

# **Llanwern Rail Facilities - Phase 1 Planning**

Design and Access Statement

October 2018



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# Issue and Revision Record

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# 1 Introduction

## 1.1 Purpose of the Statement

- 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 could 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. This Design and Access Statement (DAS) has been prepared to accompany the planning application in accordance with 7(1) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012. It sets out the design principles and concepts that have been applied to the development, including 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.

## 1.2 Format of the Document

1.2.1. The DAS is structured as follows:

- **Section 1 (Introduction)** – sets out the purpose of the development followed by a description of the development, the background of the development and scope and content of the planning application submission.
- **Section 2 (Site Context)** – provides a description of the location for the proposed development and an analysis of the site constraints and opportunities presented by the Application Site.
- **Section 3 (Planning Policy Context)** – sets out relevant design and landscape policies associated with the Scheme.
- **Section 4 (Design of Development)** – sets out the design of the development and how concepts including environmental sustainability, movement to, from and within the development, character, landscaping and community safety have been applied.
- **Section 5 (Access Statement)** – outlines access arrangements for the Scheme.
- **Section 6 (Summary and Conclusions)** – provides a summary of the design and access principles associated with the Scheme and how it accords with the planning policy framework.

### 1.3 Planning Application Submission

1.3.1. The DAS should be read in conjunction with the complete planning application submission package for the proposed development. This encompasses the following suite of documents and drawings.

- App Application Forms;
- Plans and Drawings (see **Table 1.4.1**);
- 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].

**Table 1.3.1:** Schedule of Planning Application Drawings

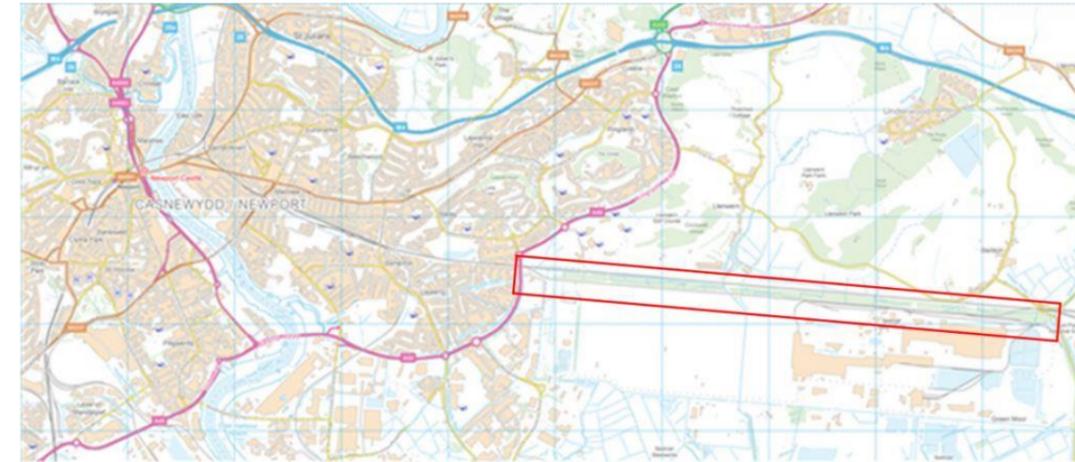
Drawing Title	Reference
Site Location Plan	367590-MMD-48-XX-DR-C-0001
General Arrangement (Sheet 1 of 4)	367590-MMD-48-XX-DR-C-0002
General Arrangement (Sheet 2 of 4)	367590-MMD-48-XX-DR-C-0003
General Arrangement (Sheet 3 of 4)	367590-MMD-48-XX-DR-C-0004
General Arrangement (Sheet 4 of 4)	367590-MMD-48-XX-DR-C-0005
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

