



Llanwern Rail Facilities – Phase 1 Planning

Planning Statement

October 2018

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1 Introduction

1.1 Application Overview

- 1.1.1. Mott MacDonald Limited ('the Agent') has been instructed by Transport for Wales (TfW) ('the Applicant') to prepare and submit a planning application seeking full planning permission for the construction of a major events stabling line (MESL) on land adjacent to the existing Tata Steelworks service lines in Newport, Wales.
- 1.1.2. The 'Scheme' forms part of a wider package of transport improvements and investment by TfW which will eventually include a new railway station, Park & Ride car park, footbridge and associated infrastructure works on land adjacent to the Llanwern Steelworks. These new public transport facilities are an integral element for ensuring connectivity and sustainability of the Glan Llyn Regeneration Site.
- 1.1.3. The Phase 1 Scheme involves the construction of a single 1.6km length of track to allow for the stabling of trains during major events in South Wales. It will be located within an area of existing rail infrastructure between the South Wales Mainline and the Tata Steel Service Lines. The MESL will enable flexibility for future train requirements through the provision of additional network capacity on the mainline railway for stabling of trains to be used to transport people to major events in Cardiff (e.g. Six Nations Rugby and events at the Principality Stadium).
- 1.1.4. This planning application seeks full planning permission for the proposed Scheme and is submitted to Newport City Council (NCC) as the Local Planning Authority. The full development description is as follows:

“Planning Application seeking full planning permission for the construction of 1.6km of rail formation in connection with the stabling of trains including associated engineering and landscape works on land adjacent to the existing Tata Steelworks service lines in Newport, Wales”
- 1.1.5. The Planning Statement submitted to accompany the Planning Application is structured as follows:
 - **Section 2** – provides a description of the Application Site and surrounding area;
 - **Section 3** – sets out the proposed development and associated works;
 - **Section 4** – provides a review of the relevant development plan policies and other material considerations;
 - **Section 5** – provides an assessment of the relevant planning issues; and
 - **Section 6** – sets out a summary of key planning matters and other material considerations to the determination of the planning application.

1.2 Environmental Impact Assessment

- 1.2.1. The proposed development has been reviewed against the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and provisions set out in the Development Management Manual (Revision 2 – May 2017) and Welsh Office Circular 11/99: Environmental Impact Assessment to determine whether an

Environmental Impact Assessment (EIA) is required to accompany the planning application.

- 1.2.2. An EIA Screening Opinion Request was submitted to Newport City Council on 6th August 2018 seeking to confirm whether the Scheme represented EIA. A Screening Opinion was received on 24th September 2018 from NCC which confirmed that the Scheme would not constitute EIA development.

1.3 Planning Application Submission

- 1.3.1. The Application Submission for the proposed development comprises the following suite of documents and drawings:

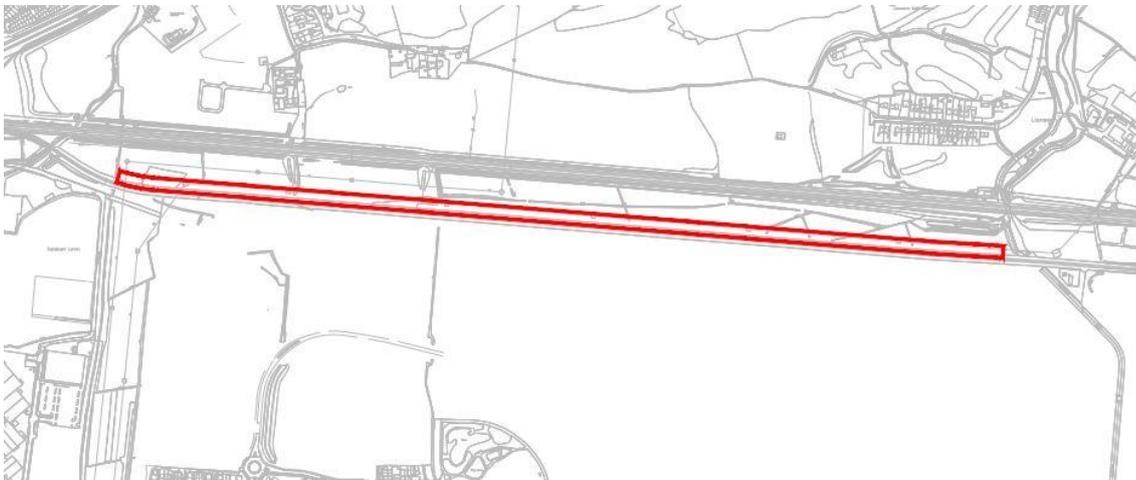
- Application Forms;
- Plans and Drawings;
 - General Arrangement Plans;
 - Cross Sections;
 - On Site and Off-Site Landscape Mitigation Plans;
 - Drainage Plans;
- Flooding Consequences Assessment;
- Ecology / Biodiversity Reports;
 - Habitat Regulations Assessment
 - Ecological Impact Assessment
 - Preliminary Ecological Appraisal
 - Badger Survey Report
 - Terrestrial and Aquatic Invertebrate Survey
 - Reptile Survey Report
 - Great Crested Newt Survey
 - Dormouse Survey Report
 - Otter and Water Vole Report
 - Breeding Bird Survey Report
 - Bat Survey Report
 - Dormice Mitigation and Monitoring Strategy;
- On Site and Off Site Long Term Management Plan;
- Noise and Vibration Assessment;
- Ground Conditions and Contamination Assessment;
- Construction Environmental Management Plan;
- Arboricultural Assessment;
- Desk Based Archaeological Assessment;
- Water Quality Assessment Report;
- Planning Statement;
- Design and Access Statement; and
- Pre-Application Consultation Report [to be submitted following Pre-Application Consultation].

2 Site Context

2.1 Site Location and Description

- 2.1.1. The Application Site ('the Site') extends to an area of some 3.1 hectares and is shown edged red on the submitted Site Location Plan (Drawing No. 367590-MMD-48-XX-DR-C-0001). It is located wholly within the boundary of NCC and is currently under the ownership of St Modwen PLC and Tata Group.
- 2.1.2. The Site comprises of a mixture of scrubland and woodland. It is aligned roughly west – east and bordered by the existing South Wales Mainline to the north and the Tata Steelworks to the south. Along the southern boundary of the steelworks site runs the A4810 which links the M4 from junction 23A at Magor with the A48 at Liswerry (a predominantly residential suburb on the south-eastern side of Newport). The site is more widely bordered by the M4 which runs approximately two and a half miles to the north and the Severn Estuary which lays approximately three miles to the south. The Gwent Levels to the south is a significant area of wetlands.
- 2.1.3. The existing South Wales Mainline passes north of the proposed site and provides opportunity for transport links for both passengers and freight.

Figure 2.1.1: Site Location Plan Extract



Source: Mott MacDonald (2018)

- 2.1.4. **Figures 2.1.2 to 2.1.3** provides an illustration of the Site and surrounding area in its current form.

