



**Associated British Ports (ABP)**

**HILL AND SMITH SITE, NEWPORT DOCKS**

**DESIGN AND ACCESS STATEMENT**

**OCTOBER 2021**

DRAFT

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**ASSOCIATED BRITISH PORTS (ABP)**

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**OCTOBER 2021**

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## 1 INTRODUCTION

- 1.1.1 Wardell Armstrong LLP has been instructed by Associated British Ports (ABP) to prepare and submit a planning application in respect of the construction of additional buildings and facilities at the Hill and Smith site, land to the west of Tom Lewis Way, Port of Newport.
- 1.1.2 In keeping with the site's current land use and the wider port landscape, the proposals entail the construction of an additional stores unit (450m<sup>2</sup> floor area) and open-fronted wash down area (242m<sup>2</sup> floor area) together with Portakabin offices (300m<sup>2</sup> floor area) and other associated development. As a result of the proposed development, the application site will be utilised for two main purposes. The first purpose being the continued assembly of prefabricated steel to produce barrier structures and the second purpose being the storage of such materials and barriers. In respect of the latter, it is necessary to increase the area that is set aside for storage and as such it is proposed that the site area is expanded northwards to incorporate land that is already used for such purposes.
- 1.1.3 The total area of the application site is 5.6 hectares, therefore, this proposed development falls under the definition of a major planning scheme.
- 1.1.4 The purpose of this Design and Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the necessary elements of design and access in relation to the application site, in this instance the Hill & Smith site at Newport Docks, and to outline any planning policy relevant to the proposals.
- 1.1.5 The DAS will commence by outlining the features of the application site and provide a contextual analysis regarding local character and surrounding land uses. Following this, the planning policy framework relevant to the development proposals will be outlined. In addition, the document will outline the nature and extent of the proposals and conclude in presenting the planning arguments demonstrating why this proposed scheme should receive planning approval.

## 2 SITE CONTEXT AND ANALYSIS

### 2.1 Site Location

2.1.1 The application site comprises the currently operational Hill & Smith (alternatively referred to as Asset International) site and land immediately to the north which has previously been used as storage space ancillary to the operations of Scott Pallets. The site is found along the western flank of Tom Lewis Way in Newport Docks.

2.1.2 The Port of Newport is an operational port with an enclosed dock system - the Alexandra Docks - which provides access to both a north and south dock. The application site is found to the south west of the wider port estate and sits north west of the Alexandra Dock, east of the Ebbw River, north of the Speedy Newport Docks site and to the west of Tom Lewis Way. The land, directly to the north of the application site is unused. For further information about the site location please refer to Figure 1, below.

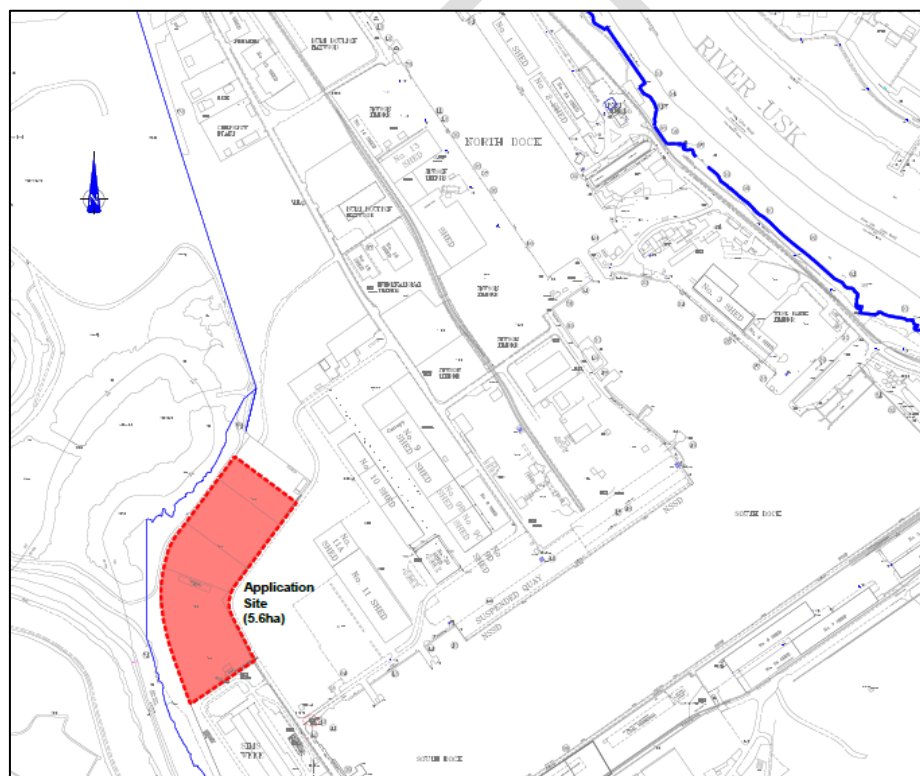


Figure 1: Site Location Plan (ref.@)

### 2.2 Land Use Context

2.2.1 The application site is located within the operational Port of Newport. The port is a well-developed industrial area, reflected by of a variety of tenants and trades in the

vicinity of the application site such as a variety of warehouses and storage units of a B2 (General Industrial) and/or (B8 – Storage and distribution) land use class.

