

Design and Access Statement
Unit 3, Nash Mead, Queensway Meadows,
Queensway Meadows Industrial Estate,
Newport NP19 4SU

Application for Planning Approval

Reconstruction of fire damaged building
Unit 3, Nash Mead, Queensway Meadows Industrial Estate,
Newport, NP19 4SU

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01st July 2024

Design and Access Statement

**BP Rolls, Unit 3, Nash Mead, Queensway Meadows Industrial Estate,
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Contents

- 1** Summary of the Proposal
- 2** Supporting Documentation
- 3** Site Assessment/The Development Site
- 4** Design Development
- 5** Planning History
- 6** The Proposal
 - 6.1 Introduction
 - 6.2 Scale
 - 6.3 Layout
 - 6.4 Landscaping
 - 6.5 Ecology
 - 6.6 Employment
 - 6.7 Flood Risk
 - 6.8 Movement/site access
- 7** Planning Policy
- 8**
- 9** Conclusions

Design and Access Statement

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1.0 Summary of the Proposal

This design and access statement accompanies and supports an application made to Newport City Council for planning approval for the reconstruction of the fire damaged building at Unit 3, Nash Mead, Queensway Meadows Industrial Estate, Newport.

The application supports the planning application for the reconstruction of the steel frame and cladding. The proposal retains the dimensions of the original building and replicates the elevations in terms of finish and appearance. The car parking allocation of the previous development is retained with the addition of two electric car charging points.

The application is to retain B2 use for motor vehicle service, repairs & MOT testing centre. The application is submitted by Steve Morgan Associates Limited, acting as agent on behalf of BP Rolls (Newport) Ltd. The proposal aims to retain the appropriate licence from the Ministry of Transport, for any planning permission to specify 'Use class B2 with MOT testing for vehicle classes 1,2,4,5 and 7'.

The facility, which employs in excess of 30 staff, was damaged by a fire in mid-August 2023. Following inspections of the property, it was established that the frame to the building was damaged beyond repair. Subsequent inspections of the floor slab established that the concrete slab had only been subjected to superficial damage which could be repaired.

The structure comprises a steel framed portal building with steel cladding. The foundations comprise a concrete slab on piles.

When considering the repair of the slab, the overlaying of an additional slab was considered as a method of repair. It was subsequently established that the piles may not have the capacity for the additional thickness of slab.

The fire damage was covered under the tenant's insurance policy. As the concrete slab was not structurally damaged, only superficial repairs were covered under the policy.

2.0 Supporting Documentation

This Design and Access Statement should be read in connection with the following supporting documentation:

Plans (drawing titles)

- Application Boundary
- Proposed Site Layout
- Proposed Elevations
- Construction Environmental Management Plan
- Green Infrastructure Statement