Figure 2.1.2: From West End looking West



Source: Mott MacDonald (2018)

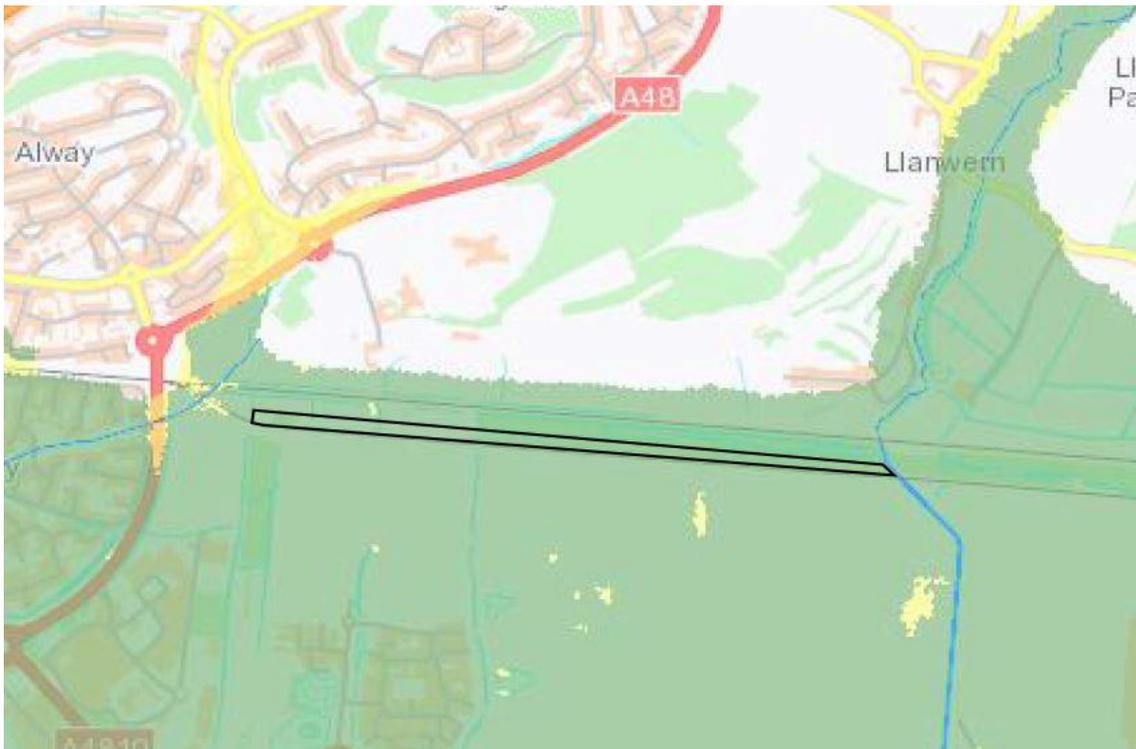
Figure 2.1.3: From East End looking West



Source: Mott MacDonald (2018)

2.1.5. **Figure 2.1.4** shows the extents of the Development Advice Zones for areas in Wales extracted from TAN 15 Development Advice Map (DAM). The DAM indicates that all of the Site area lies within zone C1 and that no areas of the Site lie within development advice zone C2.

Figure 2.1.4: Extract from Development Advice Map (approximate site boundary outlined in black)



Source: Natural Resources Wales long term flood risk online map, last accessed September 2018. Approximate site boundary produced Mott MacDonald 2018.

2.2 Planning History

- 2.2.1. A Planning History Search has been undertaken using the NCC's online database and there is no relevant planning history on the Application Site. However, there are a number of planning applications on adjacent land which are of relevance to the Scheme.
- 2.2.2. A planning application (Reference: 06/0471) was submitted on 29th March 2006 by St Modwen Developments Limited for outline planning permission for the redevelopment of site to create a mixed use urban extension comprising: a range of new homes (apartments, houses and some sheltered accommodation for the elderly - use classes C2&C3); new offices, workshops, factories and warehouses (use classes B1, B2&B8); community facilities including new schools and community centres (use classes D1&D2); a local centre incorporating shops, offices and commercial leisure facilities including new bars, cafes and licensed premises (use classes A1, A2, A3&D2); a network of open spaces including parkland, footpaths, sports pitches and areas for informal recreation; new roads, accesses and paths; healthcare and fitness facilities (use classes D1&D2); provision for a new railway halt/station; other ancillary uses and activities; and requiring: site clearance, treatment and preparation; the installation of new services and infrastructure; the creation of new water bodies and drainage channels; improvements/works to the highways network and other ancillary works and activities. The Decision Notice confirms this was approved with conditions on 1st April 2010.
- 2.2.3. A Reserved Matters application (Reference: 17/0250) was submitted on the 15th March 2017 by St. Modwen Developments Limited pursuant to outline planning permission 06/0471 in connection with the proposed Celtic Business Park for a B2 manufacturing facility with an element of B8 warehouse facilities. The development includes the main warehouse, manufacturing and assembly area and the main testing bays, with loading both to the east and west of the Site. Planning Permission for the scheme was granted on 31st May 2017.
- 2.2.4. There are also a number of reserved matters and discharge of conditions planning applications associated with the outline planning permission for the Glan Llyn Regeneration Site that have been taken into consideration in the design of the Scheme.

3 Proposed Development

3.1 Introduction

- 3.1.1. Mott MacDonald Limited (‘the Agent’) has been instructed by Transport for Wales (TfW) (‘the Applicant’) to prepare and submit a planning application seeking full planning permission for the construction of a major events stabling line (MESL) on land adjacent to the existing Tata Steelworks service lines in Newport, Wales.
- 3.1.2. A planning application seeking full planning permission for the proposed Scheme is submitted to NCC as the Local Planning Authority. The description of the development is as follows:

“Planning Application seeking full planning permission for the construction of 1.6km of rail formation in connection with the stabling of trains including associated engineering and landscape works on land adjacent to the existing Tata Steelworks service lines in Newport, Wales”

- 3.1.2. The following drawings are submitted as part of the planning application:

Table 3.1.1: Schedule of Planning Application Drawings

Drawing Title	Reference
Site Location Plan	367590-MMD-48-XX-DR-C-0001
General Arrangement (Sheet 1 of 4)	367590-MMD-48-XX-DR-C-0002
General Arrangement (Sheet 2 of 4)	367590-MMD-48-XX-DR-C-0003
General Arrangement (Sheet 3 of 4)	367590-MMD-48-XX-DR-C-0004
General Arrangement (Sheet 4 of 4)	367590-MMD-48-XX-DR-C-0005
Cross Sections	367590-MMD-48-XX-DR-C-0006
Landscape Mitigation (Sheet 1 of 2)	367590-MMD-48-XX-DR-C-0200
Landscape Mitigation (Sheet 2 of 2)	367590-MMD-48-XX-DR-C-0201
Track Drainage (Sheet 1 of 2)	367590-MMD-48-XX-DR-C-0300
Track Drainage (Sheet 2 of 2)	367590-MMD-48-XX-DR-C-0301

Source: Mott MacDonald (2018)

3.2 Summary of Proposed Development

- 3.2.1. The Llanwern Rail Facilities project forms part of the wider South Wales Metro scheme. The MESL will be used for stabling of rolling stock for major events in the area, to enable flexibility for future train requirements, and proving of trains prior to use on the rail network. The MESL will be electrified in a future phase of construction.
- 3.2.2. The wider Llanwern Rail Facilities project will include an extension of the MESL by circa 2.4km east (to achieve a total length of circa 4km), electrification of the MESL, a new

Llanwern railway station and passenger line (including Park & Ride and footbridge), and connections to the South Wales Main Line (Relief Lines). The further phases of the project will be the subject of a subsequent planning application.

3.2.3. The key parameters for the Scheme are listed below:

- Whole site area is 3.1 hectares. This land is contained within the red line boundary shown on the Site Location Plan (Drawing number 367590-MMD-48-XX-DR-C-0001); and
- The length of the MESL track is approximately 1.6km long and 19m wide.

3.3 Scope of Works

3.3.1. The General Arrangement drawings (Drawing numbers 367590-MMD-48-XX-DR-C-0002 to 367590-MMD-48-XX-DR-C-0005) demonstrate the extent of the Scheme. which includes the following works:

- A single track stabling line (MESL) circa 1.6km long;
- Associated earthworks and landscaping; and
- Drainage and other engineering works.

3.3.2. In order to obtain full planning permission for the Phase 1 scheme, the outline design and technical assessment of the above scope has been undertaken, as well as multiple assessments in terms of ecology, environment, heritage and archaeology. The details of which are set out in Section 5 of this Statement.

