnes of CO₂ a year over privately owned vehicles and that rental vehicles contributed to the disposal of more than 90,000 privately owned cars in the last year.

The Proposed Development will support Enterprise's ongoing operation of the site by creating additional external space for the efficient storage and management of its rental vehicles, addressing current capacity limitations on the Site. This improvement will help Enterprise meet customer demand and continue to offer a sustainable transport option for local residents and workers, as an alternative to private car ownership.

Enterprise employs nearly 90,000 people in nearly 100 countries, with training and development of employees, and 'promoting from within', at the core of its culture. As such, Enterprise have won numerous employment awards and are a Times Top 100 Graduate Employer (2022), a Times Top 50 Employer for Women (2022), a Stonewall Top 100 LGBTQ+ Inclusive Employer (2023) and a Top 75 Social Mobility Employer (2022) – to name but a few.

Development Proposals

The proposed development will improve Enterprise's longstanding operation at the site. It involves the demolition of an existing wash bay canopy that is no longer meeting Enterprise's operational requirements and will be replaced by a new purpose-built steel framed and steel-clad wash bay which is being introduced across Enterprise's branch network as it is better suited and better reflects their operational requirements in this regard. The new wash bay also delivers improved noise attenuation meaning it will improve amenity for surrounding residential neighbours at this site.

Enterprise will continue to operate the site for the administration, cleaning, preparation and storage of its rental vehicles and this will remain unchanged as a result of the proposed works. However, as a result of replacing the existing wash bay canopy with a new wash bay, Enterprise will be able to optimise its existing site layout and improve overall site efficiency.

Externally, the Site will be reorganised to provide clearly defined rental vehicle parking/storage areas, and deliver improvements in accessing and egressing the site.

Limited associated works, including resurfacing and new / replacement boundary treatments, will be applied where necessary to support Enterprise's continued occupation and ensure the site operates efficiently and safely. However, these limited works will be undertaken on a 'like-for-like' basis and represent general site renovation and would not require planning permission.

Overall, the intention is to optimise the existing premises for rental vehicle storage without altering the established use of the Site. The proposals therefore represent modest built development but will deliver potentially significant operational enhancements to Enterprise's longstanding existing use of the site.

Employment Generation and Investment

Importantly, Enterprise's operations represent an employment-generating Sui Generis use. By improving their operation of the site, the branch will be able to better accommodate its rental vehicles and support

business growth, thereby providing an opportunity for Enterprise to expand its existing local business and create further employment opportunities both directly and within associated supporting services. The proposals will contribute positively to the local economy, reinforcing the Site's role as an active and beneficial employment generating location.

Parking / Vehicle Storage

The Proposed Development will utilise the existing access and egress from Hawarden Road.

The submitted proposals show that the site will provide a clearly organised layout for rental vehicle parking and storage, utilising existing areas of hardstanding and additional space to be created as a result of the reconfigured wash bay within the southeastern corner of the site.

Parking areas will be arranged to maximise operational space.

As with all Enterprise branches, the significant majority of on-site parking is used for rental vehicle storage, rather than traditional car parking. Only limited parking is required for staff, and Enterprise does not permit customer parking on any of its rental vehicle branches. This reflects typical operational practice, whereby all customers are offered use of Enterprise's pick-up and drop-off service or travel by sustainable modes such as walking, cycling, or public transport. If customers do arrive by private car they are dropped off and do not require parking.

It should also be noted that Enterprise's business model means that approximately 90% of its rental fleet is in circulation at any one time. A rental branch is not viable if 90% of its fleet is not in use 'earning its keep'. This means that the number of vehicles stored on site at peak times is significantly reduced and ensures that the site operates efficiently and without undue parking pressure.

The proposals will deliver 14 marked out vehicle spaces on site including one DDA bay, 8 standard car bays and five van bays.

The proposed layout ensures safe and efficient use of the Site and will deliver improvements in comparison with the site's existing configuration.