## 2 Site Context

### 2.1 Site Location and Description

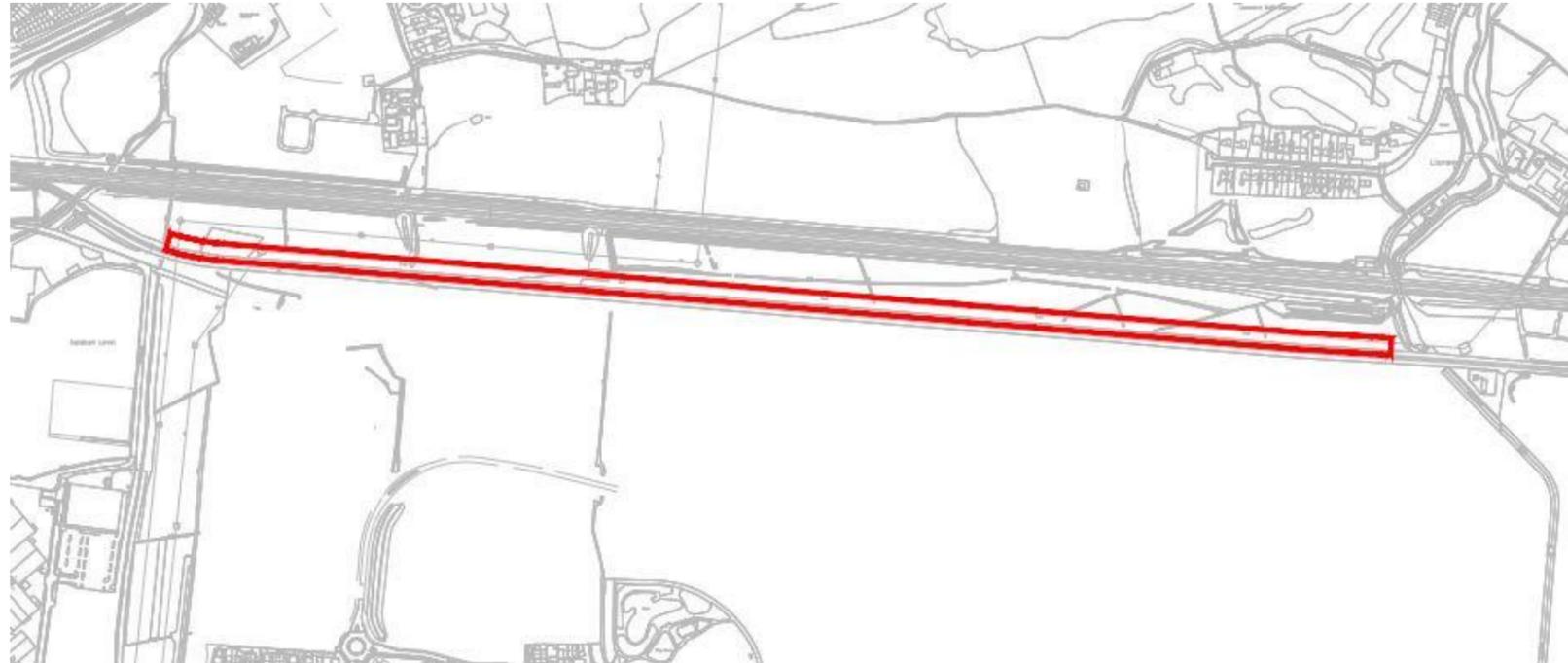
- 2.1.1. The Application Site ('the Site') extends to an area of some 3.1 hectares and is shown edged red on the submitted Site Location Plan (Drawing No. 367590-MMD-48-XX-DR-C-0001). It is located wholly within the boundary of NCC and is currently under the ownership of St Modwen PLC and Tata Group.
- 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 Context



Source: Mott MacDonald (2018)

Figure 2.1.2: Site Location Plan Extract



Source: Mott MacDonald (2018)

## 2.2 Site Analysis

### Heritage

- 2.2.1. The Site is located within an Archaeologically Sensitive Area with geoarchaeological deposits of high archaeological value present.
- 2.2.2. A Desk Based Archaeological Assessment is submitted as part of the planning application which has identified moderate – high potential of medieval and post medieval remains along with low – moderate potential of prehistoric and roman remains.

### Ecology

- 2.2.3. A Preliminary Ecological Appraisal (PEA) is submitted which confirms that a number of statutory and non-statutory designations are within close proximity to the Site. The Site itself supports a range of habitats of largely local ecological value, albeit a number of habitats (woodland, reens / marginal habitats and ephemeral / short perennial) may qualify as priority habitats.

### Flood Risk

- 2.2.4. **Figure 2.2.1** 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 3.2.1:** 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.

### 2.3 Site Images

**Figure 2.3.1:** From West End Looking East



Source: Mott MacDonald (2018)

**Figure 2.3.3:** From East End Looking West



Source: Mott MacDonald (2018)

**Figure 2.3.2:** From West End Looking West



Source: Mott MacDonald (2018)

**Figure 2.3.4:** From East End Looking East



Source: Mott MacDonald (2018)

### 3 Planning Policy Context

#### 3.1 Introduction

3.1.1. 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 of local planning documents which have been subject of examination in public or testing through public inquiry, and are adopted accordingly.

3.1.2. The Application Site falls within the administrative boundary of Newport City Council. The Statutory Development Plan encompasses the following set of documents:

- Newport Local Development Plan 2011 – 26 (January 2015);
- Proposals Maps; and
- Constraints Maps.

3.1.3. In addition to the statutory Development Plan, the proposal should also be assessed against Planning Policy Wales and Technical Advice Notes of relevance, which are a material consideration in any determination.

#### 3.2 Planning Policy Matrix

3.2.1. The design of the proposed Scheme has considered the design and access criteria of the relevant design and landscape policies. These are provided in the planning policy matrix below. Further detail of planning policy can be found in the accompanying Planning Statement.

