



DESIGN & ACCESS STATEMENT

PROPOSED CONSTRUCTION OF 3 STOREY COMMERCIAL UNIT, WITH GROUND FLOOR RETAIL AND OFFICES ABOVE, ON SITE CAR PARKING AND REFUSE STORAGE FACILITIES

LAND ADJACENT TO CAERLEON HOUSE, THE AVENUE, CLEPPA PARK, NEWPORT NP10 8BA





1.0 INTRODUCTION

- 1.1 This Design & Access statement has been prepared to support our Client's planning application for the proposed construction of a 3 storey commercial unit, with ground floor retail and offices above, on site car parking and refuse storage facilities on land adjacent to Caerleon House, The Avenue, Cleppa Park, Newport, NP10 8BA.
- 1.2 This statement explains the concept and principles of the development in relation to accessibility, character, community safety, environmental sustainability, movement and assesses the proposal against the relevant Planning Policy framework. The statement demonstrates that following pre-app consultation the amended proposal has overcome the previous concerns and accords with relevant National and Local Planning Policy and other material planning policy considerations.



2.0 PLANNING POLICY CONTEXT

Planning history

2.1 There are no planning applications which relate specifically to the site.

National Planning Policy

2.2 **The Wales Spatial Plan *People, Places, Futures*** sets a strategic framework to guide future development and policy interventions. It integrates the spatial aspects of National strategies for social inclusion and economic development, health, transport and environment, translating the Assembly Government's sustainable development duty into practice.

2.3 **Planning Policy Wales (PPW Edition 9) November 2016** sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters.

2.4 This document consolidates and replaces *Planning Policy Wales, 2002* and *Ministerial Interim Planning Policy Statements* issued between 2002 and 2009, all of which are hereby cancelled. References in other Assembly Government documents to *Planning Policy Wales* and MIPPS should be construed accordingly.

2.5 Chapter 4 – *Planning for Sustainability*, Chapter 7 – *economic Development*, Chapter 8 – *Transport* and Chapter 12 – *Infrastructure and Services* and Chapter 13 – *Minimising and Managing Environmental Risks and Pollution* are of specific relevance to the development of the site.





2.6 Chapter 4 states, “Good design should promote the efficient use of resources, including land. It should seek to maximise energy efficiency and the efficient use of other resources, minimise the use of non-renewable resources and minimise the generation of waste and pollution. Mixed use development (of both built and open space) emphasising flexibility and adaptability, can provide particular design opportunities, adding interest and vitality to living and working environments. Good design is essential to ensure that areas, particularly those where higher density development takes place, offer high environmental quality, including open and green spaces. Landscape considerations are an integral part of the design process and can make a positive contribution to environmental protection and improvement, for example to biodiversity, climate protection, air quality and the protection of water resources. The visual appearance of proposed development, its scale and its relationship to its surroundings and context are material planning considerations. **Local planning authorities should reject poor building and contextual designs. However, they should not attempt to impose a particular architectural taste or style arbitrarily and should avoid inhibiting opportunities for innovative design solutions**”

2.7 Chapter 7 states “The planning system should support economic and employment growth alongside social and environmental considerations within the context of sustainable development. Wherever possible local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability. In so doing, they should aim to:

- co-ordinate development with infrastructure provision;
- support national, regional, and local economic policies and strategies;
- align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car;
- promote the re-use of previously developed, vacant and underused land; and
- deliver physical regeneration and employment opportunities to disadvantaged communities.

In applying these and other considerations, local planning authorities should aim to steer economic development to the most appropriate locations, rather than prevent or discourage such development.



- 2.8 Chapter 8 states “Local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion.
- 2.9 Chapter 9 states “The Assembly Government’s vision for housing is for everyone in Wales to have the opportunity to live in good quality, affordable housing, to be able to choose where they live and to decide whether buying or renting is best for them and their families. The objectives are to provide:
- homes that are in good condition, in safe neighbourhoods and sustainable communities; and
 - greater choice for people over the type of housing and the location they live in, recognising the needs of all.”
- 2.10 Chapter 12 states “The planning system has an important part to play in ensuring that the infrastructure on which communities and businesses depend is adequate to accommodate proposed development so as to minimise risk to human health and the environment and prevent pollution at source”.
- 2.11 Chapter 13 states “By controlling where development can take place and what operations may be carried out, the planning system has an important role in avoiding or minimising the adverse effects of any environmental risks on present or future land use”.
- 2.12 **Planning Policy Wales Technical Advice Note 12: Design**, sets out the Welsh Assembly Government’s detailed advice on how to achieve good design in all development at every scale throughout Wales.
- 2.13 The guidance sets out the Assembly’s objectives for good design, namely