Planning Policy

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires all planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan relevant to these proposals principally comprises the Newport Local Plan adopted in 2015.

Planning Policy Wales (Edition 12) (PPW12) 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 combined provide the National Planning Policy Framework for Wales and provide a material consideration for the determination of planning applications in Wales.

Development Plan

Newport Local Development Plan (2015)

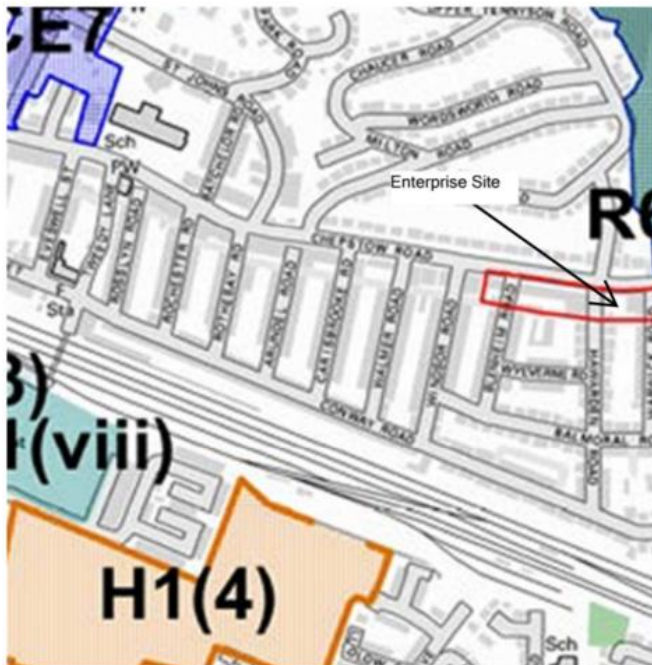
The Newport Local Development Plan 2011 – 2026 will guide development within Newport up to 2026.

An extract of the LDP Constraints Map (2015) is provided below with the site generally shown in red:



Image 3: extract of Newport LDP Constraints Map

An extract of the LDP Proposals Map is provided below:



 District Centres (See Inset Plans DC1-10)

Image 4: extract of LDP Proposals Map

The LDP Constraints Map shows that there are no constraints identified at the site. Beechwood Park is located some 50m to the northeast of the site and this is identified as a historic park or garden, albeit with intervening uses between it and the site. To the south of the site (some 140m at Balmoral Road) the Constraints Map identifies an area of Flood Risk (TAN15 Zone C1). This refers to a specific area considered at risk of flooding, but which is already developed and served by significant infrastructure and formal flood defence.

The LDP Proposals Map identifies the site as being located within a District Centre.

An extract of Inset Map DC1 (Beechwood District Centre) is provided below:



Image 5: extract of District Centre Inset Map DC1 (Beechwood District Centre)

The site is relatively central within the Beechwood District Local Centre.

The District Centres Background Paper (June 2013) sets out that Beechwood District Centre is situated on the eastern side of the city along Chepstow Road. The surrounding uses are predominantly residential, and the entrance to Beechwood Park is positioned opposite the District Centre. The Centre is linear in form, with shops running along one side of the road. The main road is a busy route in and out of the city. The Unitary Development Plan District Centre designation runs for approximately 370 metres and contains 35 units. All the units front onto Chepstow Road, except for 3 small units positioned on the junction of Somerton Road and Chepstow Road.

It goes on to say that there are a range of uses represented in Beechwood District Centre; with A1 retail uses accounting for 40% of the shop frontage area. Sui generis uses account for 19% of the frontage. This is a result of 2 large units accommodated by a building equipment hire shop and a car rental depot (that being Enterprise's longstanding site).

The site is not identified for any particular use or designated for any specific purposes within the LDP.

Policies of most relevance to the proposals are set out below:

GP2: General Development Principles: General Amenity – Development will be permitted where (as applicable) there will not be a significant adverse effect on local amenity, including in terms of noise disturbance, privacy, overbearing, light, odours and air quality.