4 Planning Policy Context

4.1 Introduction

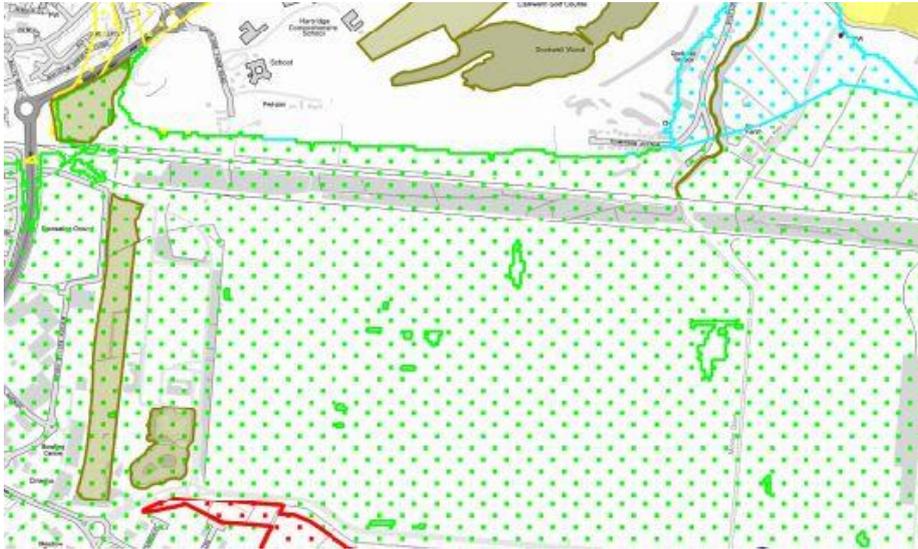
- 4.1.1. Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that proposals are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises those local planning documents which have been the subject of examination in public or testing through public inquiry and are now adopted.
- 4.1.2. The Application Site falls within the administrative boundary of Newport City Council and the Statutory Development Plan is made up of the following documents:
- Newport Local Development Plan 2011 – 26 (January 2015);
 - Proposals Maps; and
 - Constraints Maps.
- 4.1.3. In addition to the Statutory Development Plan, the proposal should also be assessed against Planning Policy Wales and Technical Advice Notes, which are material considerations in the decision making process by Newport City Council.

4.2 Statutory Development Plan

Proposals and Constraints Map

- 4.2.1. The Newport City Council Proposal and Constraints Maps form part of the Newport Local Development Plan 2011 - 26 (LDP).
- 4.2.2. A review of the Constraints Map (see **Figure 4.2.1**) confirms that the Site is situated within Flood Zones C1 and that land to the north east of the Site falls within Flood Zone C2. Several Sites for Importance of Nature Conservation surround the Site and a designated Sites of Special Scientific Interest is located to the south. To the north of the Site are a number of Listed Buildings and to the north east there is also a Scheduled Ancient Monument as well as a designated historic park or garden further north.

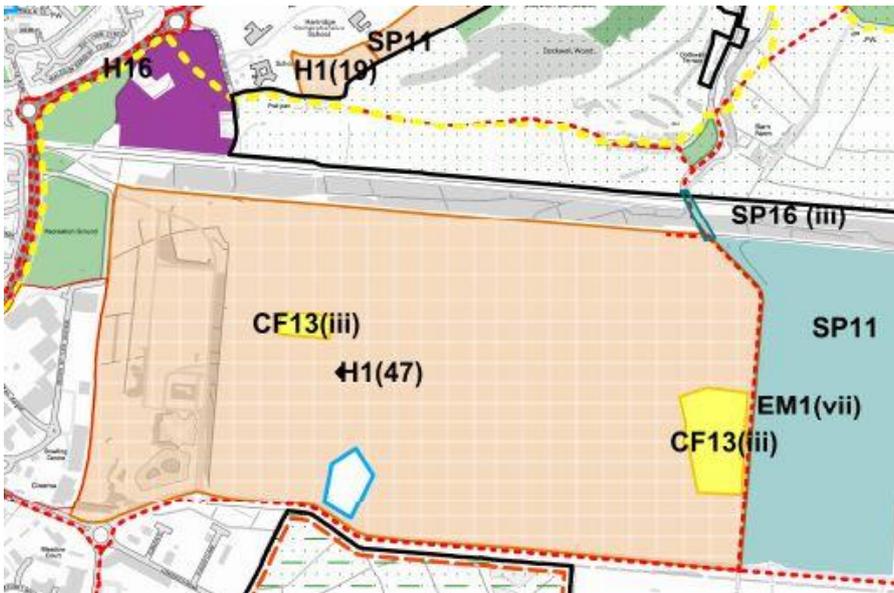
Figure 4.2.1: Constraints Map



Source: Newport City Council (2015)

4.2.3. The Proposals Map (**Figure 4.2.2**) confirms that the Site is within the Urban Boundary and also an Archaeologically Sensitive Area. Surrounding areas northwards of the proposal include designated Countryside, Gypsy and Traveller Residential Accommodation, Housing Proposal and Environmental Space. Southwards of the proposal includes allocated Employment, Housing Commitment, Education, a District Centre and designated Environmental Space.

Figure 4.2.2: Proposals Map



Source: Newport City Council (2015)

Newport Local Development Plan 2011 – 26 (January 2015)

- 4.2.6. The Newport Local Development Plan (LDP) was adopted in January 2015 and provides land use policies and proposals to shape the future growth of Newport up until 2026.
- 4.2.7. Relevant policies to the Scheme contained within the Newport LDP are as follows:
- **Policy EM1** - Employment Land Allocations;
 - **Policy SP18** - Urban Regeneration;
 - **Policy SP11** - Eastern Expansion Area;
 - **Policy SP14** - Transport Proposals;
 - **Policy SP15** - Integrated Transport;
 - **Policy CE6** - Archaeology;
 - **Policy GP1** - General Development Principles – Climate Change;
 - **Policy GP2** - General Development Principles – General Amenity;
 - **Policy GP5** - General Development Principles – Natural Environment;
 - **Policy GP6** - General Development Principles – Quality of Design;
 - **Policy GP7** - General Development Principles – Environmental Protection and Public Health;
 - **Policy CE4** – Historic Landscapes, Parks, Gardens and Battlefields; and
 - **Policy SP3** - Flood Risk.

4.3 Material Considerations – National Planning Policy

Planning Policy Wales – Edition 9 – November 2016

- 4.3.1. National Planning Policy is set out within Planning Policy Wales ('PPW' hereafter) and contains land use planning policies of the Welsh Government and the way in which they are expected to be applied. This includes guidance for the appliance of national planning policy in Local Development Plans to ensure that in the drafting stage, relevant policy statements are included.
- 4.3.2. The fundamental purpose of the planning system is 'sustainable development'. Its functions highlight the management of development and use of land in the public interest through 'reconcile the needs of development and conservation, securing economy, efficiency and amenity in the use of land, and protecting natural resources and the historic environment'.
- 4.3.3. **Chapter 8** (Transport) sets out Government's aim to increase sustainable transport options, minimise the requirement to travel via private car and improve accessibility, helping to meet objectives for social inclusion in doing so.
- 4.3.4. **Paragraph 8.1.4** notes the Government's support for a transport hierarchy whereby different modes of transport are prioritised, public transport is positioned second within this.
- 4.3.5. This is reinforced in **Paragraph 8.3.1** which states that local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion. Appropriate transport measures include, amongst others, improved facilities for railway and measures to include better services.

- 4.3.6. **Paragraph 8.5.4** notes that local authorities should consider the potential for promoting the use of railways for additional passenger and freight traffic.
- 4.3.7. In addition to this, this report also considers the following chapters of the PPW:
- **Chapter 7** – Economic Development;
 - **Chapter 4** – Planning for Sustainability;
 - **Chapter 5** – Conserving and Improving Natural Heritage and the Coast;
 - **Chapter 6** – The Historic Environment; and
 - **Chapter 13** – Minimising and Managing Environmental Risks and Pollution.

Technical Advice Notes

- 4.3.8. Technical Advice Notes ('TAN' hereafter) should be taken into account during local development plan preparation and should be read alongside the PPW. Those of relevance to the development are summarised below.