3.0 Site Assessment – The Development Site

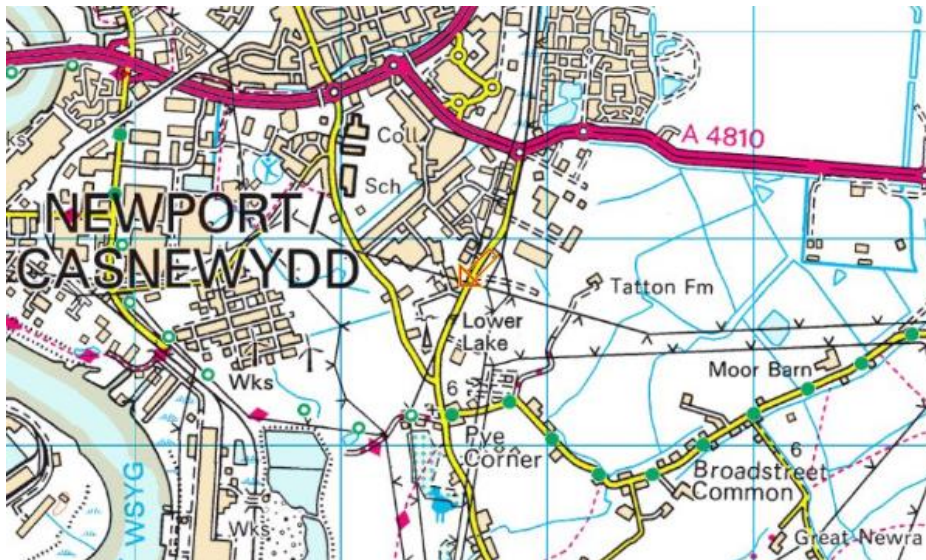


Figure 1
Site Location

The land is shown by the arrow in Figure 1. The application site is also shown within the red line on the submitted location plan, drawing GA-02. The overall geographical context is shown in Figure 1. There are no Rights of Way within close proximity to the site. It can be seen this is an edge of urban Industrial area.

Design and Access Statement

**BP Rolls, Unit 3, Nash Mead, Queensway Meadows Industrial Estate,
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Figure 2
Aerial photograph

The site is located at the junction of two roads, Meadows Road and Nash Mead, in a southerly area of Newport. It can be seen that the site is within an urban edge location, containing industrial buildings and hardstandings. The site was originally used as an indoor dog park and day care business. The building is visible in the aerial photograph in Figure 2. The application site is highlighted by the red arrow. It has access directly onto Nash Mead which goes on to link up to the A4810 and A44. The site is currently comprised of a steel framed industrial building and an area of hardstanding, enclosed with galvanised steel Palisade security fencing and a brick wall. The external works from the original development have been retained in the current scheme.

4.0 Design Development

The Client, 'BP Rolls (Newport) Ltd' is a well-established company operating sites throughout England and the Wales and has occupied the site since 2021. 'BP Rolls' is one of the largest independent commercial and private vehicle repairers in the UK. The company also operates at a site directly opposite this proposed site, within Nash Mead. BP Rolls Ltd provide a wide range of services for private and commercial customers including accident repair, servicing and MOT testing and fleet graphics. Established since 1966, the family-owned business has over 50 years of heritage in the motor trade and has grown from the garden workshop of the founder Brian Rolls, to the multi-site operation they have today, with over 100 employees in Andover and the existing site in Newport.

Design and Access Statement

BP Rolls, Unit 3, Nash Mead, Queensway Meadows Industrial Estate,
Newport, NP19 4SU

Design Development (Cont.....)

This site in Newport has been used primarily for the B2 use for motor vehicle service, repairs & MOT testing centre for light goods vehicles such as supermarket delivery vehicles for which there has been a huge rise in demand for this year due to Covid-19, and the increased demand for home shopping deliveries. The detail of the area is shown as drawing XXXX. The original block plan, which is to be retained in the proposed scheme, is altered only by the addition of 2 No electric car charging points.