2.2.2 The nature of these businesses includes tool rental services, scrap metal dealership, ready mix concrete supplier, storage facilities and many other uses of an industrial nature.

2.2.3 The application site is currently operated by Asset International (a subsidiary of Hill and Smith) for the assembly of prefabricated steel barriers and structures securing an existing industrial land use. For further information, please see Figure 2, which illustrates the types of business located in the immediate vicinity of the application site.



Figure 2: Satellite image identifying local business in the vicinity of the application site (outlined in red) (image courtesy of Google.com)

2.2.4 Commercial land uses can be found further afield to the north west of the application site with several retail units at the East Retail Park and a mixture of leisure and retail units at the Maesglas Retail Park, both accessed via Docks Way.

## 2.3 Site Access

2.3.1 The application site benefits from good vehicular access which has already been established as part of the wider dock infrastructure. The application site is accessed via 2 no. gated entrances, both located on the curved eastern boundary of the site.



Currently, 1 no. access point provides access to the north eastern section of the site and the 1 no. access point provides access to the southern section of the site. Both access/ egress points connect directly to Tom Lewis Way -an internal private dock road with plentiful width to allow dual movement by large vehicles.

2.3.2 Tom Lewis Way forms a junction with West Way Road, which to the north west connects with Docks Way. The south west flank of Docks Way provides access to the Southern Distributor Road (A48), in both an east and west direction. A48 provides good connections with other major roads in wider area including the M4.

2.3.3 Barriers and security kiosks are situated at the entrances of the port of West Way Road and East Way Road, providing secure and controlled access to the Port.

2.3.4 The Port of Newport is also served by the Alexandra Docks, south east of the application site providing marine access to ships and boats. The Alexandra Docks connects directly with the River Usk and beyond that to the Bristol Channel.

2.3.5 The nearest form of public transport to the application site is the Comet bus stop located on Docks Way, approximately 1 mile (on foot) to the north west.

## 2.4 Site Appraisal

2.4.1 The application site is currently utilised by Asset International for the assembly of prefabricated steel to produce barriers. The entire site is of hardstanding enclosed by metal palisade fencing. A small amount of landscaped area is contained within the red line boundary area, however, this area lies outside of the palisade fencing and on grass covered curb side on Tom Lewis Way.

2.4.2 Currently, an existing open-fronted wash down area is located at the southern boundary of the site. The existing wash down area is of 15.91m (L) x 9.62m (W) x 7.2m (H ) and is finished in a grey blue colour. Temporary container offices are located to the east of the existing washdown area, and also have an external grey blue finish.



Figure 3: Satellite image (courtesy of Google.com) showing the location of the existing wash down area and temporary office.

- 2.4.3 The Ebbw River is approximately 30m west of the site and flows past in a south eastern direction connecting to the River Usk, south east of the application site. The Alexandra Docks also connect with the River Usk, allowing ships and boats to access the docks and the wider industrial estate.
- 2.4.4 The application site is located approximately 150m to the east of the Gwent levels – St Brides Site of Special Scientific Interest (SSSI) and about 500m north of a Severn Estuary RAMSAR Site, SSSI, Special Protection Area and Special Area of Conservation (SAC). In addition, the nearest point of the application site is approximately 865m from the River Usk SSSI and SAC designations. For further information, please see Figure 3. It is noteworthy to mention that a long strip of vegetation is present between the entire extent of the western boundary of the application site and the Ebbw River providing an opportunity for screening. In addition, a condition of a previous planning consent (application ref. 07/0592), covering the site, required the installation of



screening along the western boundary to form a suitable boundary to this corridor. It is noteworthy that this screening remains in situ. For further details, please refer to Section 3.