#### 3.3 Statutory Development Plan

##### Newport Local Development Plan 2011 – 26 (January 2015)

Policy GP6 (General Development Principles – Quality of Design)	<p>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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>vi) sustainability: new development should be inherently robust, energy and water efficient, flood resilient and adaptable, thereby facilitating the flexible re-use of the building. Where existing buildings are present, imaginative and sensitive solutions should be sought to achieve the re-use of the buildings.</li> </ul>
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##### Newport Local Development Plan 2011 – 26 (January 2015)

Policy GP1 (General Development Principles – Climate Change)	<p>Development proposals should:</p> <ul style="list-style-type: none"> <li>i) 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;</li> <li>ii) be designed to minimise energy requirements and incorporate appropriate renewable, low or zero carbon energy sources, including on site energy provision where practicable;</li> <li>iii) be designed to reuse or recycle existing construction materials present on the site;</li> <li>iv) meet the relevant BREEAM or code for sustainable homes level.</li> </ul>
Policy GP2 (General Development Principles – General Amenity)	<p>Development will be permitted where, as applicable:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>iii) the proposal seeks to design out the opportunity for crime and anti-social behaviour;</li> <li>iv) the proposal promotes inclusive design both for the built development and access within and around the development;</li> <li>v) adequate amenity for future occupiers.</li> </ul>
Policy GP5 (General Development Principles – Natural Environment)	<p>Development will be permitted where, as applicable:</p> <ul style="list-style-type: none"> <li>i) the proposals are designed and managed to protect and encourage biodiversity and ecological connectivity, including through the incorporation of new features on or off site to further the UK, Welsh and/or Newport biodiversity action plans;</li> <li>ii) the proposals demonstrate how they avoid, or mitigate and compensate negative impacts to biodiversity, ensuring that there are no significant adverse effects on areas of nature conservation interest including International, European, National, Welsh Section 4232 and local protected habitats and species, and protecting features of importance for ecology;</li> <li>iii) the proposal will not result in an unacceptable impact on water quality;</li> <li>iv) the proposal should not result in the loss or reduction in quality of high quality agricultural land (grades 1, 2 and 3a);</li> <li>v) there would be no unacceptable impact on landscape quality;</li> <li>vi) the proposal includes an appropriate landscape scheme, which enhances the site and the wider context including green infrastructure and biodiversity networks;</li> <li>vii) 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.</li> </ul>

Source: Newport City Council (2015)

### 3.4 National Planning Policy

3.4.1. National Planning Policy is set out within Planning Policy Wales ('PPW' hereafter) and Technical Advice Notes (TANs). The relevant national policies contained within these documents are set out below:

#### Planning Policy Wales (Edition 9, November 2016)

Planning for Sustainability (Paragraph 4.1.1 - 4.13.5)	The PPW promotes the goal of sustainability to satisfy the basic needs and quality of life of all future generations. Sustainable development must be carried out. Amongst other aspects, public transport development strategies should minimise the need to travel by car.
The Historic Environment (Paragraph 6.1.1 – 6.5.30)	The PPW seeks to protect, manage and conserve the historic environment. Development proposals should be judged on the effect it may have on the designation.

#### Technical Advice Note 12 – Design (2016)

Defining Design (Paragraph 2.1 – 2.2)	The design of developments is important to the quality of life and the quality of Wales' landscapes. The Welsh Government commit to achieving delivery of a good design in both the built and natural environment. Design should be environmentally sustainable, deliver economic development and social inclusion.
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Source: Welsh Government (2016)