The proposed use and form of development will not be detrimental to the visual amenities of nearby occupiers of the character and appearance of the surrounding area. Proposals should seek to design out the opportunity for crime and anti-social behaviour and provide adequate amenity for future occupiers.

GP6 General Development Principles – Quality of Design – good quality design will be sought in all forms of development. The aim is to create a safe, accessible, attractive and convenient environment. The following fundamental design principles should be addressed (inter alia – where relevant to the proposals here):

- i) Context of the site – all development should be sensitive to the unique qualities of the site and respond positively to the character of the area
- iii) Preservation and enhancement – where possible, development should reflect the character of the locality but avoid inappropriate replication of neighbouring architectural styles
- iv) Scale and form of development – new development should appropriately reflect the scale of adjacent townscape
- v) Materials and detailing – high quality, durable and preferably renewable materials should be used to complement the site context.
- vi) Sustainability – new development should be inherently robust and adaptable, thereby facilitating flexible re-use

SP18 Urban Regeneration – proposals will be favoured which assist the regeneration of the urban area, particularly where they contribute to (inter alia – where relevant to the proposals here):

- i) The vitality, viability and quality of the environment
- ii) The provision of business opportunities within the urban area
- iii) Reuse of vacant, underutilised or derelict land

The proposals here meet these policies head-on by reusing and rejuvenating an existing and longstanding commercial site through provision of a new ancillary wash bay canopy where the existing canopy is no longer meeting Enterprise's operational requirements. Instead, a new purpose-built steel framed and steel-clad wash bay, which is being introduced across Enterprise's branch network, will be better suited and better reflects their operational requirements in this regard. The new wash bay also delivers improved noise attenuation meaning it will improve amenity for surrounding residential neighbours at this site.

In addition, as a result of the new wash bay, the site's layout can be slightly reconfigured to ensure safe and efficient use of the Site and will deliver improvements in comparison with the site's existing configuration.

Planning Assessment

Key Benefits to Enterprise's proposed improvements at the site:

- Investment to secure the Site's long-term future.
- Improvements to facilitate continued occupation by the site's longstanding use.
- Employment retention at the site and in supporting services.

- Flexible provision of alternative sustainable transport modes for the benefit of residents and businesses – sustainable vehicles by the hour or day.
- A modern, evolving fleet keeping pace with environmental technology.
- Reconfigured layout providing dedicated rental vehicle parking and storage, reducing potential for overspill onto surrounding streets and enhancing local visual amenity.
- Continuation of a use that can reduce local parking pressure and air quality concerns by providing an alternative to private vehicle ownership and making more efficient and lower (or zero) emission vehicles available to residents and workers as and when they need them.
- A new purpose-built rental vehicle wash bay that will deliver operational and amenity benefits in comparison with the existing and longstanding wash bay canopy.

Viable Active Employment Generating Use

Enterprise's proposals represent significant investment by the company at this longstanding and operational rental vehicle premises.

Importantly, Enterprise's use here is an employment generating Sui Generis use, whereby their existing local business will be retained and improved as a result of the proposed improvements to this location, resulting in the retention of jobs directly at the site and more in supporting services and industries.

The company has won numerous employment awards, and training and development of its employees, and 'promoting from within', are at the core of Enterprise's culture, providing opportunities for career growth to people employed at this branch.

By way of further context, a report³, prepared in June 2024, by the British Vehicle Rental and Leasing Association (BVRLA) demonstrates the wider economic and social benefits associated with Enterprise's rental vehicles. For example, it highlights that the vehicle rental sector employs over 30,000 people in the UK. Most of the UK's Critical Infrastructure sectors rely on vehicle rentals and that rental vehicles offer a lifeline for UK businesses, particularly SMEs. In fact, 58% of car hire and 82% of van hire generally is with business customers, and 50% of business rental is with SMEs. Of those, 82% of businesses with 11 to 50 employees rely fully or partially on rental vehicles, with 35% of businesses reporting that using a rental vehicle helps to free-up funds for other priorities, and 40% say that rental vehicles reduce operational burdens. For example, businesses reported that if rental was not an option, they would have to buy additional vehicles, with SMEs saying they would need on average seven more vehicles and large businesses on average 54 more vehicles.