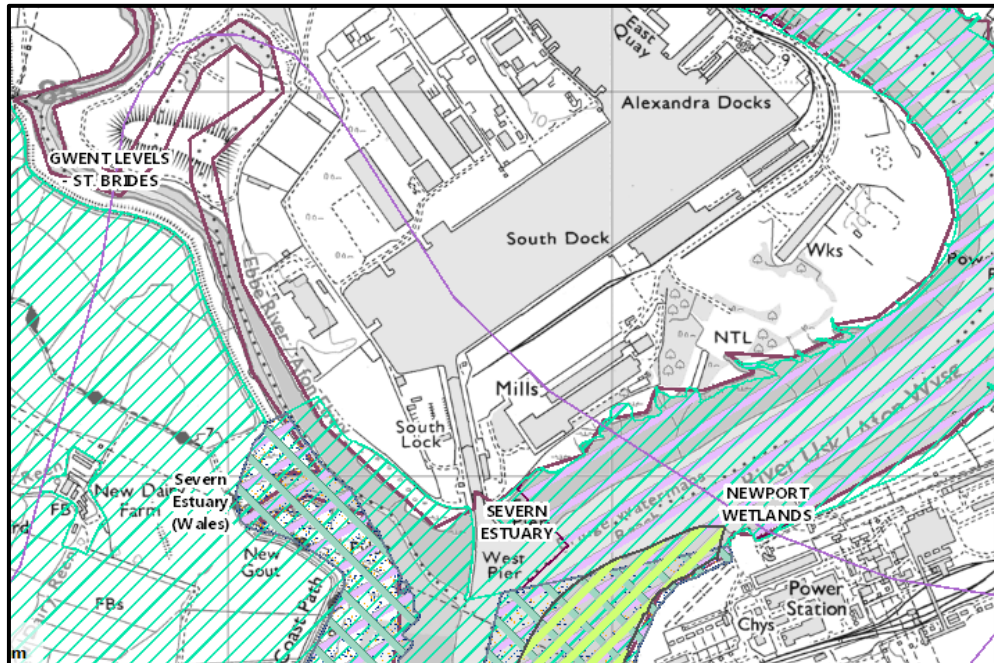


Figure 3: Nearest ecological designations to the application site. (Image courtesy of Magic.defra.gov.uk)

2.4.5 Furthermore, in accordance with Natural Resources Wales Development Advice Map, the application site is within Zone B, areas known to have flooded before evidenced by sedimentary deposits. Please see Figure 4.

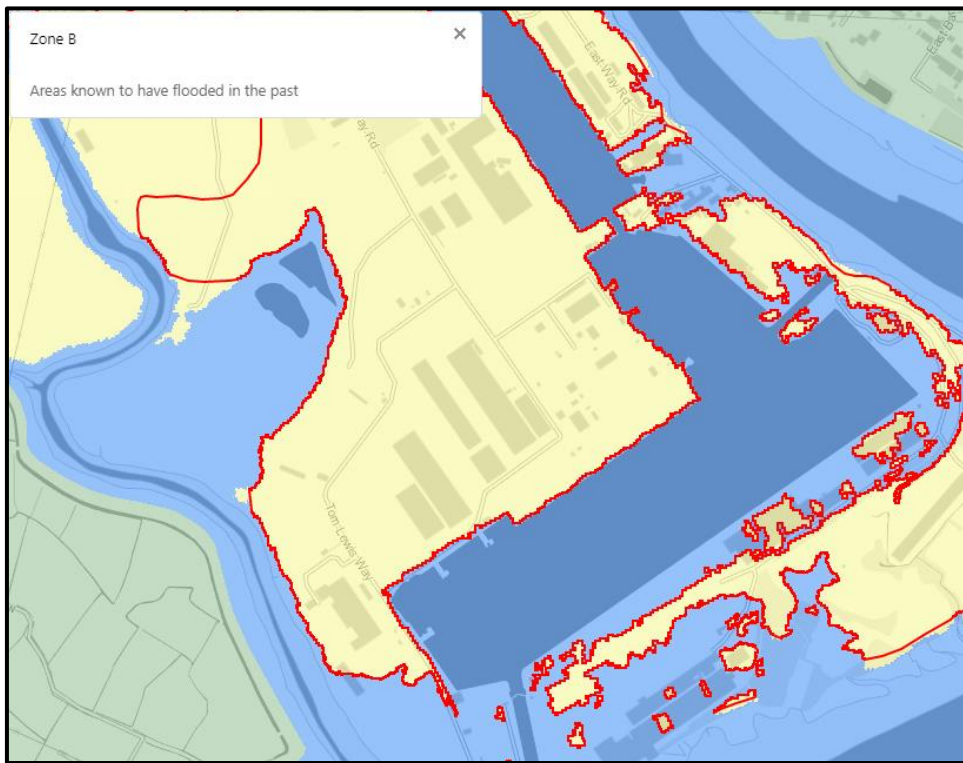


Figure 5: Flood zone areas – the application site falls within Zone B (yellow shading) (image courtesy of Natural Resources Wales – Development Advice Map)