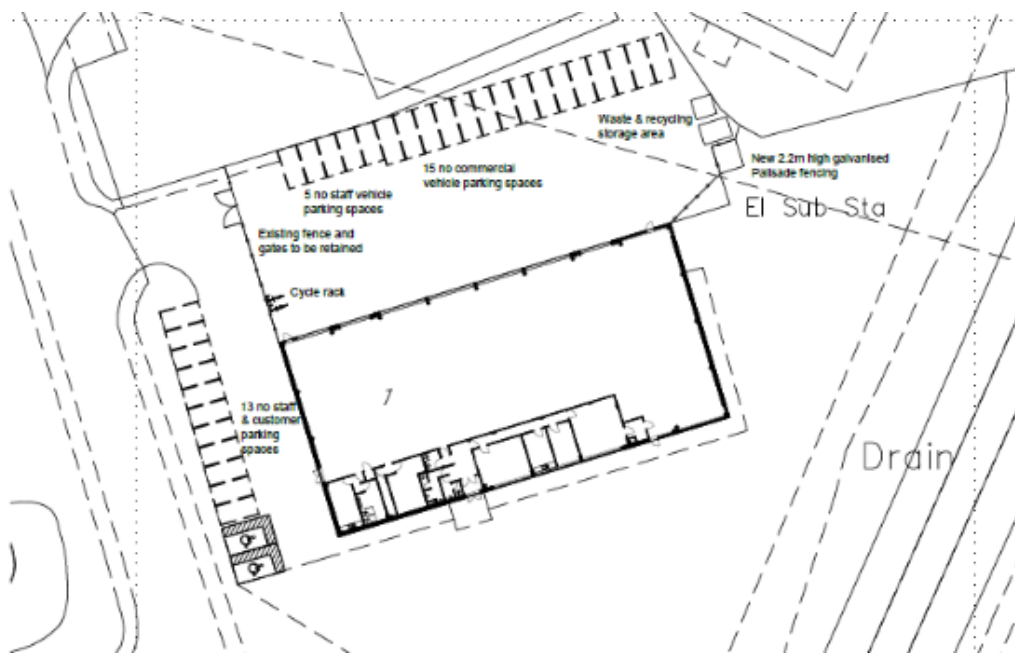


Figure 3
Original block plan.

5.0 Planning History

- CHANGE OF USE TO INDOOR DOG PARK AND DOG DAY CARE
Ref. No: 16/0341 | Status: Granted with Conditions
- EXTERNAL REFURBISHMENT AND INTERNAL DIVISION OF EXISTING FACTORY UNIT INTO 4NO. SELF CONTAINED FACTORY UNITS TOGETHER WITH EXTENDED CAR PARKING FACILITIES Ref. No: 14/0901 | Status: Granted with Conditions.
- CHANGE OF USE TO MOTOR VEHICLE SERVICE, REPAIRS AND MOT TESTING CENTRE FOR VEHICLE CLASSES 1,2,4,5 AND 7 (USE CLASS B2) AND PROPOSED EXTERNAL ALTERATIONS INCLUDING 7NO. ROLLER SHUTTER DOORS, CLADDING, GALVANISED PALLISADE FENCING AND AMENDMENTS TO EXTERNAL FORECOURT TO PROVIDE PARKING. Ref. No: 21/0075 | Status: Decided

Planning History (Cont....)

The site is an existing commercial unit with a floor space of approximately 1,100 square metres. It has been historically occupied by a number of food preparation and manufacturing businesses, then the use was changed to an indoor dog park and day care facility. Prior to the fire, the unit was used as a facility for the servicing repair and MOT for vehicle classes 1,2,4,5 and 7. The building is set within a curtilage comprised of a front parking forecourt and a fenced off rear storage yard. The wider area is populated by similar large commercial buildings mainly within manufacturing, industrial and storage and distribution uses. BP Rolls occupies the neighbouring site. This site was acquired to provide additional facilities to serve the increased demand for supermarket delivery vehicles.

6.0 The Proposal

6.1 Introduction

The design for the site will be such that the external appearance will be unaltered. Gates and fencing will remain to provide a secure site. The security fence will be retained to the rear of the existing yard to secure the area. The proposal seeks to replicate the building with no physical external alterations. The configuration of the seven roller shutter doors will be retained on the northern elevation. The new cladding will replicate the original on all elevations to match the BP Rolls Corporate colours. There is existing hardstanding within the site. There is landscaping within the site boundaries. These are not proposed to be altered further from the existing situation.

6.2 Scale

The existing red line site area is 7450m² and remains as the previous approval. The building itself will contain all the process and operations of the service and repair of the vehicles, with external areas for parking/turning. There will be a small office/ staff facilities area, however the main area of the building will be the vehicle repair/servicing workshop.

6.3 Layout

The existing hardstanding within the red line site is to remain. There is existing landscaping to the site boundaries. It is acknowledged that this is an industrial area by its nature, therefore an appropriate site for this use. There are no footpaths within close proximity to the site. The site requires security, so the existing metal railings security fence is to remain, as is a small section of palisade fencing to the rear of the site to secure the yard area.

6.4 Landscaping

It is not considered that any additional planting of trees or shrubs will be required. There is some existing landscaping. This is an industrial urban area by nature, therefore an appropriate site for this use. The boundary fencing will remain as existing, and it is considered that additional planting would be unnecessary.

6.5 Ecology

The application site is of low ecological value. There would be no implications for ecology/biodiversity as the majority of the site is hard surfaced at present. The site has no habitat designations. Therefore, no Phase 1 habitat survey has been undertaken.