- Access – ensuring ease of access for all.
- Character – sustaining or enhancing local character. Promoting legible development. Promoting a successful relationship between public and private space. Promoting quality, choice and variety. Promoting innovative design.
- Community safety – ensuring attractive, safe public spaces. Security through natural surveillance.
- Environmental sustainability – achieving efficient use and protection of natural resources. Enhancing biodiversity. Designing for change.
- Movement – promoting sustainable means of travel.

2.14 **TAN 15: Development & Flood Risk** and **TAN 18: Transport** are considered relevant to the site.

LOCAL PLANNING POLICY

2.15 The current Development Plan is the **Adopted Newport Local Development Plan 2011-2026**.

2.16 LDP policies which are 'material considerations' to the determination of this planning application 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 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 Development Principles – 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 General Development Principles – 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.

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. 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;

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

T4 Parking

DEVELOPMENT WILL BE REQUIRED TO PROVIDE APPROPRIATE LEVELS OF PARKING, WITHIN DEFINED PARKING ZONES, IN ACCORDANCE WITH ADOPTED PARKING STANDARDS

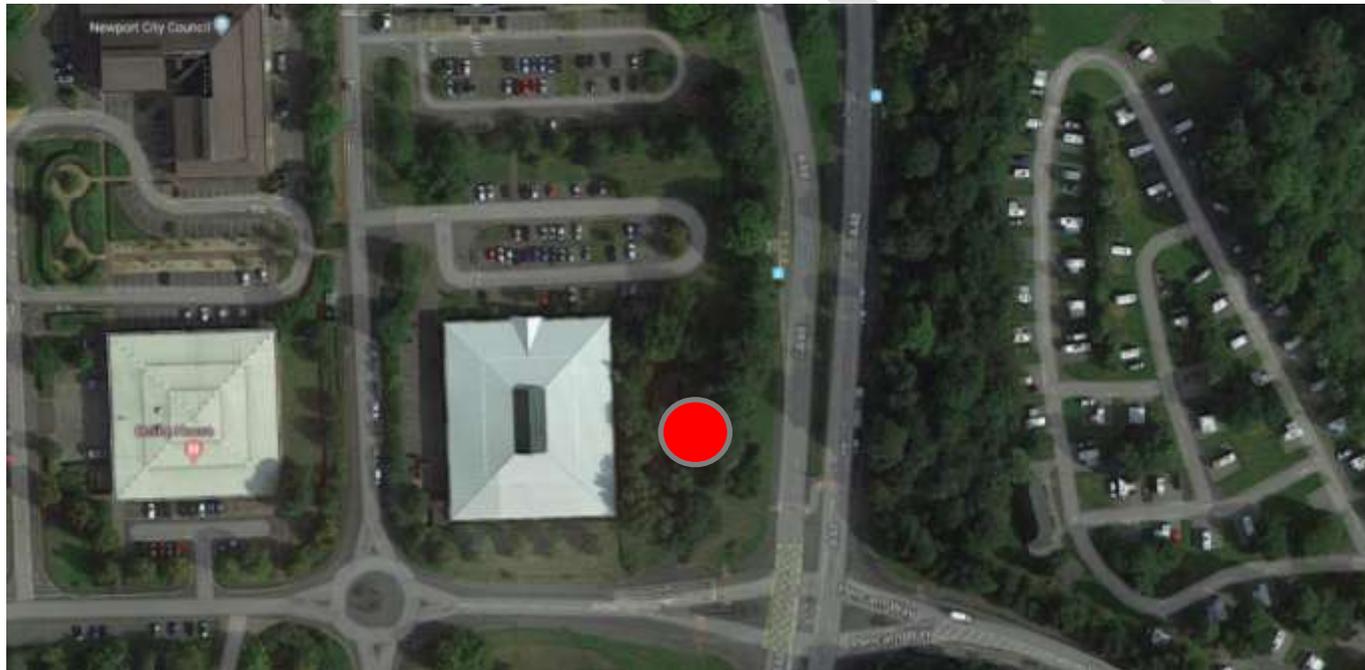
W3 Provision for Waste Management Facilities in Development