In other words, there are some significant wider-reaching economic benefits associated with Enterprise's proposals here.

In recognition of the Development Plan policies considered most important to the determination of Enterprise's proposals here, as well as the NPPF's economic development policies in particular, Enterprise's proposals here represent improvement to a commercially viable, employment generating use that will be delivered as soon as possible, following planning permission being granted.

³ Vehicle Rental Credentials (BVRLA, 2024)

On this basis, the Proposed Development should be considered acceptable in principle, and where it accords with the Development Plan policies of principal relevance, it should be approved without delay.

Sustainable Neighbourhood Use

Wider sustainable benefits arise from Enterprise's operation and will continue to be delivered through the proposed development. National evidence from the BVRLA demonstrates that rental vehicles help reduce carbon emissions, with the sector saving over 25,000 tonnes of CO₂ per year by enabling people to rely on shared vehicles rather than private car ownership.

Shared "daily rental" vehicles are used by multiple customers each week, contributing to lower overall traffic levels and improved air quality. The BVRLA also notes that rental vehicle use reduces reliance on private vehicles for everyday trips, with many customers combining rental use with other modes such as public transport, walking or cycling. This has supported the disposal of a significant number of older, more polluting private cars across the UK.

Enterprise's fleet further reinforces these environmental benefits. With an average vehicle age of less than 12 months, emissions standards are significantly higher than the national private vehicle fleet average. The proportion of hybrid and electric vehicles within Enterprise's fleet continues to grow, with further increases expected over the next 12 months. Charging infrastructure will be installed as operational needs require and will support Enterprise's own low-emission rental vehicles.

The proposals also improve Enterprise's site operations. Enterprise's business model requires that around 90% of the fleet is out on hire at any one time, meaning the site will not operate as a traditional car park. The majority of parking areas proposed will function as storage for rental vehicles rather than private parking. Improved on-site capacity reduces the potential for rental vehicles to be left on surrounding streets, which in turn supports improved local amenity and reduces parking pressure.

Enterprise's operating practices also minimise car dependency. Customers do not park their own vehicles on-site, with Enterprise offering a Pick-Up/Drop-Off service as standard. Staff similarly do not have to rely on private cars, instead utilising Enterprise's 'Fluid Fleet' – moving rental vehicles between branches and using those vehicles for travel to and from work where required, with public transport encouraged as an alternative.

Together, these measures support the objectives to promote sustainable travel, reduce car dependency, support low-carbon transport options, and deliver cleaner air in accordance with Development Plan policies and the NPPF.

Design

National Planning Policy outlines that planning decisions should take local circumstances into account, to reflect the character, needs and opportunities of each area. The Proposed Development achieves this by enhancing the appearance and functionality of a long-established brownfield commercial site through the replacement of an outdated wash bay with a modern, purpose-built structure and the reconfiguration of the existing layout to improve operational efficiency.

The scale, design and materials of the new wash bay are modest and appropriate to the Site's surrounding area, ensuring it integrates well with the existing rental vehicle office building and surrounding built form.

It will also closely reflect the scale and massing of the existing wash bay (to be removed and replaced with the new wash bay) which is around 8 metres in length by around 6 metres in width and is around 3.6 metres in height.

Where the new wash bay is higher (4.95m on its eastern elevation) the wash bay will continue to be placed in the southeast of the site where it will sit against a retaining (c.5m) brick wall forming the eastern boundary of the site and its roof will slope downwards into the site where its height will closely reflect the existing wash bay (at around 3.7m vs the existing wash bay at 3.6m).