6.6 Employment.

The level of staffing in the original facility will be retained with benefits to the economy of the local area.

6.7 Flood Risk.

It is recognised that developments must not increase the risk of flooding within the application site or elsewhere. In this instance it is noted that the application site is located within Flood Zone C1 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15: Development and Flood Risk (TAN15) (July 2004). Within previous applications at the site Natural Resources Wales (NRW) has stated that due to the small scale of the proposed development the flood risk was considered to be acceptable. TAN15 seeks to direct new development away from Zone C but acknowledges that some development within existing built-up areas in Zone C can be permitted where it can be justified. We believe the development should be considered to be justified in accordance with TAN15 as the existing building is again previously developed land and a replication of the facility that already has approval. It is also considered that the proposed use would be identical with previous use at the site in the number of people at risk of flooding compared to the potential fall-back and lawful uses of the site. The proposed development would not result in any additional impermeable hardstanding and the B2 use would be regarded as being a "less vulnerable" land use. As the past uses of the site have been industrial, the flood risk would be no more harmful for this change of use. It is considered that the site and any planning approval may be subject to SAB approval.

6.8. Movement / Site Access

The site access will be retained and unaltered as will the car parking and vehicle parking arrangements.

The car park layout will be retained with the addition of 2 electric car charging points.

7.0 Planning Policy

7.1 Introduction

In making a planning application, we will set out a full analysis of relevant planning policy, with a clear explanation of why we consider the development accords with policy or, if it does not, why it is a justifiable exception to policy or how issues can be addressed by appropriate mitigation measures. In reviewing planning policy, we have taken account of the policy documents, and specific policies set out in the pre-application advice received from the Newport City Council. It should be noted that the scheme is limited to the replacement of the steel frame and cladding. There is no other alteration to the building other than those requested in the pre planning advice. As the previous scheme meets the requirements of national planning policy, it is considered that the current application also meets the requirements.

7.2 National Planning Policy.

This development would accord with the goals set out in Planning Policy Wales (Edition 10, 2018) (PPW) in that:

- It would retain prosperity through jobs and potentially expanding a thriving business in the local area.
- Retaining the use of a former vacant brownfield site will have economic benefits to Newport, making it more resilient; Project: Unit 1 Nash Mead, Change of Use Page 9 of 12 Reference: 023010-01 Issue 1 Date: 25th January 2021
- The link between economic prosperity and health is well known, also with BP Rolls servicing and repairing supermarket delivery vehicles, more food deliveries will be available to vulnerable people following Covid-19 which will have obvious benefits to health.
- Equal opportunities would be available for employment at the site, as wages more than meet requirements.
- Employment opportunities arising will help stabilise populations in the local area with less people moving elsewhere for work opportunities, making them more cohesive.

National Planning Policy (Cont....)

- The reuse of the site will retain vibrancy into the local area and help to retain Welsh culture in the local area.
- The profile of Wales would be enhanced globally through the successes of individual towns and cities bringing up the overall prosperity of the country, encouragement of business remains in the area and use existing brownfields site will contribute to this goal.

Section 6.7 deals with flood risk. The application for change of use previously considered flood risk with the original site having been for industrial use. As this application deals with the replacement of a fire damaged structure, there is no increase in impermeable surfaces and therefore flood risk is no different to approved scheme.

TAN 12 Design July 2014. This application has taken account of the factors for ensuring sustainable design, including consideration of materials in sustainable construction, however this application is primarily a replacement of the fire damaged structure with external appearance replicated. This is an existing building and industrial site therefore there is little opportunities for outstanding design. It is widely accepted that industrial buildings are fit for purpose and in this existing industrial area the design of the building will be appropriate.

TAN 15 Development and Flood Risk July 2004. This note provides guidance on how risk of flooding can arise and how to minimise and manage it. As we have demonstrated, we have considered the management of water at the site and the risk of flooding – on and off the site – is no different to the existing situation.