### 3 PLANNING HISTORY

- 3.1.1 To provide clarity to the context and character of the application site subject of this planning application and how it has recently been developed it is essential to undertake a review of the relevant planning history.
- 3.1.2 Planning permission for the use of land as temporary storage for waste refrigeration units was granted by Newport Council on 5<sup>th</sup> November 2002 (application ref. 02/1180). Under the granting of application ref. 03/1382 the permission to use the land as temporary storage was extended for 3 years. Further to this, on 4<sup>th</sup> May 2007, Newport Council granted permission to extend this period of this development for an additional 2 years (application ref. 06/1733).
- 3.1.3 On 23<sup>rd</sup> November 2005, planning permission for the construction of site & buildings to store, treat and process waste electrical equipment and other ferrous metal containing items/ material (application ref. 05/0698) was granted.
- 3.1.4 Subsequently, on 3<sup>rd</sup> October 2007, Newport City Council also granted planning permission for the construction of site & buildings to store, treat and process waste electrical equipment and other ferrous metal containing items/ material (application ref. 07/0592). It is understood that this full planning application entailed amendments to the approved development under application ref. 05/0698.
- 3.1.5 For completeness, the extent of the application site of application ref. 07/0592 is included in Figure 6.



Figure 7: Site location (as shown on Newport Council's planning archive) of application ref. 07/0592.

3.1.6 The officer's report of application ref. 07/0592 states that no direct evidence of otters was present within the site or adjacent bank in the surveys undertaken. However, while there was no evidence of otter at the time of these surveys, the report acknowledges that otter do transit through that part of the river. As a result, a physical screen between the western boundary of the application site and the Ebbw River was required under condition 7. From site observations, it is clear that the physical screen is still present to the west of the site.



Figure 6: Satellite image of the site indicating the presence of the vegetation screen between the western boundary of the application site and the Ebbw River as required by application ref. 07/0592

3.1.7 On 3<sup>rd</sup> November 2008, planning permission was obtained for the construction of an equipment service facility with associated office buildings (application ref. 08/0984). Please Figure 5, below for the extent of the application site.



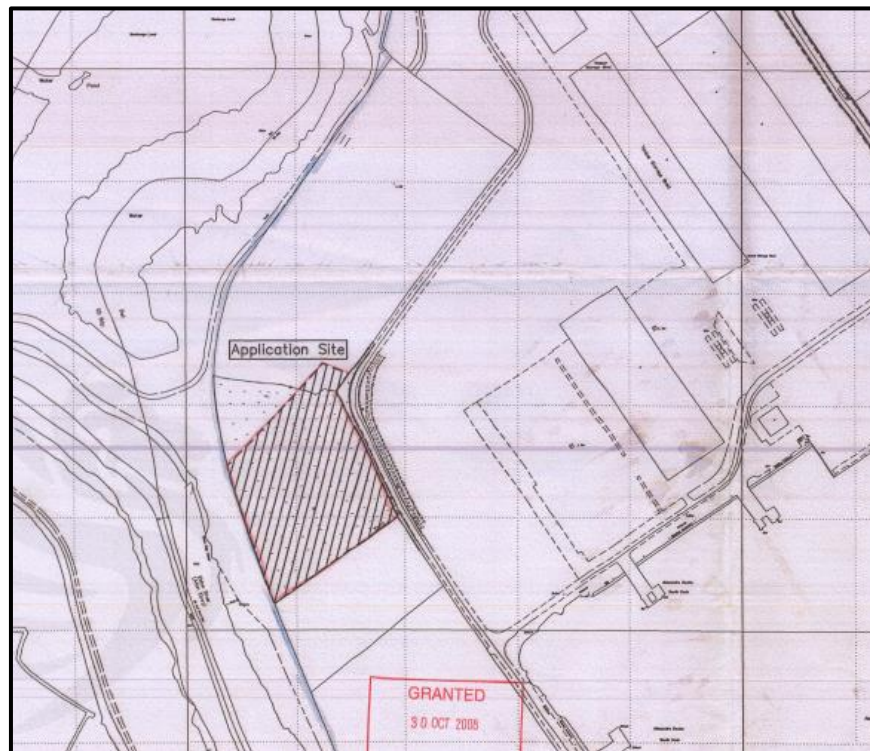


Figure 6: Approved site location of planning application ref. 08/0984.

3.1.8 The planning history outlined in this section identifies that both B2 and B8 land uses have been consistent across this site for almost two decades, therefore, a continuation of this use would not result in any adverse impact to the site itself or the wider industrial estate.



## **4 PLANNING POLICY FRAMEWORK**

### **4.1 Overall Context**

4.1.1 The planning policy context entails national planning policy in the form of Planning Policy Wales and its accompanying suite of Technical Advice Notes (TANs), together with the local development plan which comprises the Newport Local Development Plan 2011-26.

### **4.2 Planning Policy Wales (PPW)**

4.2.1 Planning Policy Wales (PPW) Edition 11 sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves 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 and other key legislation.

4.2.2 Paragraph 3.55 within PPW 11 states that previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for the development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.