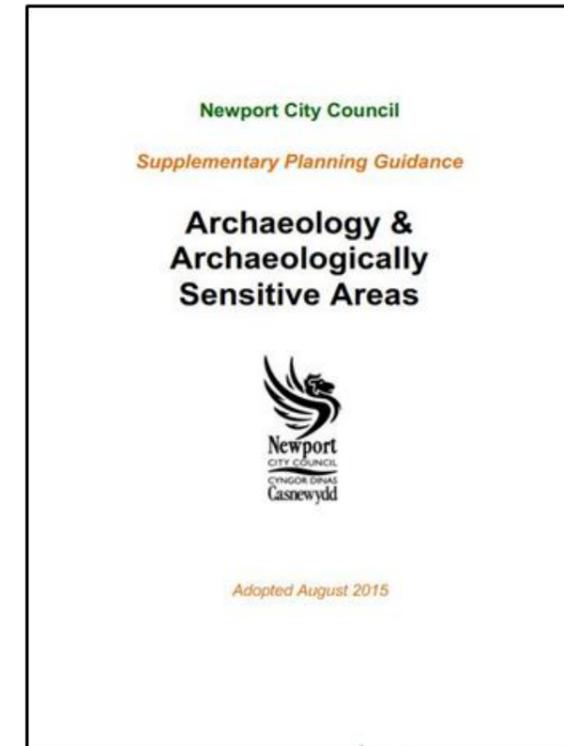
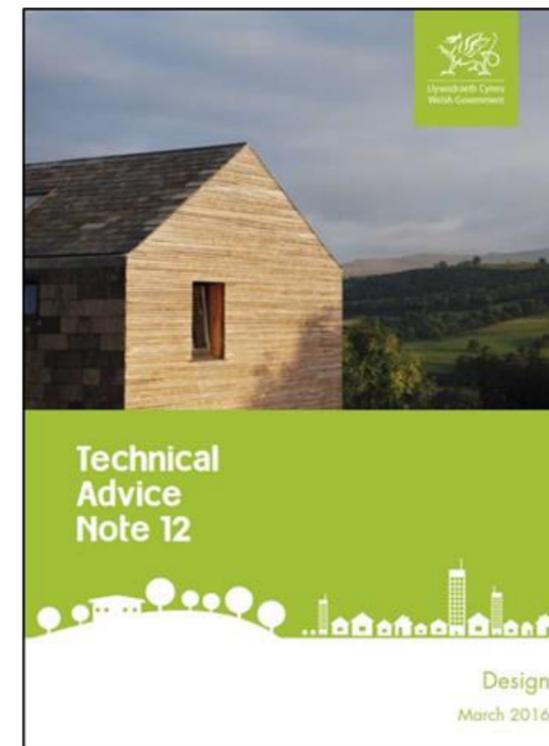
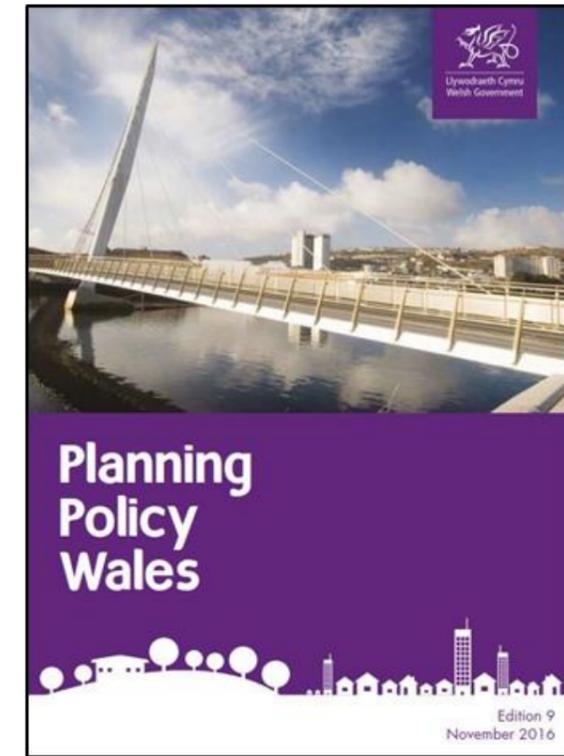
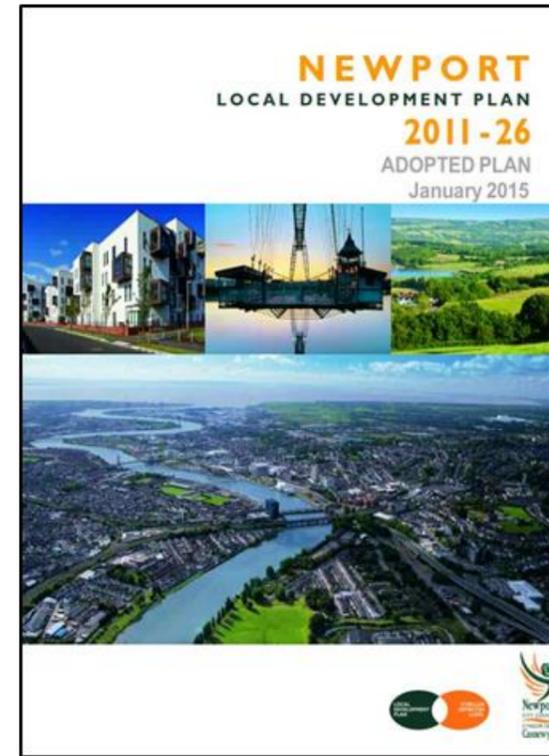
### 3.5 Supplementary Planning Guidance

3.5.1. Supplementary Planning Guidance (SPGs) provides supporting information in respect of policies contained in the current local plan or national planning policy. It is a way of providing more detailed guidance on how these policies will be applied. SPG documents of relevance are as listed below:

#### Archaeology and Archaeologically Sensitive Areas (August 2015)

Paragraph 5.7.1 – 5.7.3	The guidance sets out the preference for preserving nationally important archaeological material <i>in situ</i> and that the Authority will seek this outcome. As such, if an archaeological site is discovered in an application area, the impact of the development upon it will be a material consideration. It notes that the preservation of material does not necessarily prevent development as such deposits may be sealed or incorporated in to the design of a structure, as a mitigatory strategy. It notes that in the case where a developer will not accommodate important remains, the Authority will consider the proposal depending on merits of the case, the importance of the remains and other material considerations.
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Source: Newport City Council (2015)



## 4 Design of Development

### 4.1 Introduction

4.1.1. Section 7(4) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 requires a Design and Access Statement to explain the design principles and concepts that have been applied to the development. This includes environmental sustainability, movement to, from and within the development, character of the development, and impacts on community safety. This section sets out in detail the individual elements of the proposed Scheme and how the above design principles have been applied to the development.