TAN 18 Transport March 2007. This note explains the need for integrated transport and land use and extols the virtues of transport by means other than the private car, in order to minimise the environmental cost of travel. Therefore, sustainable location is an important factor for most land-use planning. There is no increased requirement for transport links as the staffing levels will remain as the existing approval.

The following section is extracted from the change of use application reference 21/0075

TAN 23 Economic Development, February 2014 at para 1.2.5, this Note states: "Local planning authorities should recognise market signals and have regard to the need to guide economic development to the most appropriate locations, rather than prevent or discourage such development." This proposal is responding to existing market trends, the need for supermarket delivery vehicles has massively increased and servicing and repair for these vehicles is important to keep these vehicles on the road and delivering food to the people who need it most in this pandemic.

National Planning Policy (Cont....)

At para 2.1.1, it comments: "It should not be assumed that economic objectives are necessarily in conflict with social and environmental objectives. Often these different dimensions point in the same direction.

Planning should positively and imaginatively seek such 'win-win' outcomes, where development contributes to all dimensions of sustainability." This is a very important statement emphasising that new development can indeed be sustainable, this proposal will have economic benefits of having a thriving business in the area and social benefits of keeping food deliveries reaching local people. The note recognises the value of the Welsh rural economy. It comments, at 3.1.3: "the needs of established businesses or clusters may be very specific. When businesses expand or modernise, they may need to do so in situ; it may be highly inefficient or impracticable for them to relocate to a sequentially preferable site." Those are clearly the relevant circumstances in this case, BP Rolls operate a site opposite and having this sister site nearby will benefit both sites' operations greatly.

Local Planning Policy – The Newport Local Development Plan 2011-2026 Adopted in 2015

The below is extracted from the change of use Planning Statement. As the use, scale and materials are as the original approval, the below is considered relevant.

2.1.1, it comments: "It should not be assumed that economic objectives are necessarily in conflict with social and environmental objectives. Often these different dimensions point in the same direction. Planning should positively and imaginatively seek such 'win-win' outcomes, where development contributes to all dimensions of sustainability." This is a very important statement emphasising that new development can indeed be sustainable, this proposal will have economic benefits of having a thriving business in the area and social benefits of keeping food deliveries reaching local people. The note recognises the value of the Welsh rural economy. It comments, at 3.1.3: "the needs of established businesses or clusters may be very specific. When businesses expand or modernise, they may need to do so in situ; it may be highly inefficient or impracticable for them to relocate to a sequentially preferable site." Those are clearly the relevant circumstances in this case, BP Rolls operate a site opposite and having this sister site nearby will benefit both sites' operations greatly.

As the application involves the replacement of the steel frame to the main building only and there are no other changes to the approved scheme, the above remains relevant.

Local Planning Policy – The Newport Local Development Plan 2011-2026 Adopted in 2015 (Cont....)

9.3. Local Planning Policy – The Newport Local Development Plan 2011-2026 Adopted in 2015 Policies include; • SP1 Sustainability • SP3 Flood Risk • SP9 Conservation of the Natural, Historic and Built Environment • GP2 General Amenity • GP4 Highways and Access • GP6 Quality of Design • CE6 Archaeology • EM3 Alternative Uses of Employment Land • T4 Parking The adopted Parking Standards 2015 supplementary planning guidance (SPG) is also relevant to the determination of this application. Policies SP1 Sustainability/ EM3 Alternative Uses of Employment Land Policy EM3 states that alternative uses for employment sites will be resisted unless: i) the site has been marketed unsuccessfully for employment purposes for a minimum of 12 months; ii) there remains a sufficient range and choice of employment land and premises to meet LDP requirements and local demand; iii) the development has no adverse impact on existing or allocated employment sites; iv) the development has no adverse impact on amenity or the environment. The site will remain in employment use. The proposed number of employees is 15. In previous applications at the site the Head of Planning Policy stated that a significant amount of employment land remains allocated in the NLDP and it was considered that the application met the requirements of policy EM3 when there was a decrease in employment for the dog park. We are now proposing a use which has a higher number of employees. The sequential testing supports that this proposed MOT testing and repair facility is suitable for the boundaries of the city centre. Policy EM3 does not require a sequential approach to the site location of alternative employment land uses (unless a leisure or retail use to which other local policies apply). Therefore it is reasonable to conclude that a business of this type is unlikely to find suitably sized and economically viable accommodation within the city centre (or district centres) nor would it likely be compatible within a city centre location or a district centre where a mix of residential and commercial uses are more prevalent. The property has been vacant over recent months and whilst there is no specific planning policy that attempts to help vacant properties back into continued use it is a general National and Local Government initiative for regeneration principle to be acceptable and that vacant sites should be encouraged back into a viable use. The proposed use is justified as it would bring a vacant site back into a use that would benefit local employment and generally be in accordance with the Council's wider regeneration strategies. The proposal would create 15 jobs and would bring a vacant site back into use, which will contribute to the economic development of the area and should be considered acceptable in this location. GP2 (General Amenity)/ GP6 (Quality of Design)/ SP9 (Conservation of the Natural, Historic and Built Environment), It is recognised that business and industrial uses are acceptable within these areas, so generally there are no issues related to incompatibility of neighbouring uses. The external alterations are minimal, the recladding and insertion of roller shutter doors proposed at the site, will simply modernise the building for its required function, it will remain in keeping with the industrial appearance of the wider area. Policy 26 Highways/ T4 (Parking) Refers to development should deliver proposals that are acceptable in terms of traffic generation and road safety.