Technical Advice Note 18 – Transport (2007)

- 4.3.9. **TAN 18** recognises transport challenges in Wales and opportunities which can accumulate from addressing this. This includes, greenhouse gas emissions levels, local population health, social inclusion and congestion.
- 4.3.10. Integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development, in particular climate change and the outcomes identified in the Assembly Government's Environment Strategy. Integration can help the Assembly Government achieve these environmental outcomes, together with its wider sustainable development policy objectives by, amongst others support the provision of high quality, inclusive public transport.

Technical Advice Note 23: Economic Development (2014)

- 4.3.11. **TAN 23** provides a framework for how development and its economic benefit should be sought and in doing so, balancing social, economic and environmental considerations.

It notes that the PPW defines economic development broadly so that it can include any form of development that generates wealth, jobs and income. In producing development plans or determining planning applications local planning authorities need to bear in mind that traditional business use, classes B1-B8, only account for part of the activity in the economy. It is important that the planning system recognises the economic aspects of all development and that planning decisions are made in a sustainable way which balance social, environmental and economic considerations.

Technical Advice Note 12: Design (2016)

- 4.3.12. **TAN 12** advises on the design of development in respect of how 'Promoting sustainability through good design' may be facilitated through the planning system.
- 4.3.13. In relation to transport, it notes that the siting, layout and detailed design of development will often be critically important to the success of efforts to provide genuine alternatives to car travel and to achieving quality in the environment as a whole (**Paragraph 5.9.1**).
- 4.3.14. Those involved in the design process need to recognise existing urban qualities and find ways of ensuring that new development strengthen or complement these (**Paragraph 5.7.2**).

Technical Advice Note 15: Development and Flood Risk (2004)

- 4.3.15. **TAN 15** provides guidance and supplements policy set out in the PPW on development and flood risk due to relating to sustainability principles and provides a framework to assess risks arising from both river and coastal flooding.
- 4.3.16. **Figure 1** sets out three development advice zones (A, B and C) and the difference planning actions required depending on which zone a Site sits within.
- 4.3.17. The overarching aim of the TAN is to ensure that new development is "directed away from zone C and towards suitable land in zone A, otherwise to zone B, where river or coastal flooding will be less of an issue" (**Paragraph 6.2**).
- 4.3.18. Furthermore, the TAN notes that "highly vulnerable development" in zone C2 should not be permitted and that all other new development should only be permitted within zones C1 and C2 if determined by the planning authority to be justified in that location (**Paragraph 6.2**).

Technical Advice Note 24: The Historic Environment (2017)

- 4.3.19. **TAN 24** set outs how the historic environment should be considered and supported.
- 4.3.20. It notes that the conservation of archaeological remains is a material consideration in determining a planning application. When considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage or would have a significant adverse impact causing harm within the setting of the remains (**Paragraph 4.2**).

Technical Advice Note 11: Noise (1997)

- 4.3.21. **TAN 11** provides guidance on how the planning system can be utilised to minimise the adverse impact of noise without unreasonable restrictions on development.
- 4.3.22. Local planning authorities should consider whether proposals for new noise-sensitive development would be incompatible with existing activities, taking into account the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future (**Paragraph 10**).

4.4 Other Material Considerations

One Wales: Connecting the Nation – The Wales Transport Strategy (2008)

- 4.4.1. The One Wales: Connecting the Nation – The Wales Transport Strategy sets out how it intends to achieve social, economic and environmental outcomes.
- 4.4.2. Five key areas requiring improvement are identified. These include:
- Reducing greenhouse gas emissions and other environmental impacts;
 - Improving public transport and better integration between modes;
 - Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
 - Enhancing international connectivity; and
 - Increasing safety and security.
- 4.4.3. **Chapter 3** sets out future achievements being sought. It notes the vital role transport contributes to wider social, economic and environmental outcomes.
- 4.4.4. **Chapter 4** identifies strategic priorities to achieve this. When considering actions to achieve outcomes, the following principles are used:
- Make maximum use of existing infrastructure networks, making them more reliable and ensure better integration of all modes of transport;
 - Promote travel which is sustainable and healthy. This includes the use of public transport, cycling and walking;
 - Reduce the demand on the transport system through making effective use on demands to travel by providing good public transport access to major destinations;
 - Use the Welsh Transport Guidance (WeITAG) to ensure a systematic cost and benefit of transport system is considered; and
 - All six equality strands are considered through establishing the potential impacts on them and developing policies and actions in response to this. This is considered under the Human Rights Act.
- 4.4.5. Strategic priorities have been identified to deliver this:
- Reducing greenhouse gas emission and other environmental impacts from transport;
 - Integrating local transport;
 - Improving access between key settlements and sites;

- Enhancing international connectivity; and
- Increasing safety and security.

4.4.6. **Paragraph 4.4** highlights the role of public transport and its significance in terms of access. The aim is to develop sustainable transport across Wales through supporting public transport operators in both rail and bus to ensure better national and local connectivity. Barriers to accessing the transport network will need to be prevented.

People, Place, Futures: The Wales Spatial Plan (2008)

4.4.7. The Wales Spatial Plan (2008) is the overarching framework and integration for Wales covering a range of aspects including economic development, transport and environmental considerations. This is a key mechanism for joining up Wales nationally, regionally and locally.

4.4.8. Its vision is to “...sustain our communities by tackling the challenges presented by population and economic change. We will grow in ways which will increase Wales’ competitiveness while assisting less well-off areas to catch up on general prosperity levels and reducing negative environmental impacts. We will enhance the natural and built environment and we will sustain our distinctive identity.”

4.4.9. In doing so, the plan sets out strategies for each spatial plan area.

4.4.10. **Paragraph 19.17** notes the central role of improved transport to making the Capital Region work, and to the regeneration of Valleys communities. The overall priority is to make better use of the Area’s existing transport infrastructure, to deliver more sustainable access to jobs and services.

4.4.11. Newport plays a critical role in the success of the Capital Region and is identified as one of 14 key settlements within the plan. These are independently validated, however do not exist in isolation.

Taking Wales Forward – The Programme for Government 2016-2021

4.4.12. Taking Wales Forward sets out how Government will deliver more and better jobs through a stronger, fairer economy, improve and reform public services, and build a united, connected and sustainable Wales. To achieve this, it outlines the following key priorities:

- Prosperous and Secure;
- Healthy and Active;
- Ambitious and Learning; and
- United and Connected.

4.4.13. Transport is a key component within the ‘United and Connected’ priority and makes reference to the creation of the South Wales Metro to meet this objective.

Prosperity for All: The National Strategy (2017)

4.4.14. Prosperity for All: The National Strategy sets out how Government will deliver for Wales during 2017 to 2021 and set long-term foundations for the future. The Programme for Government, Taking Wales Forward, sets out the headline commitments. This strategy

takes those key commitments, places them in a long-term context, and sets out how they fit with work of the wider Welsh public service to lay the foundations for achieving prosperity for all.

- 4.4.15. The strategy is set out in four key themes reflective of those in Taking Wales Forward. In doing so, it will enable government to draw on levers and use them to deliver on the central goal of prosperity for all: planning, investment in infrastructure, procurement and tax powers.
- 4.4.16. It notes that a high quality, modern infrastructure is a key enabler of competitiveness and productivity. In order to achieve this, Government will deliver the South Wales Metro, underpinning the region's economic development and spreading jobs and prosperity through more rapid transport, and ensuring that all new and significant developments in the region are sited within easy reach of a station.