### 4.2 Proposed Development

4.2.1. The 'Scheme' forms part of a wider package of transport improvements and investment by TfW which could 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.

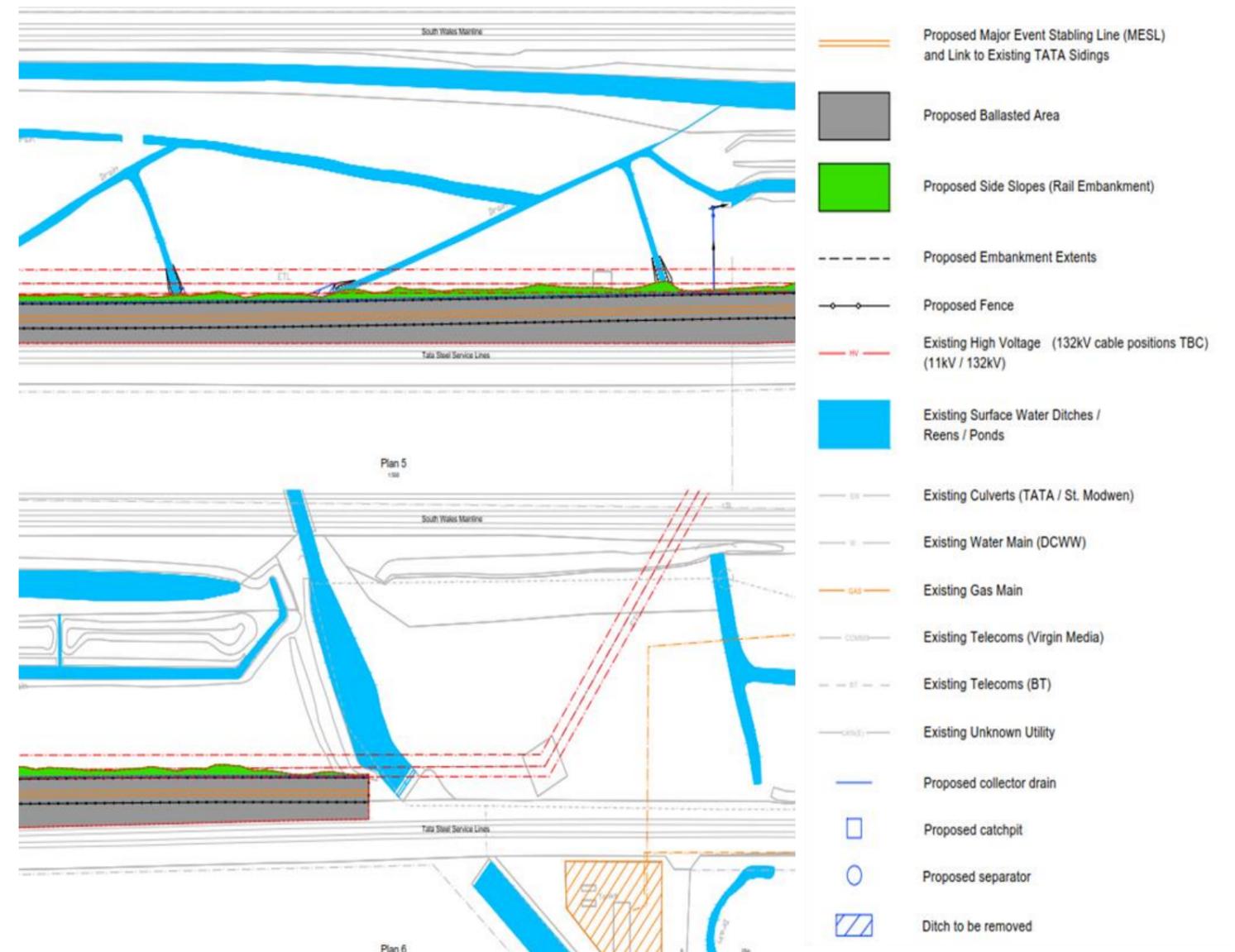
4.2.2. The Phase 1 Scheme involves the construction of a single 1.6km length of track to allow for the stabling of trains during major events in South Wales. It will be located within an area of existing rail infrastructure between the South Wales Mainline and the Tata Steel Service Lines. The MESL will 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).