WHERE APPROPRIATE, PROVISION WILL BE SOUGHT IN ALL NEW DEVELOPMENT FOR FACILITIES FOR THE STORAGE, RECYCLING AND OTHER MANAGEMENT OF WASTE

3.0 SITE & SURROUNDINGS

Site analysis

- 3.1 The application site is a parcel of land located adjacent to Caerleon House, Cleppa Park, Newport adjoining the A48 dual carriageway on the western side of Newport City.





- 3.2 The application site lies within the Cleppa Park Business Estate, which lies between the A48 dual carriageway to the east and the M4 motorway to the west. Immediately adjacent to the west of the application site is Caerleon House, with its dedicated car park to the north of the building.
- 3.3 The surrounding area has a mixture of hotel, residential and office uses, mainly comprising modern development.
- 3.4 To the south of the site is a Holiday Inn Express hotel whilst to the east is Tredegar House Country Park Caravan and Motorhome site. The business estate includes a number of National and International businesses including Airbus Group, Lloyds Bank, Aneurin Bevan NHS Health Board, Dwr Cymru, Wales & west Utilities and Newport City Council.
- 3.5 Pedestrian access to the site is currently available from the adjacent public footpath which runs to the south and east of the site and from the car park to the north of the site.
- 3.6 The area is served by regular public transport to and from the City Centre of Newport and Cardiff, with main bus routes along the nearby A48, with a bus stop immediately adjacent to the northern site boundary.
- 3.7 The site is readily accessible from Cardiff, Newport and the M4 motorway.
- 3.8 The majority of buildings on the estate are traditional office units ranging in style and form incorporating differing materials and colours offering a welcome visual stimulus. Buildings range in height from 1 – 2 storeys with the Holiday Inn Express building being 4 storeys in height.

Visual catchment

3.9 The site is readily seen from numerous points along The Avenue and points along the A48. Extensive mature trees along the A48 render the majority of the business estate unseen from the highway.

Local facilities

3.10 The application site is ideally located for both pedestrian and vehicular access from the adjacent business uses and is served by regular transport links running along the A48 dual carriageway. The site is ideally located close to major road networks.

Flooding

3.11 The site is within an area which is unlikely to flood. A Flood Consequences Assessment is not required.





4.0 PROPOSALS

Constraints / opportunities

- 4.1 A full assessment of the physical characteristics of the site and its context in relation to surrounding development was undertaken to identify opportunities and constraints presented by the site.
- 4.2 The site is not located within or adjacent to a conservation area, and there are no listed buildings affected by the proposal.
- 4.3 The key opportunities/constraints the site presented were considered to be:
- Ease of access to public transport and local facilities,
 - Ease of access to local highway and footpath networks,
 - The full potential of the site has not been met.

Design evolution

- 4.4 The design brief was to develop a scheme to take maximum advantage of the site's position within this sought after residential/commercial area.

Detailed proposals

- 4.5 The scheme comprises the construction of a 3 storey commercial building accessible from The Avenue, Cleppa Park, with 27 dedicated car parking spaces provided adjacent to the site. A further 20 overflow parking spaces are provided adjoining the existing car parking to the rear of Caerleon House.
- 4.6 The architecture complements the recently constructed and consented buildings within the vicinity of the site with an extensive glazed façade.



- 4.7 The building will provide 365 m² of commercial space to the ground floor accessible from both the front and rear of the building and 414 m² of office space to both first and second floor levels accessible by separate dedicated stair and lift at the rear of the building. 2 dedicated secure bin store facilities will be provided to the rear of the building.



- 4.8 Vehicular and pedestrian access to the property will be available directly from The Avenue to the front of the proposed building with dedicated parking spaces (27 No.) provided to the rear of the site. A further 20 overflow parking spaces are provided adjoining the existing car parking to the rear of Caerleon House.