Prosperity for All: Economic Action Plan (2017)

- 4.4.17. The Economic Action Plan's purpose is to support delivery of Prosperity for All – The National Strategy.
- 4.4.18. It sets out the role of Government to support an economy that increases both wealth and well-being through a fairer distribution of the benefits of economic growth at both an individual level and throughout Wales. At the heart of the Plan is growing an inclusive economy, spreading opportunity and promoting well-being. Underpinning its contribution toward delivery of our National Strategy: Prosperity for All.
- 4.4.19. The Plan directly supports the delivery of seven on the twelve well-being objectives (in addition to indirectly contributing to the other five). These have been used as the framework around which the Plan and its actions are structured:
- Support people and businesses to drive prosperity;
 - Tackle regional inequality and promote fair work;
 - Drive sustainable growth and combat climate change;
 - Build ambition and encourage learning for life;
 - Equip everyone with the right skills for a changing world;
 - Deliver modern and connected infrastructure; and
 - Promote and protect Wales' place in the world.
- 4.4.20. In relation to delivering modern and connected infrastructure, it confirms that transport plays a significant part in this. It notes that it will maximise the efficiency of the existing network by addressing bottlenecks and pinch points; and, connect people and communities by ensuring new transport infrastructure is planned alongside other infrastructure, including homes, employment land and public services.

5 Planning Assessment

5.1 Introduction

- 5.1.1. A Planning Application is submitted to Newport City Council seeking full planning permission for the construction of a major events stabling line (MESL) located to the west of Monks Ditch and runs adjacent to the north of the existing Tata Steelworks service lines, Newport, Wales.
- 5.1.2. This section of the Planning Statement presents an assessment of the development proposals against the statutory Development Plan and other material considerations, as outlined in Section 4.
- 5.1.3. The key planning matters are assessed as follows:
- Transportation Benefits;
 - Regeneration and Investment;
 - Archaeology and Heritage Matters;
 - Arboriculture;
 - Ecology and Biodiversity;
 - Noise and Vibration;
 - Ground Conditions, Contamination and Water Quality; and
 - Flood Risk and Drainage;
- 5.1.4. Each planning issue is considered in further detail below.

5.2 Transportation Benefits

- 5.2.1. Policy SP14 of the Newport Local Development Plan (LDP) confirms that transport proposals will be supported where they, amongst other things, encourage the use of public transport and other modes, assist the local economy and urban regeneration, and relieve traffic congestion. The supporting text to Policy SP14 confirms that the provision of choice of transport modes is important in achieving sustainable development.
- 5.2.2. Policy SP15 of the LDP relates to sets out that integrated transport will be pursued in line with national and regional transport strategies. An integrated transport system will include innovative forms of public transport that includes the safeguarding and enhancement of rail routes and identification of new stations and facilities for public transport.
- 5.2.3. National planning policy is contained in the Planning Policy Wales (PPW) (Edition 9) (November 2016) and confirms that the Welsh Government aims to extend the choice in transport and secure accessibility in a way which supports development and helps to tackle the cause of climate change by encouraging a more effective and efficient transport system with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel.

- 5.2.4. Section 8.3 of PPW supports public transport and confirms that local authorities should promote public transport as a means to achieve environmental objectives, to assist in relieving congestion and to encourage social inclusion. Appropriate public transport measures include improved facilities for railway.
- 5.2.5. The Phase 1 Scheme involves the construction of a single 1.6km length of track to allow for the stabling of trains during major events in South Wales. It will be located within an area of existing rail infrastructure between the South Wales Mainline and the Tata Steel Service Lines. The MESL will enable flexibility for future train requirements through the provision of additional network capacity on the mainline railway for stabling of trains to be used to transport people to major events in Cardiff (e.g. Six Nations Rugby and events at the Principality Stadium).
- 5.2.6. The Scheme will generate increased capacity on the rail network and enhance the overall public transport offer across the South Wales Metro, in doing so, providing sustainable transport opportunities, particularly in periods of major events. As such, the proposed development is considered to be in accordance with Policies SP14 and SP15 of the LDP, the PPW, One Wales: Connecting the Nation - the Wales Transport Strategy, People, Place and Futures: The Wales Spatial Plan.

5.3 Regeneration and Investment

- 5.3.1. Policy SP14 of the Newport LDP confirms that transport proposals will be supported where they, amongst other things, assist the local economy and urban regeneration. Policy SP18 of the LDP relates to urban regeneration and states that proposals will be favoured which assist the regeneration of the urban area, particularly where they contribute to the provision of residential and business opportunities within the urban area, and involve the reuse of vacant, underused or derelict land.
- 5.3.2. Policy SP11 of the LDP relates to the Eastern Expansion Area consisting of the former Llanwern Steelworks Regeneration Site which is adjacent to the Application Site. It identifies this area as a residential let mixed use, sustainable urban expansion area which will provide a range and choice of housing, employment land and community uses. Included within the Eastern Expansion Area is the allocation of 35.5 hectares of land (referred to as the Celtic Business Park) for B1, B2 and B8 uses. Outline Planning Permission (Reference: 06/0471) was granted for the mixed-use development of the Eastern Expansion area and is currently being brought forward by St Modwen developments (see Paragraphs 2.2.3 and 2.2.4.).
- 5.3.3. Chapter 7 of PPW sets out the Government's commitment to generate wealth, jobs and income to meet the needs of the entire economy, whilst also taking into consideration the social and environmental context. It states that the planning system should support economic and employment growth, and local planning authorities should seek to guide and control economic development to facilitate regeneration and promote social and environmental sustainability. This includes co-ordinating development with infrastructure provision.
- 5.3.4. The increased capacity on the rail network and enhancement to the overall public transport offer through this investment will assist the wider regeneration of the South Wales Metro area. It forms part of the first phase of works of a wider package of improvement and investment by TfW in the area, which will eventually include a new

railway station, pedestrian footbridge, a 100 space formal car park with the provision to expand to a 1000 space overflow car park and associated infrastructure works on land adjacent to the Llanwern Steelworks. These new public transport facilities are an integral element of the Glan Llyn Regeneration Site (i.e. the Eastern Expansion Area).

- 5.3.5. When not in use as a stabling line during major events, there is the opportunity for the MESL to be used as a proving facility for train operators and manufacturers. The Scheme will enhance productivity and complement the overall operation of the facility through the provision of this additional infrastructure. This will further support the regeneration and investment in this important regeneration area in Newport.
- 5.3.6. It has been demonstrated that the Scheme is consistent with the Policies SP14 and SP18 and supports the allocations as per Policy EM1 and SP11 of the Newport LDP, Chapter 7 of PPW and People, Place, Futures: The Wales Spatial Plan.

5.4 Archaeology and Heritage Matters

- 5.4.1. Policy CE6 states that development proposals will normally be required to undertake an Archaeological Impact Assessment before the proposal is determined where groundworks and / or the installation of services are proposed within the archaeologically sensitive areas of Caerleon, the Levels, Lower Machen and the City Centre.
- 5.4.2. Policy CE4 notes that sites included in the register of landscapes, parks and gardens of special historic interest and identified historic battlefields should be protected, conserved, enhanced and where appropriate, restored. Attention will also need to be given to their setting.
- 5.4.3. Chapter 6 of the PPW relates to the historic environment and confirms that the conservation of archaeological remains is a material consideration in determining a planning application.
- 5.4.4. Paragraph 6.4.9 sets out the importance of conserving and protecting the built environment, and conservation areas. Development proposals should be judged on the potential effect on the designation.
- 5.4.5. In addition to this, TAN 24 notes that when considering development proposals that affect scheduled monuments or other nationally important archaeological remains, there should be a presumption in favour of their physical preservation in situ, i.e. a presumption against proposals which would involve significant alteration or cause damage or would have a significant adverse impact causing harm within the setting of the remains.

TAN 24 also notes that when assessing an application for planning permission, listed building, conservation area or scheduled monument consent, the competent authority must consider the possible impacts of the proposed works on nature conservation.

Archaeology

- 5.4.6. A Desk Based Archaeological Assessment (September 2018) has been prepared by Mott MacDonald and is submitted as part of this application. The assessment considers the impacts of the proposed development on archaeological and heritage assets relevant to the planning application and the associated site location.