### 4.3 Summary of Proposed Works

4.3.1. 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.

Figure 4.3.1: General Arrangement Plan Extract



Source: Mott MacDonald (2018) - Drawing No. 367590-MMD-48-XX-DR-C-0005

## 4.4 Design Considerations

### Environmental Sustainability

- 4.4.1. The Scheme will provide 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. This will further encourage the use of this sustainable mode of transport.
- 4.4.2. The development will be located within an area of existing rail infrastructure, between the main London to Swansea line, and steelworks sidings owned by Tata Steel. The Scheme will therefore be in keeping with the character of current development in the area.

### Movement to, from and within the development

- 4.4.3. The Site is located in a highly accessible location within an area of existing rail infrastructure, between the main London to Swansea line.
- 4.4.4. The MESL will enable flexibility for future train requirements through the provision of additional network capacity on the mainline railway for stabling of trains that have been used to transport people to major events in Cardiff (e.g. Six Nations Rugby and events at the Principality Stadium). 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.
- 4.4.5. Further details on access to the Site are provided in Section 5 of the DAS.

### Character

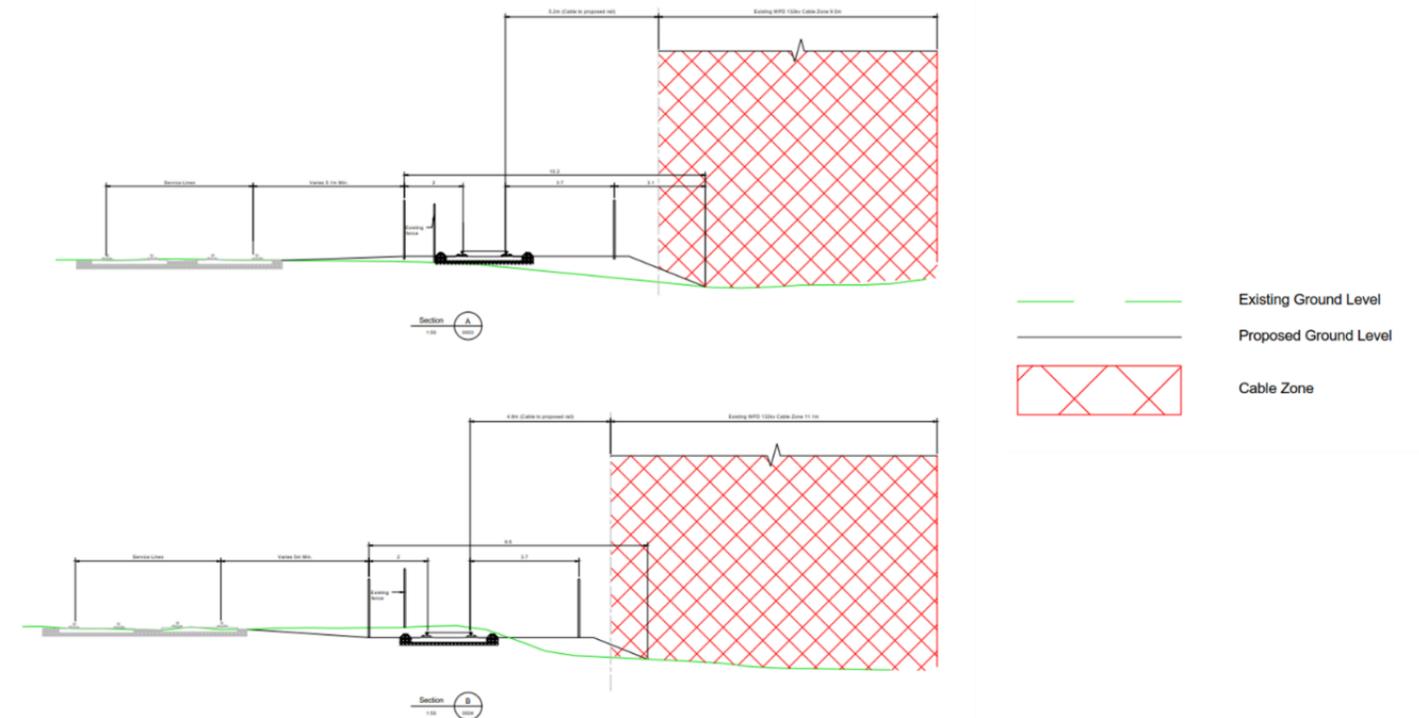
- 4.4.6. The character of the Site, at present, comprises of mainly Tata Steelworks trainline to the south (see **Figure 4.4.1**) and a mixture of scrubland and woodland to the north (as illustrated in **Figures 2.3.1 – 2.3.4**).
- 4.4.7. Along the southern boundary of the steelworks site runs the A4810 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 extensive area of wetland habitats.
- 4.4.8. St Modwen are owners of the land adjacent to the south of the proposed Site which is known as the Former Llanwern Steelworks. The 600-acre site has outline consent (Reference: 06/0471) for a mixed use Urban Extension comprising of housing, commercial, leisure and industrial space, schools, community centres, a local centre, and open parkland space including two new lakes. The outline consent also contains provision for a new railway station. It is envisaged this Glan Llyn development will be completed, in circa 2026–28. Land adjacent to the east of the site accommodates the existing Tata Steelworks.