4.2.3 Within Section 5, PPW 11 states that functional and attractive ports, harbours, marinas and inland waterways, which meet current and future demand, make Wales an attractive location for business, visitors and freight transportation. Support and investment in these facilities unlocks potential to boost the economy both directly from the greater use of the facilities and indirectly through opportunities that improved maritime transport infrastructure provide for other sectors (both nationally and internationally).

4.2.4 Furthermore, paragraph 5.3.16 sets out that planning authorities should seek to promote the use of ports, harbours, marinas and inland waterways by protection or provision of access to them and by the retention or provision of appropriate wharf, dock, harbour and rail transfer facilities to support economic activities in a way that minimises any adverse impacts on the environment.

#### 4.3 Technical Advice Notes (TAN)

4.3.1 Section 4 of TAN 15: Development and Flood Risk states that the development advice maps are based on the best available information considered sufficient to determine when flood risk issues need to be taken into account in planning future development. Figure 1 of TAN 15 states that Zone B comprises areas know to have flooded in the past evidenced by sedimentary deposits. Zone B is used as part of a precautionary approach to indicate where sites levels should be checked against the extreme (0.1%) flood level. If site levels are greater than the flood levels used to define adjacent extreme flood outline there is no need to consider flood risk further.

4.3.2 Paragraph 2.1.3 of TAN 23 – Economic Development states that it is a central objective of the planning system to steer development to appropriate locations.

#### 4.4 Newport Local Development Plan 2011-2026

4.4.1 The Newport Local Development Plan 2011 -2026 was adopted January 2015 and provides land use policies and proposals to shape the future growth of Newport. Key policies of relevance to the proposed development at the former Hill and Smith Site are:

##### **SP1 – Sustainability**

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. They will be assessed as to their potential contribution to:

- i. the efficient use of land;
- ii. the reuse of previously developed land and empty properties in preference to greenfield sites;
- iii. providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage Newport local development plan 2011 – 2026 January 2015 17 and encourage a modal shift to more sustainable modes of transport;
- iv. reducing energy consumption, increasing energy efficiency and the use of low and zero carbon energy sources;
- v. the minimisation, re-use and recycling of waste;

- vi. minimising the risk of and from flood risk, sea level rise and the impact of climate change;
- vii. improving facilities, services and overall social and environmental equality of existing and future communities;
- viii. encouraging economic diversification and in particular improving the vitality and viability of the city centre and district centres;
- ix. conserving, enhancing and linking green infrastructure, protecting and enhancing the built and natural environment;
- x. conserving and ensuring the efficient use of resources such as water and minerals.

### **SP3 – Flood Risk**

Newport's coastal and riverside location necessitates that development be directed away from areas where flood risk is identified as a constraint and ensure that the risk of flooding is not increased elsewhere. Development will only be permitted in flood risk areas in accordance with national guidance. Where appropriate a detailed technical assessment will be required to ensure that the development is designed to cope with the threat and consequences of flooding over its lifetime. Sustainable solutions to manage flood risk should be prioritised.

### **GP2 – General Amenity**

Development will be permitted where, as applicable:

- i. there will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours and air quality;
- ii. the proposed use and form of development will not be detrimental to the visual amenities of nearby occupiers or the character or appearance of the surrounding area;
- iii. the proposal seeks to design out the opportunity for crime and anti-social behaviour;
- iv. the proposal promotes inclusive design both for the built development and access within and around the development;
- v. adequate amenity for future occupiers.

#### **GP4 – Highways and Accessibility**

Development proposals should:

- i. provide appropriate access for pedestrians, cyclists and public transport in accordance with national guidance;
- ii. be accessible by a choice of means of transport;
- iii. be designed to avoid or reduce transport severance, noise and air pollution;
- iv. make adequate provision for car parking and cycle storage;
- v. provide suitable and safe access arrangements;
- vi. design and build new roads within private development in accordance with the highway authority's design guide and relevant national guidance;
- vii. ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.

#### **GP 5 – Natural Environment**

Development will be permitted where, as applicable:

- i. the proposals are designed and managed to protect and encourage biodiversity and ecological connectivity, including through the incorporation of new features on or off site to further the UK, Welsh and/or Newport biodiversity action plans;
- ii. the proposals demonstrate how they avoid, or mitigate and compensate negative impacts to biodiversity, ensuring that there are no significant adverse effects on areas of nature conservation interest including international, European, national, Welsh section 4232 and local protected habitats and species, and protecting features of importance for ecology;
- iii. the proposal will not result in an unacceptable impact on water quality;
- iv. the proposal should not result in the loss or reduction in quality of high-quality agricultural land (grades 1, 2 and 3a);
- v. there would be no unacceptable impact on landscape quality;

- vi. the proposal includes an appropriate landscape scheme, which enhances the site and the wider context including green infrastructure and biodiversity