- 5.4.7. The Scheme lies within an Archaeologically Sensitive Area and the desk-based assessment concludes that there is evidence of ground disturbance associated with the existing infrastructure in this confined area, including the construction of the railway lines, associated alterations to the drainage channels and erection and maintenance of pylons running the length of the Site. It confirms that the extent to which this disturbance will have impacted upon archaeological features is unknown and it is assumed within the assessment that any underlying features remain intact.
- 5.4.8. The assessment confirms that the level of impact on buried archaeology is dependent on the construction method for the Scheme. It is assumed, however; that no deep excavations (more than 0.5m) will be taking place and therefore, there should be minimal impact on any peat or other important geoarchaeological deposits. Should deeper excavations be required the impact on such deposits will be high in those areas. Given the information from the area, it is likely that prehistoric features will be related to these lower layers, and therefore; the impact on them is considered low.
- 5.4.9. It is noted within the assessment that the works are likely to have a direct physical impact on any remaining below ground archaeology, post-medieval / 19th Century drainage, field boundaries and remains of roads / tracks, in particular; in the area where the bridges formerly cross the South Wales mainline. These features likely to be altered or removed by the works.
- 5.4.10. With regards to recommendations, it is stated within the assessment that due to the high level of vegetation, the nearby railway lines and the disturbed nature of the ground, a geophysical survey would not yield useful results. In addition, the size and nature of the scheme, and the various ground and health and safety factors, preclude trial trenching.
- 5.4.11. It is recommended that the Glamorgan Gwent Archaeological Trust (GGAT) are consulted in advance of construction, particularly relating to potential deeper excavations which may impact upon geophysical deposits. As a minimum the report recommends an archaeological watching brief be maintained during all ground-breaking activities associated with construction. It is considered that any archaeological assets could be secured through a suitably worded planning condition in consultation with GGAT.
- 5.4.12. On this basis of the findings of the Archaeological Desk Based Assessment, it is considered that the Scheme is in accordance with Policy CE6 of the LDP, Chapter 6 of the PPW and policies set out within TAN 24.

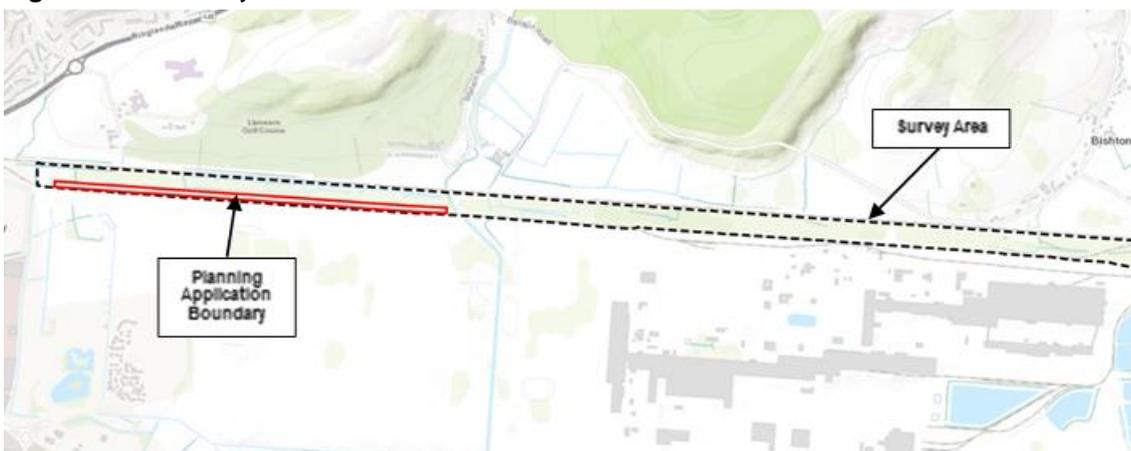
Built Heritage

- 5.4.13. In regard to listed buildings and registered park and garden, Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) confirms that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability or historic interest which it possesses. The Desk-Based Archaeological Assessment confirms that there will be no impact upon the Parish Church of St Mary (Grade II* Listed Building) and Llanwern Park (Grade II Registered Park and Garden) or its setting due to existing screening.
- 5.4.14. In view of this, the Scheme, is deemed to accord with the Newport City Plan, the PPW and TAN 24.

5.5 Ecology

- 5.5.1. Policy GP5 of the LDP states that development will be permitted where, as applicable, 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.
- 5.5.2. Chapter 5 of PPW seeks to conserve and improve natural heritage and sets out a series of objectives for nature conservation including promoting the conservation of landscape and biodiversity, in particular the conservation of wildlife and habitats; ensuring that action in Wales contributes to meeting international responsibilities and obligations for the natural environment; ensuring that statutory designated sites are protected; safeguard protected species; and, promoting the functions and benefits of soils, and in particular their function as a carbon store.
- 5.5.3. An Ecological Impact Assessment (EclA) (September 2018) has been prepared and is submitted as part of this Application. The document provides an assessment of nearby designations as well as the protected and / or notable habitats and species which occur (or have the potential to occur) in or near to the Site and may be impacted by the proposed development.
- 5.5.4. The submitted EclA and corresponding Habitat Regulations Assessment (HRA) (September 2018) has been prepared based on ecological survey work (the 'survey area') that has been undertaken in respect of a much wider area as shown in **Figure 5.5.1**. Both of the reports relate solely to impacts associated with the proposed development and the planning application site.

Figure 5.5.1: Survey Area



Source: OS Open Data

- 5.5.5. The EclA confirms that the Site is located within an industrial area with a number of designated sites within 2.0km, including the Gwent Levels Site of Special Scientific Interest (SSSI). The survey area has suitable habitats to support a number of species

and species have been confirmed on-Site or within close proximity to the Site, including breeding birds, dormice, badgers, water vole, bats (roosting, foraging and commuting), great crested newts, reptiles and invertebrates. Otters have not been recorded within the survey area or the surround 250m, however; Monks' Ditch is suitable for foraging otters. Invasive plant species Himalayan Balsam and Virginia Creeper have also been recorded within the Site.

5.5.6. The assessment recommends a series of mitigation measures which includes check surveys, method statements, mitigation strategies, safeguard measures and best practice pollution prevention. A scheme of long-term habitat compensatory planting and on-Site habitat management is also proposed in order to reduce potential effects on habitats and species, and to enhance biodiversity in accordance with planning policy. Details of the of the ecological mitigation is contained within the EclA and within the following documents:

- Phase 1 Landscape Mitigation Plan (Drawing 1 of 2) (Drawing No. 367590-MMD-48-XX-DR-C-0200)
- Phase 1 Landscape Mitigation Plan (Drawing 2 of 2) (Drawing No. 367590-MMD-48-XX-DR-C-0201)
- On-site and Off-site Mitigation and Monitoring Plan (September 2018)

5.5.7. The submitted information demonstrates that impacts of the scheme on ecology can be satisfactorily mitigated, and that through a combination of on-Site and off-Site mitigation, biodiversity enhancements can be provided. Based on the findings of the reports and subject to the implementation of the recommended mitigation measures, secured through appropriately worded planning conditions, it is considered that the Scheme is in accordance with Policy GP5 of the LDP and Chapter 5 of the PPW.

5.6 Arboriculture

5.6.1. Policy GP5 of the LDP confirms that development will be permitted where there would be no unacceptable impact on landscape quality. In addition to this, it makes direct reference to loss of trees. It states that development will be permitted where the proposal includes appropriate tree planting or retention where appropriate and does not result in the unacceptable loss of or harm to trees, woodland or hedgerows that have wildlife or amenity value.

5.6.2. Policy GP6 sets out the importance of good quality design. It notes fundamental design principles which should be addressed. Amongst others, this includes the context of the site. Development should be sensitive to the unique qualities of the Site and respond positively to the character of the area.

5.6.3. A Arboricultural Assessment (September 2018) has been prepared and is submitted as part of this application. The Assessment identifies any actions in relation to existing trees as a result of the Scheme, with the aim to achieve a harmonious and sustainable relationship between trees and structures.