**Local Planning Policy – The Newport Local Development Plan 2011-2026
Adopted in 2015 (Cont....)**

The parking will be in accordance with the standards. The building is 1152m² therefore the required non-operation parking is 1 space per 80m² which is 14.4 spaces, plus the operation parking is 150m² minimum in accordance with the SPD.

SP3 Flood Risk As stated previously it is recognised that the application site is located within Flood Zone C1 but acknowledges that some development within existing built-up areas in Zone C can be permitted where it can be justified. We believe the development should be considered to be justified in accordance with TAN15 as the existing building is again previously developed land. It is also considered that the proposed use would be comparable with previous uses at the site in the number of people at risk of flooding compared to the potential fall-back and lawful uses of the site. The proposed development would not result in any additional impermeable hardstanding and the B2 use would be regarded as being a “less vulnerable” land use. As the past uses of the site have been industrial, the flood risk would be no more harmful for this change of use.

CE6 Archaeology The application site is within an archaeologically sensitive area (ASA). No works are proposed that would involve excavation or significant amounts of ground disturbance over previously undeveloped land, so there is no reason to conclude that any archaeological resource would be encountered. The land is also previously developed and any archaeology that was present on site is likely to have been disturbed by previous construction. As such the ASA would be preserved and the development is in accordance with policy CE6 of the NLDP. The proposals for B2 use for motor vehicle service, repairs & MOT testing centre for BP Rolls (Newport) Ltd will result in a successful existing business expanding and investing in the local area promoting economic growth to a currently redundant site. The proposal is wholly in accordance with Local Plan Policy.

8.0 Community Infrastructure Levy (CIL)

We note that the Council has adopted the Community Infrastructure Levy, however as the proposed development would not result in an increase in any floor space it would not be CIL liable.

9.0 Conclusion

This proposal represents a plausible and sensitively located site for the replacement of a B2 unit for an existing and prosperous business. The application site was previously a brownfield site within an existing industrial area. It will provide a suitable area for the business to continue to expand and operate effectively. The proposals would be in character with the existing urban industrial area, appropriate to surrounding development. The site selected has excellent strategic access, providing a service required in this area to cater for the increased supermarket home delivery vehicles, which due to Covid-19 has seen a huge increase in this sector. No new access is required, and there would be no increased traffic generation from the development when the previous approval is considered. The proposed land use would have a very limited impact in terms of ecology and landscape and residential amenity impacts. The review of national and local policies contained within this statement has demonstrated the proposed retention of B2 use for motor vehicle service, repairs & MOT testing centre which accords with the principles espoused by the Government. Therefore, it is concluded that planning permission should be granted for this proposal, which would have continued social and economic advantages without any environmental disadvantages, subject only to necessary and achievable conditions.