#### **GP 6 – 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. In considering development proposals the following fundamental design principles should be addressed:

- 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;
- ii. access, permeability and layout: all development should maintain a high level of pedestrian access, connectivity and laid out so as to minimise noise pollution;
- iii. preservation and enhancement: where possible development should reflect the character of the locality but avoid the inappropriate replication of neighbouring architectural styles. The designer is encouraged to display creativity and innovation in design;
- iv. scale and form of development: new development should appropriately reflect the scale of adjacent townscape. Care should be taken to avoid over-scaled development;
- v. materials and detailing: high quality, durable and preferably renewable materials should be used to complement the site context. Detailing should be incorporated as an integral part of the design at an early stage;
- vi. sustainability: new development should be inherently robust, energy and water efficient, flood resilient and adaptable, thereby facilitating the flexible reuse of the building. Where existing buildings are present, imaginative and sensitive solutions should be sought to achieve the re-use of the buildings

#### **CE9 – Coastal Zone**

Development will not be permitted in the coastal area or adjoining the tidal river unless:



- i. in the undeveloped coastal area such development is required to be on the coast to meet an exceptional need which cannot reasonably be accommodated elsewhere;
- ii. the area is not itself at risk nor will the proposed development exacerbate risks from erosion, flooding or land instability

Development which requires a coastal location should be sited within the developed coastal zone.

### **EM2 – Newport Docks**

The existing 206-hectare employment site at Newport docks is protected for B1, B2 and B8 uses. The council will support such development where it can be demonstrated that the development is complementary to and does not hinder the operational use of the port.

### **T2 - Heavy Commercial Vehicle Movements**

Developments which generate heavy commercial vehicle movements will be favoured in those locations which allow access to a railway line, wharf or dock. Where it can be demonstrated that this is not appropriate, locations readily accessible to strategic and principal routes will be favoured. Elsewhere, such development will not be permitted.

4.5 Other policies of relevance within the Newport Local Development Plan 2011-2026 include the following:

- SP 8 – Special Landscape Areas
- GP 1 – Climate Change
- GP 3 - Service Infrastructure
- GP 7 – Environmental Protection and Public Health
- CE 8 – Locally Designated Nature Conservation and Geological Sites
- T 4 – Parking

## 5 DESIGN

5.1.1 Currently, Asset International are operating the southern part of the application site for the assembly of prefabricated steel barriers and structures. 1 no. open fronted wash down area is already present as is a small row of contained offices, adjacent to the southern boundary of the application site.

5.1.2 Due to recent success of the business, it is now necessary to consider an expansion of operations to meet industry demand. To this end, the proposals contained within this planning application propose the construction of an additional stores unit and open fronted wash down area similar to the existing facility, together with Portakabin offices, contained within an expanded site, and other associated works. The application site will remain dedicated to the assembly of prefabricated steel barriers and structures but will also seek to store safely on site.

5.1.3 It is intended to locate the proposed structures to the southern section of the application site, in close proximity to the existing structures.

### 5.2 Description of the proposed offices

5.2.1 The proposed Portakabin offices will be positioned in the south of the overall application site, adjacent to the eastern boundary and directly north of the southern access/ egress point serving the application site.

5.2.2 The Portakabins will form a square structure (from bird's eye view) measuring 12.21m (width) x 12.25m (depth). The Portakabins will be two storeys in height and exhibiting a standard flat roof profile found at 15.35m AOD at eave level height.

5.2.3 The Portakabin offices will benefit from 4no. entrance points. A ground floor entranceway is included on both the south and north elevations of the structure. First floor access points served by an external metal stair way will be present on the south and east elevations

5.2.4 The Portakabins will be constructed from converted steel with a blue grey painted finish or with steel sheet cladding. 37 no. one over one rectangular awning windows will be spread around the exterior of the structure providing natural lighting internally.

5.2.5 Internally, at ground floor level the Portakabins will contain an entrance/ lobby area, a reception area/ office, a mess room, a medical room, 3 no. wash closets, 1 no. disabled wash closet and 3 no shower cubicles. At first floor level the Portakabins will

provide space for a board room, a canteen, 4 no. offices, a sever room and 3 no. wash closets.

### 5.3 Description of proposed open front wash down area

5.3.1 The proposed open fronted wash down area will be located approximately 15m to the south west of the existing wash down area, north of the southern boundary of the application site.

5.3.2 The new structure has been designed to conform to a similar design as the existing wash down area measuring 14.97m (width) by 15m (depth) equating a 242Sqm internal floor space. The structure is proposed to have a sloped roof with a shallow increase in gradient from south to north. The height of the structure at the lowest point (the south elevation) is 6.85m and at the highest point (north elevation) will measure 8.30m.