5.6.4. The assessment confirms that the trees on site cover a large narrow area and have been classified as one group (Category C), it does not contain any trees protected by a Tree Preservation Order, and the area is not situated within a Conservation Area. The boundaries of the tree group were identified by the required buffer between the retained

trees and the proposed construction area. The buffer is to ensure retained trees are a sufficient distance from the new rail line.

- 5.6.5. To facilitate the construction of the scheme, some tree removal is necessary but is limited to young and semi-mature trees located along the strip of land between the Tata Steel service line and the South Wales Mainline. The existing vegetation is made up of planted trees, suckers and self-seeded trees. The assessment concludes that these trees are of limited arboricultural value due to their young age and species.
- 5.6.6. Whilst the proposed Scheme will involve the loss of some trees, these are of limited arboricultural value, and is not considered to result in an unacceptable loss of trees when weighed against the nature of the scheme and location. On this basis it is considered that the Scheme accords with Policy GP5 and GP6 of the LDP.

5.7 Noise and Vibration

- 5.7.1. Policy GP2 of the LDP seeks to prevent the harm of the amenity as a result of development. It confirms that development will be permitted where there will not be a significant adverse effect on local amenity, including in terms of noise, disturbance, privacy, overbearing, light, odours and air quality and 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.
- 5.7.2. Policy GP7 states that development will not be permitted which would cause or result in unacceptable harm to health because of land contamination, dust, instability or subsidence, air, heat, noise or light pollution, flooding, water pollution, or any other identified risk to environment, local amenity or public health and safety.
- 5.7.3. Policy GP6 considers the design of development. It confirms that good quality design will be sought in all forms of development with the aim to create a safe, accessible, attractive and convenient environment. In considering development proposals the fundamental design principles should be addressed. One of which is the context of the site. It confirms that all development should be sensitive to the unique qualities of the site and respond positively to the character of the area.
- 5.7.4. Paragraph 13.5.1 of the PPW confirms that local planning authorities should make a careful assessment of likely noise levels and have regard to any relevant Noise Action Plan before determining such planning applications and in some circumstances, it will be necessary for a technical noise assessment to be provided by the developer.
- 5.7.5. A Noise and Vibration Assessment (September 2018) has been prepared and is submitted as part of this application. The purpose of the report is to assess the temporary and permanent noise and vibration impacts on nearby sensitive noise receptors resulting from the construction and operational phases of the scheme.
- 5.7.6. The construction noise assessment confirms that there is the potential for construction noise levels to increase background noise levels by more than 5dBA during the enabling works but this noise impact will be shorter than one month in duration. After enabling works are complete noise impacts will be lower than 5dBA at all sensitive receptors.
- 5.7.7. The construction impact is not considered significant and this is based on a worst case scenario. Construction plant will gradually move along the area impacting different

receptors at varying intensities and times, depending on when the plant is closer and further away from the receptors. Construction noise and vibration will be managed through the Construction Environment Management Plan.

- 5.7.8. The operational noise assessment considers noise from the MESL and proving track. The results of the acoustic modelling assessment confirms that there will be no significant impact at the sensitive receptors from the operation of the proposed development. This is due to the existing rail lines carrying a large number of passenger and freight movements such that the proposed additional movements are not significant.
- 5.7.9. The Scheme will not result in any significant impacts on sensitive receptors during the construction and operational phases of the development and as such, is in accordance Policy GP2, GP7 and GP6 of the LDP and the PPW.

5.8 Ground Conditions, Contamination and Water Quality

- 5.8.1. Policy GP7 states that development will not be permitted which would cause or result in unacceptable harm to health because of land contamination, dust, instability or subsidence, air, heat, noise or light pollution, flooding, water pollution, or any other identified risk to environment, local amenity or public health and safety.
- 5.8.2. Paragraph 13.7 of PPW relates to the management of contaminated land and requires planning decisions to take into account the potential hazard that contamination presents to the development, its occupants and the local environment. Decisions also need to consider the results of a specialist investigation and assessment by the developer to determine the contamination of the ground and to identify any remedial measures required to deal with any contamination.
- 5.8.3. A Ground Conditions and Contamination Report (September 2018) has been prepared and is submitted as part of this application. The purpose of the report is to provide an understanding of likely ground conditions, historic land use, the potential for contamination within the area of the proposed development and surrounding zone of influence.
- 5.8.4. The qualitative risk assessment has indicated a low risk to the proposed development from residual contaminants in the surrounding area and a low risk to the environment from the scheme. It confirms that the underlying geology identified presents a high risk to building materials containing cement, however; these risks are readily mitigated through the use of an appropriate cement type. A site specific ground investigation will be required to confirm the ground conditions along the route of the railway as part of the detailed design of the Scheme.
- 5.8.5. The ground investigation will comprise boreholes and trial pits to investigate the load bearing capacity of the underlying sediments in order to inform foundation design. Included within this will be the testing of any Made Ground for contamination, and piezometers will be installed to monitor groundwater levels, and samples of the groundwater analysed for contamination.
- 5.8.6. A Water Quality Assessment (September 2018) has also been prepared by Mott MacDonald to provide a high-level assessment of the impact of the proposed development on the water environment, specifically water quality. This includes the impact on surface waterbodies within the Site and within 1km downstream of the Site,

which includes waterbodies within the Gwent Levels Site of Special Scientific Interest (SSSI).

- 5.8.7. The Assessment concludes that the scheme presents a very low risk to water quality within the study area, and the MESL is unlikely to be a major source for contamination given the design of the scheme. This includes a low traffic volume and design of the line on a granular ballast bed, and due to the inclusion of oil separators that will comprehensively treat the track for any contaminants. The proposed track drainage treatment will be sufficiently treated such that the risk to water quality in the re-en system is negligible. The quality of the water discharged into the Gwent Levels SSSI ditch system is therefore expected to meet the existing water quality standards, preventing the risk of water quality deterioration as a result of the Scheme.
- 5.8.8. On this basis of the findings of the Ground Conditions and Contamination Assessment, and Water Quality Assessment, it is considered that the Scheme complies with Policy GP7 of the LDP and Chapter 13 of PPW.

5.9 Flood Risk and Drainage

- 5.9.1. Policy SP3 of the LDP relates to flood risk. It notes that due to Newport's coastal and riverside location it is necessary 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. Policy SP3 confirms that development will only be permitted in flood risk areas in accordance with national guidance and 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.
- 5.9.2. Policy GP1 also notes that development proposals should be designed to withstand the predicted changes in the local climate and to reduce the risk of flooding on site and elsewhere by demonstrating where appropriate that the risks and consequences of flooding can be acceptably managed, including avoiding the use of non-permeable hard surfaces. In addition to this, Policy GP6 states that new development, amongst other matters, be 'flood resilient'.
- 5.9.3. Paragraph 13.4 of the PPW relates to management of flood risk and seeks to ensure that surface water run-off is to be controlled as near to the source as possible by the use of sustainable drainage systems. Local planning authorities should ensure that development does not increase the risk of flooding elsewhere by loss of flood storage or flood flow route or increase the problem of surface water run-off.
- 5.9.4. TAN 15 provides further guidance on which supplements the policy set out in the PPW in relation to development and flooding. Paragraph 7.2 notes that whether a development should proceed or not will depend on whether the consequences of flooding of that development can be managed down to a level which is acceptable for the nature / type of development being proposed, including its effects on existing development.
- 5.9.5. A Flood Risk Assessment (FCA) (September 2018) has been prepared and is submitted as part of this application. The purpose of the FCA is to identify the acceptability of flooding consequences in accordance with PPW and TAN 15 and the local planning policy framework.