The planning considerations set out in the Officer's Report for the existing wash bay remain relevant to the consideration of this replacement wash bay. It set out that:

"On balance, the freestanding canopy is considered acceptable in terms of its size and design. It is a simple-looking structure that is appropriate both to a sparsely developed unit and a wider area that lacks a distinct architectural character. Being set back so far from Chepstow Road, the canopy can scarcely be considered a blight on the character or appearance of the street scene. Similarly, it does not harm the visual amenity of neighbouring occupiers because it is well-screened by No. 412 [by the aforementioned retaining wall] and separated from the houses in Hawarden Road by Warwick Lane. Finally, it is considered that the current level of illumination poses no threat to highway safety or residential amenity."

Additionally:

"The Head of Streetscene does not object to the proposal because it neither intensifies the site's use nor reduces its parking provision."

This also rings true.

Subsequently, the determining officer concluded:

"The freestanding canopy is considered acceptable in terms of its size, design and impact on residential amenity and the streetscene. It, therefore, complies with Policies SP2 (Quality of Development) and CE38 (Quality of Design) of the Newport Unitary Development Plan 1996 – 2011 (Adopted May 2006). It is recommended that planning permission be granted."

As such, the development is not expected to give rise to any adverse impacts on visual or residential amenity and is likely to deliver improvement in the Site's contribution to the character of the District Centre.

Transport

The proposals will provide an improvement to the operation of the site in comparison with its existing informally laid out arrangement.

The useability of the site is further demonstrated through submission of vehicle swept path analysis as shown on drawing UK99.203 VT.

As a result, and given that no additional vehicle impact is predicted as a result of the development proposals simply improving an existing operational use rather than generating any additional trips or vehicle use within or around the site, the proposals are suitable from a transport perspective.

To conclude, the proposed development is in line with national, regional and local policies. The proposals will allow Enterprise to continue to provide an alternative way of accessing a vehicle than owning one, supporting sustainable modes of transport. In addition, the proposals are expected to have a beneficial impact in comparison with the site's existing configuration. Therefore, in line with local and national policy, the proposed development is acceptable in transport terms.

Noise and Operation (Amenity)

The Proposed Development is compatible with the surrounding area and remains materially unchanged from the site's long-established use as a rental vehicle premises.

The operations associated with Enterprise's continued (albeit improved) use of the site do not involve processes that emit odours or fumes, and no extract equipment is required.

The existing wash bay canopy is constructed of a black steel framework and has an opaque polycarbonate flat roof and opaque polycarbonate cladding panels. It features a floodlight fixed to the framework above the entrance and four interior strip lights. The canopy was originally erected without planning permission as a replacement for a wooden canopy, which was granted planning permission in May 1999 (ref. 99/0091). The wash bay canopy has long been a necessary ancillary function of the longstanding vehicle rental use of the site.

The existing wash bay canopy is no longer meeting Enterprise's operational requirements and will be replaced by a new purpose-built steel framed and steel-clad wash bay which is being introduced across Enterprise's branch network as it is better suited and better reflects their operational requirements in this regard. The new wash bay also delivers improved noise attenuation meaning it will improve amenity for surrounding residential neighbours at this site.

As such, noise emissions from the wash bay are an existing part of Enterprise's use at the site. Noise emissions from the proposed vehicle wash bay are not likely to cause any significant impact at the receptor locations and instead some improvement is likely to be delivered as a result of the introduction of a more substantial and better noise attenuating structure.

In light of the above, noise emissions from the proposed vehicle wash bay are not likely to cause any adverse impacts and are compliant with national and local planning policy.

In light of this evidence, the Proposed Development will not give rise to any adverse amenity impacts and is considered entirely acceptable in noise terms.

Biodiversity and Ecology

The Site is comprised entirely of hardstanding and built development.

The Proposed Development will have no impact on any habitat within the site and the existing canopy (to be removed) is not conducive to providing habitat to any protected species given it comprises black steel framework and has an opaque polycarbonate flat roof and opaque polycarbonate cladding panels.

This notwithstanding, a check will be made to ensure no animals are found within the structure prior to it being dismantled and removed from site.