5.3.3 A 14.48m (width) by 6.69m (height) clear opening will be present on the north elevation of the structure. A PVC curtain will be installed allowing the opening and closing function of the space. 1 no. emergency door will be present on the south elevation of the wash down area.

5.3.4 The external finished will comprise metal cladding – HP Plasticol coated profiled metal sheets in an Albatross colour (18B17). Panels and flashings will be 0.7mm gauge to both roofs and walls. Flashings will be site measures and finished in an Ocean Blue.

### 5.4 Description of proposed open storage area

5.4.1 The proposed open storage area will be erected slightly north of the southern boundary of the application site adjoined to the western side of the proposed open front wash down area.

5.4.2 In its entirety, the open fronted storage area will have a floor plan equating to 34.30m (width) by 13.12m (depth) equating to a 450 Sqm internal floor space. The structure is proposed to have a sloped roof with a shallow increase in gradient from south to north. The height of the structure at the lowest point (the south elevation) is 6.85m and at the highest point (north elevation) will measure 8.30m.

5.4.3 The open storage area will have 3 no. access points. 2 no access points will be located on the north elevation of the structure – 1 no. 6m x 6.1m roller shutter door and 1 no emergency door. An additional emergency door will be located on the south elevation. The open fronted section of the unit is located on its northern elevation. A roller

shutter door is proposed to be installed to provide the option of closing the unit, if necessary.

5.4.4 The external finished will comprise metal cladding – HP Plasticol coated profiled metal sheets in an Albatross colour (18B17). Panels and flashings will be 0.7mm gauge to both roofs and walls. Flashings will be site measures and finished in an Ocean Blue.

## 5.5 Other Proposed Development

5.5.1 As previously mentioned, due to increase in demand the current site is expanding northward as part of this proposal, encompassing the part of the Scott Pallets site which is already being used for storage purposes. It is Asset Internationals' intention to continue to use the northern section of the site for storage purposes and to keep the manufacturing of prefabricated steel processes to the south. The site is intended to be used as one entity and so the metal palisade fencing currently dividing the sites will be removed.

5.5.2 In total, 23 no. new parking spaces will be located on site - 11 of which will be adjacent to the proposed Portakabin offices and the remaining 12 will be to the north east of the existing wash down area. In addition, bicycle/ motorbike parking spaces will be sited adjacent to the main entrance of the Portakabin offices.

5.5.3 A new cess pool will be installed north of the southern boundary of the application site and to the east of the 12 no. proposed parking spaces. The cess pool will be installed below ground and will cater for a total 16 no. population with a 45-day storage capacity.

5.5.4 4 no. lighting towers will be retained as part of this proposal. No further external lighting apparatus will be installed on site.

5.5.5 The existing double stacked metal offices north of the southern boundary will no longer be required, therefore, they will be removed from the site as part of this proposal.

## **6 RESPONSE TO OBJECTIVES OF GOOD DESIGN**

### **6.1 Access and Movement**

- 6.1.1 The application site is located on Newport Docks where a private road network which links directly with the public highway has already been established from the current and historic use of the dockland.
- 6.1.2 The application site is accessed via private dock road which is continuously manned by security at its entrance controlling the access on to the docks providing a safe access arrangement.
- 6.1.3 The location of the proposed development offers accessibility to several modes of transport. The private dockland roads connect directly to the public highway to the north west of the site providing direct links to major roads such as the M4. Additionally, the comet bus stop is located a short walk from the entrance to the private dockland providing access to individuals using public transport. The private roads through the docklands are flanked by pavements providing access to pedestrians. In addition, the dockland can be accessed via ship through the Bristol channel.
- 6.1.4 Currently, 17 employees work from the site and this is likely to increase to 21 employees once this development has been completed. Adequate provision for car parking and bicycle storage has been provided through the addition of 30 no. new parking spaces, 2 no. van parking spaces and the provision of motorbike and bicycle storage encouraging the employees and visitors to utilise various modes of transport.
- 6.1.5 The volume of large vehicles accessing the site is completely dependent on the required workload. On average, it is expected that 4 deliveries, made by arctic wagons, would occur during daytime hours and at night-time, at a maximum, there would be 21 deliveries carried out by arctic wagons. As the majority of deliveries are occurring during night-time hours, when roads are typically quieter, it is unlikely that the arctic wagon movements would have an adverse impact on the public highway and would not result in any additional congestion in the local area.
- 6.1.6 Access to the application site has already been established through its previous uses and the use of the wider dockland estate, therefore, the proposed development is not considered have a detrimental impact on pedestrian safety or the existing public highway and the proposals are in full accordance with Policies GP4, T2 and T4 of the Newport Local Development Plan 2011- 2026.