- 5.9.6. The FCA confirms that the Site is at risk of fluvial, surface water (pluvial) and tidal flooding. Natural Resources Wales has confirmed that tidal flooding is considered the predominant source of flood risk at the Site. TAN 15 Development Advice Map indicates that most of the Site area falls within development advice zone C1 “areas of the floodplain which are developed and served by significant infrastructure, including flood defences”. The scheme will only be permitted within Zone C1 if determined by the planning authority to be justified in that location subject to Parts (i), (ii), (iii) and (iv) of the TAN 15 Justification Test being passed.
- 5.9.7. The Scheme is within an existing area of rail infrastructure and the proposed development forms part of a wider scheme that will enhance the overall public transport offer across the South Wales Metro, whilst also providing an economic benefit through provision of additional infrastructure. The submitted FCA confirms that subject to the implementation of the recommendations, the flood risks and consequences to and from the development will be limited and managed as far as reasonably practicable within the Site and development constraints. As such, the Scheme accords with the provisions of Policy SP3 and GP1 of the LDP, PPW and TAN 15.

6 Summary and Conclusions

6.1.1. Mott MacDonald Limited ('the Agent') has been instructed by Transport for Wales (TfW) ('the Applicant') to prepare and submit a planning application seeking full planning permission for the construction of a major events stabling line (MESL) on land adjacent to the existing Tata Steelworks service lines in Newport, Wales.

6.1.2. A planning application seeking full planning permission for the proposed Scheme is submitted to Newport City Council (NCC) as the Local Planning Authority. The full description of development is as follows:

“Planning Application seeking full planning permission for the construction of 1.6km of rail formation in connection with the stabling of trains including associated engineering and landscape works on land adjacent to the existing Tata Steelworks service lines in Newport, Wales”

6.1.3. The Scheme forms part of a wider package of transport improvements and investment by TfW which will eventually include a new railway station, Park & Ride car park, footbridge and associated infrastructure works on land adjacent to the Llanwern Steelworks. These new public transport facilities are an integral element of supporting connectivity to the Glan Llyn Regeneration Site.

6.1.4. There is a requirement to deliver the MESL prior to the wider package of transport improvements, and this planning application relates to the first phase of the wider Scheme, involving the construction of a 1.6km length of track which will provide a stabling area during major events when additional services are required for the mainline railway. The track will be electrified and will also be used for proving of trains. The wider scheme will be the subject of a subsequent planning application.

6.1.5. The Phase 1 Scheme involves the construction of a single 1.6km length of track to allow for the stabling of trains during major events in South Wales. It will be located within an area of existing rail infrastructure, between the South Wales Mainline and the Tata Steel Service Lines. The MESL will enable flexibility for future train requirements through the provision of additional network capacity on the mainline railway for stabling of trains to be used to transport people to major events in Cardiff (e.g. Six Nations Rugby and events at the Principality Stadium).

6.1.6. The Scheme will generate increased capacity on the rail network and enhance the overall public transport offer across the South Wales Metro, in doing so, providing sustainable transport opportunities, particularly in periods of major events. The proposed development is in accordance with Policies SP14 and SP15 of the LDP and other material considerations, including PPW, One Wales: Connecting the Nation - the Wales Transport Strategy, People, Place and Futures: The Wales Spatial Plan.

6.1.7. The increased capacity on the rail network and enhancement to the overall public transport offer through this investment will assist the wider regeneration of the South Wales Metro area. As such, the proposed Scheme is consistent with the Policies SP14 and SP18 and supports the allocations as per Policy EM1 and SP11 of the Newport LDP, Chapter 7 of PPW and People, Place, Futures: The Wales Spatial Plan.

- 6.1.8. An overview of the design is provided within the submitted Design and Access Statement. The Statement sets out the design of the Scheme in the context of key design considerations taking into account environmental sustainability, movement to, from and within the development, character and community safety. It also explains how issues relating to access to the development have been addressed. The Statement demonstrates an appropriate design solution and as such, it accords with Policy GP6 and TAN 12 (Design).
- 6.1.9. A Desk Based Archaeological Assessment submitted with the Application confirms that no deep excavations (more than 0.5m) will be taking place and therefore, there should be minimal impact on any peat or other important geoarchaeological deposits. It is noted within the assessment that the works are likely to have a direct physical impact on any remaining below ground archaeology, post-medieval / 19th Century drainage, field boundaries and remains of roads / tracks, in particular; in the area where the bridges formerly cross the South Wales mainline. These features likely to be altered or removed by the works. It is recommended that the Glamorgan Gwent Archaeological Trust are consulted in advance of the development, particularly relating to potential deeper excavations which may impact upon geophysical deposits. As a minimum the report recommends an archaeological watching brief be maintained during all ground-breaking activities associated with construction. It is considered that any archaeological could be secured through a suitably worded planning condition. For these reasons, the Scheme is in accordance with Policy CE6, Chapter 6 of the PPW and TAN 24.
- 6.1.10. In addition to this, the Desk-Based Archaeological Assessment confirms that the will be no impact upon the Parish Church of St Mary (Grade II* Listed Building) and Llanwern Park (Grade II Registered Park and Garden) or its setting due to existing screening and therefore accords with CE4 of the LDP, Chapter 6 of the PPW and TAN 24.
- 6.1.11. The Ecological Impact Assessment (EclA) (September 2018) confirms that the Site is located within an industrial area with a number of designated sites within 2.0km, including the Gwent Levels Site of Special Scientific Interest (SSSI). The survey area has suitable habitats to support a number of species and species have been confirmed on-Site or within close proximity to the Site. The assessment recommends a series of mitigation measures which includes check surveys, method statements, mitigation strategies, safeguard measures and best practice pollution prevention. A scheme of long-term habitat compensatory planting and on-Site habitat management is also proposed in order to reduce potential effects on habitats and species, and to enhance biodiversity in accordance with Policy GP5 of the LDP and Chapter 5 of the PPW.
- 6.1.12. An Arboricultural Assessment confirms that the trees on site cover a large narrow area and have been classified as one group (Category C), it does not contain any trees protected by a Tree Preservation Order, and the area is not situated within a Conservation Area. To facilitate the construction of the scheme the group of trees require removing are of limited arboricultural value and is not considered to result in an unacceptable loss of trees when weighed against the nature of the scheme and location. On this basis, it is considered that the Scheme accords with Policy GP5 and GP6 of the LDP.
- 6.1.13. A Noise and Vibration Assessment (September 2018) considers both construction and operational noise. The construction impact is not considered significant and this is based on a worst case scenario. The operational noise assessment considers noise from the

MESL and proving track. The results of the acoustic modelling assessment confirms that there will be no significant impact at the sensitive receptors from the operation of the proposed development. On this basis, it is considered that the Scheme is in accordance Policy GP2, GP7 and GP6 of the LDP and the PPW.

- 6.1.14. A Ground Conditions and Contamination Report notes that through a qualitative risk assessment there is a low risk to the proposed development from residual contaminants in the surrounding area and a low risk to the environment from the scheme. It confirms that the underlying geology identified presents a high risk to building materials containing cement, however; these risks are readily mitigated through the use of an appropriate cement type. A site specific ground investigation will be required to confirm the ground conditions along the route of the railway as part of the detailed design of the Scheme.
- 6.1.15. A Water Quality Assessment concludes that the scheme presents a very low risk to water quality within the study area, and the MESL is unlikely to be a major source for contamination given the design of the scheme. Proposed track drainage treatment will be sufficiently treated such that the risk to water quality in the re-en system is negligible. The quality of the water discharged into the Gwent Levels SSSI ditch system is therefore expected to meet the existing water quality standards, preventing the risk of water quality deterioration as a result of the Scheme.

On the basis of the findings illustrated in both the Ground Conditions and Contamination Report and Water Quality Assessment and appropriate actions, it is considered that the Scheme is in accordance with Policy GP7 of the LDP and Chapter 13 of the PPW.

- 6.1.16. A Flood Risk Assessment (FCA) (September 2018) confirms that subject to the implementation of the recommendations, the flood risks and consequences to and from the development will be limited and managed as far as reasonably practicable within the Site and development constraints.
- 6.1.17. As outlined above, the development is supported by both local and national planning policies, as well as other regional strategies. As there are no material considerations which indicate the planning permission should not be granted, on this basis, it is respectfully requested that Newport City Council approves this planning application seeking full planning permission, subject to the attachment of suitably worded planning conditions.