Flood Risk and Drainage

The Site is located entirely outside of any higher risk flood zones (Zones 2 and 3), as identified on the Natural Resources for Wales Flood Map for Planning (see below):



Image 6: extract from Natural Resources for Wales Flood Map for Planning

There are some areas at potential risk from surface water flooding towards the Chepstow Road boundary and in Hawarden Road (outside of the site) but the site is already impermeable, and the proposal involves only the removal and replacement of an existing wash bay canopy structure, without any increase in hardstanding. As such, there will be no additional surface water runoff generated as a result of the proposed development.

The proposed replacement wash bay will utilise existing connections and the existing and compliant silt trap will remain in situ within the proposed (replacement) wash bay. – which will be located in the same position within the site as the existing and longstanding wash bay.

No flood risk or drainage issues are envisioned. The Proposed Development complies with the requirements of national and local planning policy.

Air Quality

The proposals will improve Enterprise's existing and longstanding use in this location.

The Proposed Development will have no adverse effect on air quality. Enterprise operates a modern rental fleet with an average vehicle age of around 12 months (and no older than 36 months), meaning emissions standards and efficiencies are significantly higher than those of the national private vehicle fleet. The proportion of hybrid and electric vehicles within Enterprise's fleet continues to grow, with further expansion anticipated over the next 12 months as demand and supply allow.

By providing shared access to low-emission rental vehicles, Enterprise's use reduces the need for private car ownership among residents and employees in the surrounding area. This helps limit the number of older, higher-emission vehicles on local roads. National evidence, including the 2024 BVRLA Report, demonstrates that rental vehicles save over 25,000 tonnes of CO₂ per year and have contributed to a substantial reduction in privately owned vehicles across the UK.

This approach aligns directly with the NPPF definition of sustainable transport modes, which includes low-emission vehicles, car-sharing and alternatives to private car ownership. The Proposed Development therefore represents an opportunity to actively improve access to sustainable travel, reduce reliance on older vehicles, and support improved local air quality in line with national and local planning policy.

Summary and Conclusions

The site has long been used by Enterprise for as a rental vehicle premises but has become inefficient and its longstanding wash bay canopy needs replacing. The site is also in need of reconfiguration to meet Enterprise's current and future needs.

The proposals will see Enterprise improve their existing rental vehicle branch by replacing the existing rental vehicle wash bay canopy with a modern purpose-built steel framed and clad rental vehicle wash bay, which is designed to better accommodate Enterprise's operational requirements in this regard and will also deliver improved noise attenuation in comparison with the existing wash bay canopy.

As a result of these proposed works, the site will be left with slightly reconfigured external area and Enterprise propose to formally lay out 14 dedicated parking spaces to park (store) rental vehicles onsite which will deliver operational improvements to the branch and improvements to the wider area more generally. The 14 marked out vehicle spaces on site will include one DDA bay, 8 standard car bays and five van bays.

Existing access arrangements will remain unchanged. As such, the proposals represent a relatively light-touch intervention that significantly improves site functionality.

Enterprise's use of the proposal site will not change in planning terms albeit it complies with Development Plan and national policies considered most important to the determination of Enterprise's proposals here, and significant and / or substantial weight should be given to these benefits.

Development Plan and national planning policy strongly support economic development and employment-generating uses such as Enterprise's and re-use of brownfield land where possible. The proposals will enable Enterprise to operate more efficiently in a location that it has long operated from.

In addition, Enterprise's use will continue to contribute to the Council's ambition to encourage a modal shift away from the private car towards healthy and sustainable transport initiatives and choices and to promote sustainable transport provision in compliance with Development Plan policies, and national policy.

In such circumstances, planning permission should be granted without delay.

We therefore look forward to discussing the proposals and hope that the Local Planning Authority, and residents, share our enthusiasm to facilitate earliest redevelopment and improvement of the Site; and look forward to confirmation of the application's validation as soon as possible.

Yours faithfully



**Chris Dodds (MRTPI)– Associate Director
For and on behalf of Planning Prospects Ltd**

Enc