## 6.2 Character

- 6.2.1 The application site is situated on the Port of Newport, on operational dockland. As set out in Section 2, various types of businesses of an industrial and/or storage land use surround the application site further adding to its industrial dockland setting.
- 6.2.2 The application site has a history of B2 and B8 land uses as described in the Section 3 of this Design and Access Statement. Currently, the south section of the application site is already being used for processing of prefabricated steel barriers. The development subject to this application intends to further improve and extend the site for its current use with the additional purpose of storing the constructed barriers on site. Therefore, the proposed development is considered to complement the existing land use of Port of Newport in line with Policy EM 2 of Newport's local Development Plan 2011-2026.
- 6.2.3 The proposed development comprises the erection of a Portakabin offices, an open fronted wash down area and a stores unit. The structures have been designed with the intention of matching similar structures already present on site through the same use of materials, design, and scale.
- 6.2.4 As a result of the development, there will be no adverse effect on local amenity – the proposed development is situated in an area where existing industrial noise originates. Furthermore, no additional external lighting is proposed and there will be no direct odour sources. Additionally, access to the application site is controlled by security, ensuring that crime levels are kept at an absolute minimum.
- 6.2.5 Taking all of the above into account, the proposed development is considered to be in accordance with Policies GP2 and GP6 of the Newport Local Development Plan 2011-2026.

## 6.3 Environmental Sustainability

- 6.3.1 The application site comprises a brownfield site, previously (and currently) used for industrial purposes and it is therefore, considered to be an efficient and sustainable use of the land.
- 6.3.2 The application site is located approximately 150m to the east of the Gwent levels – St Brides Site of Special Scientific Interest (SSSI) about 500m north of a Severn Estuary RAMSAR Site, SSSI, Special Protection Area and Special Area of Conservation (SAC). In addition, the nearest point of the application site is approximately 865m from the River Usk SSSI and SAC designations.

- 6.3.3 The existing corridor of vegetation screening between the western boundary of the application site and the River Ebbw will be retained in its entirety to provide a natural barrier to any nearby ecological designations. 3 no. lighting towers will be retained on site, however, no additional external lighting is proposed, therefore, there is no additional adverse lighting impacts as a result of this development. Furthermore, the entire application site is of hardstanding. The current and proposed use of the site is unlikely to result in the spread of dust. As a result, it is considered that no significant adverse effects on areas of nature conservation interest including international, European, National and local protected habitats and species, and protecting features of importance for ecology.
- 6.3.4 The proposed development is not considered to have any detrimental impact on the River Usk Special Landscape Area for the following reasons: the proposed developments is of appropriate scale and massing as it reflects the structures already present on the application site; and the proposed development has been integrated sympathetically into an industrial landscape setting, as per the site's previous uses.
- 6.3.5 As identified on NRW's Development Advice Map, the application site sits in Zone B (an area previously known to have flooded due to sedimentary deposits). Tan 15: Flood Risk States that Zone B is used as part of a precautionary approach to indicate where site levels should be checked against the extreme (0.1%) flood level. In this instance, the levels within the application site are greater than the flood levels used to define adjacent extreme flood outline and so, further flood risk investigation haven't been taken forward and the proposed development is in accordance with Policy SP3 of the Newport Local Development Plan 2011-26.

#### 6.4 **Community Safety**

- 6.4.1 Access to the application site from the public highway can only be achieved from the entrance to the north of the Port of Newport. Both access on and off the Port of Newport is controlled by dockland security, who liaise with individuals accessing the premises. This measure ensures the safety of the businesses utilising the land within the Port of Newport and the wider community.
- 6.4.2 Furthermore, the application site is bounded by metal palisade fencing and gates around its perimeter, which during night-time hours, will be fully secured.

## 7 CONCLUSION

- 7.1.1 Wardell Armstrong LLP has been instructed by Associated British Ports (ABP) to prepare and submit a planning application in respect of land at Hill and Smith site, Tom Lewis Way, Port of Newport.
- 7.1.2 In keeping with the current site's land use and the wider port landscape, the proposals entail the construction of an additional stores unit (450m<sup>2</sup> floor area) and open-fronted wash down area (242m<sup>2</sup> floor area) together with Portakabin offices (300m<sup>2</sup> floor area) and other associated development.
- 7.1.3 As a result of the proposed development, the application site will be utilised for two main purposes. The first purpose being the continued assembly of prefabricated steel to produce motorway barrier structures and the second purpose being the storage of such materials and barriers.
- 7.1.4 The proposed development has been reviewed in conjunction with both National and Local planning policies and is considered to be in accordance with the requirements of both – in particular the Newport Local Development Plan 2011-2026.
- 7.1.5 Additionally, the proposed development achieves sustainable development by improving economic conditions of the area, whilst at the same time, ensuring good quality design and accessibility. Furthermore, the proposed development ensures that there are no adverse impacts to nearby ecological designations.

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