Access / Movement



- 4.9 The site is flat with level access to the adjacent public footpaths and level access is proposed into the building. Accordingly, the site is not considered to provide any potential barriers to accessibility. Pedestrian access points to the buildings are clearly illustrated on the submitted application drawings.
- 4.10 The design approach adopted by the Applicant is 'to provide a barrier free environment for all'.
- 4.11 Access will be interpreted to include access into and within buildings and the curtilage of the application site.
- 4.12 This statement is intended to provide a broad indication of design access philosophy in respect of the scheme at planning stage which will be augmented and amended as the detailed design progress to Building Regulation approval.
- 4.13 The detailed design proposals have been developed following a full assessment of the site and surrounding areas including the physical, social and economic context.
- 4.14 The position of the site adjoining Brigantine Place presents no potential access problems for pedestrians and car borne visitors.

Vehicle and Pedestrian Access/Provision

- **Parking provision/setting down points**

Vehicle car parking for 27 vehicles will be available to the rear of the building. A further 20 overflow parking spaces are provided adjoining the existing car parking to the rear of Caerleon House.



- **Circulation routes – motor vehicles/cyclists/pedestrians**

The scheme is accessible to motor vehicles, pedestrians and cyclists.

- **Visibility of entrances and access to buildings**

The principal entrances to the site will have dedicated lighting.

- **Emergency vehicles**

The scheme has been designed to provide access for emergency vehicles to all parts of the development.

- **External lighting**

Adequate external lighting is provided to assist pedestrian access from outside the site and on-site

Community Safety

4.15 The position of the site within an established commercial area and the design and orientation of the proposed building affords the opportunity for natural surveillance of the building entrances and dedicated car parking.

4.16 Windows are positioned to afford natural surveillance of the entrances. The presence of windows to The Avenue and the rear of the site should act as a deterrent to casual on-street and on-site car related crimes.

4.17 The main entrances to the buildings are well positioned within a defined secure defensible space and lit to ensure a strong sense of personal safety.



4.18 The established nature of the area creates a sense of community and 'ownership' discouraging anti-social behaviour. The location of the site close to the City Centre and within a mixed residential/commercial area where pedestrian movement is maximised creates a vibrant, safe and welcoming environment for this sustainable development.

Sustainability

4.19 The form and appearance of the development integrates well with its surroundings and is within a short distance of the established areas of Newport City Centre, Cardiff and the A48 and M4 road networks.

4.20 The scheme will explore the viability and where appropriate, seek to encompass renewable energy technologies and design, such as:

Design

- Passive design in particular 'natural ventilation', 'natural daylighting and 'orientation'
- Whilst detailed assessment of potential renewable energy technologies will be undertaken prior to the commencement of work on site, it is recognised that certain technologies may impact on the external appearance of the buildings.
- Solar panels are considered to be most likely alternative technology which might prove to be a viable and practical energy source to be incorporated in this development.

Fabric

- Encourage the use of materials with lower environmental impact over their life cycle.
- Encourage the specification of responsible and where practical locally sourced materials for the basic building and finishing elements including re-use of materials, recycled materials, legally sourced timber and supply chain (ems).
- High levels of insulation exceeding current Building Regulation standards



Services: Mechanical/Heating

- Ground source heat pumps.
- Air source heat pumps
- Heat recovery systems
- Geothermal water heating systems
- Thermally efficient boilers

Services: Electrical

- Solar water heating and photovoltaics electricity generation.
- Low energy lighting fixtures
- Energy metering for each unit
- Dual flush WC to reduce water consumption
- Automatic lighting controls to communal areas

Services: Drainage

- Sustainable drainage system (suds)
- Water conservation including water collection (water butts) and 'grey water' collection.

Waste

- Panned waste recycling
- Composting
- Adequate provision for domestic waste and recycling



Alternative energy sources

- Low or zero carbon energy sources

DRAFT



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5.0 Conclusion

- 5.1 The proposal seeks planning consent for the construction of a 3 storey commercial unit, with ground floor retail and offices above, on site car parking and refuse storage facilities on land adjacent to Caerleon House, The Avenue, Cleppa Park, Newport, NP10 8BA.
- 5.2 The proposed scheme will take maximum advantage of the site's position within this established commercial area to create high a quality sustainable development.
- 5.3 The proposal is considered to accord with National and Local Planning Policies. The proposal would create an attractive and vibrant sustainable development which would utilise an undeveloped parcel of land alleviating the current pressures placed on greenfield sites in accord with the objectives of Planning Policy Wales.