- 4.4.9. The Scheme is in keeping with the character of the surrounding area which is dominated by existing rail infrastructure associated with the existing rail network and the Tata Steel operation.

### Community Safety

- 4.4.10. Access to the site will only be by authorised personnel and the site will be secured from the public by proposed security fencing (see Drawing 367590-MMD-48-XX-DR-C-0002). This will prevent trespassing and any other dangers associated with pedestrians being in close proximity to railway tracks.

**Figure 4.4.1: Cross Sections Extract**



Source: Mott MacDonald (2018) – Drawing No. 367590-MMD-48-XX-DR-C-0006

### Landscaping

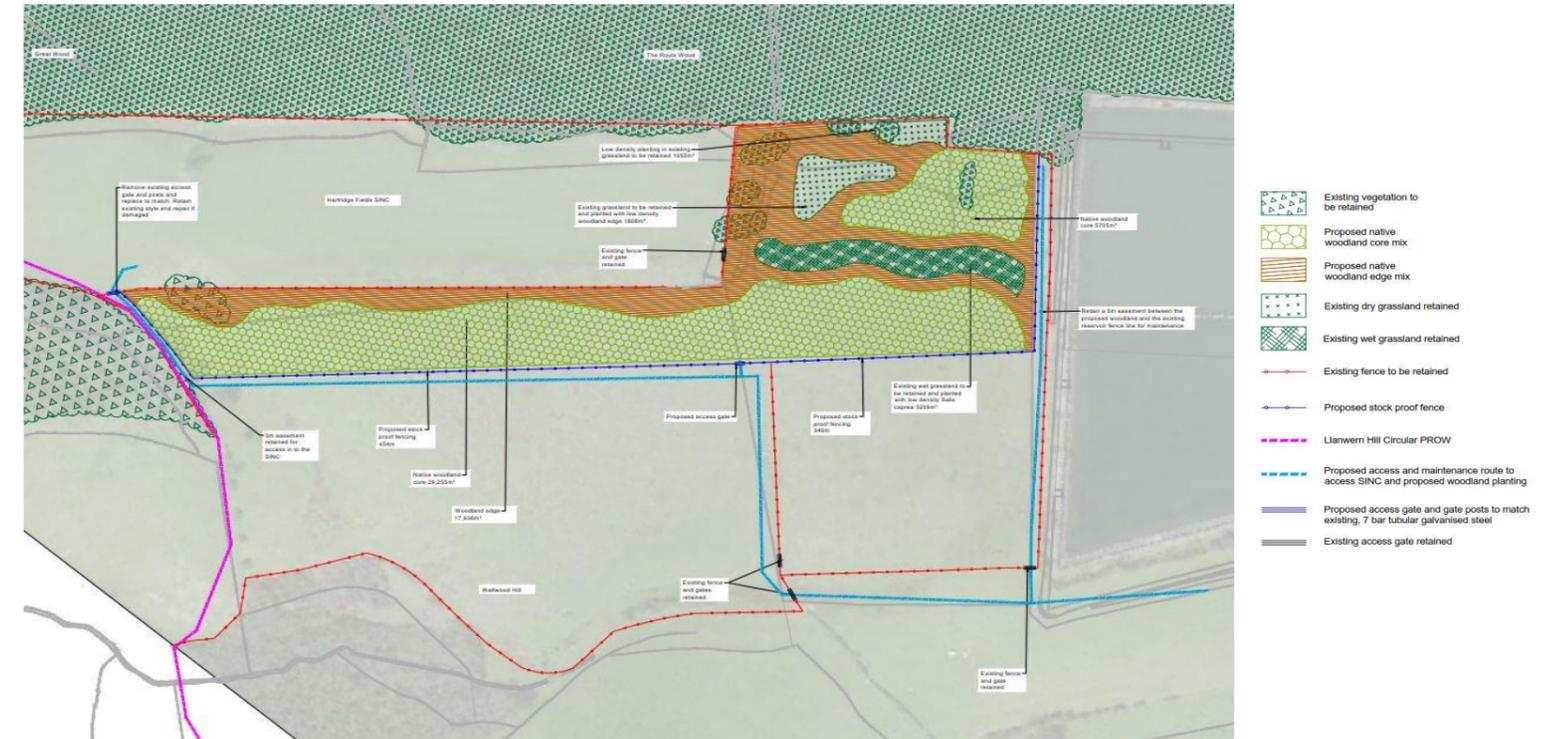
4.4.11. A scheme of landscaping is proposed in connection with the proposed development and this is shown on the following plans:

- 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)

4.4.12. To facilitate the construction of the Scheme, some tree removal and vegetation removal is necessary but is limited to young and semi-mature trees located along the strip of land between the Tata Steel Service Lines and the South Wales Mainline. This existing vegetation is made up of planted trees, suckers and self-seeded trees, and these are limited to arboricultural value. To mitigate the loss of vegetation on-site mitigation is proposed in respect a proposed wet woodland (15,151m<sup>2</sup>) and a wildflower grassland mix. The proposed on-site landscaping will include specific ecological mitigation measures to protect any impacted species as set out within the On-Site and Off-Site Mitigation and Monitoring Plan (September 2018) and on **Figure 4.4.2** and **Figure 4.4.3**.

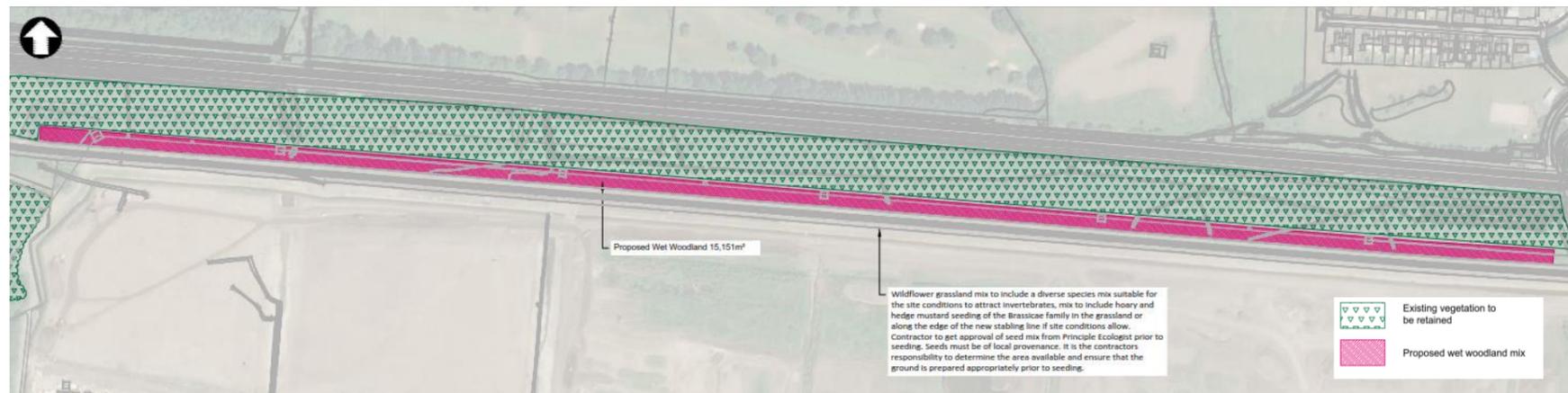
4.4.13. Further compensatory off site mitigation is proposed consisting of approximately 5.8 ha of planting to the north of the Site on land owned by Tata Steel Ltd. The mitigation involves the creation of dormouse suitable habitat and this will also be suitable for a number of other species such as birds, bats and reptiles. The current site is a mixture of marshy, improved and semi-improved grassland and it is proposed to connect the broad leaved woodland habitats to ensure that there is no net dormouse habitat loss in the long term. Planting is proposed to start as soon as the winning contractor is appointed and to be in place by February 2019.

**Figure 4.4.3: Off Site Landscape Mitigation Plan Extract**



Source: Mott MacDonald (2018) – Drawing No. 367590-MMD-48-XX-DR-C-0201

**Figure 4.4.2: On Site Landscape Mitigation Plan Extract**



Source: Mott MacDonald (2018) – Drawing No. 367590-MMD-48-XX-DR-C-0200

## 5 Access and Movement

### 5.1 Introduction

- 5.1.1. Section 7(5) of the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 states that in relation to access, a DAS must explain the policy or approach adopted as to access and how policies relating to access in the development plan have been taken into account; how any specific issues which might affect access to the development have been addressed; and how features which ensure access to the development are to be maintained. This section of the DAS sets out access arrangements for the proposed development and how policies relevant to access have been applied.

### 5.2 Rail Vehicle Access

- 5.2.1. Access to the MESL will be via the twin-track Tata Steel Service Lines. The Tata Steel Service Lines are connected to the Up and Down Relief Lines of the South Wales Main Line at Llanwern Works East Connection and Llanwern Works West Connection.
- 5.2.2. Currently rail vehicles are signalled into the site by Network Rail from the Relief Lines as far as the first 'Stop Board'. At the Stop Board, the driver of the rail vehicle must await instruction from the nominated 'Person in Charge' (currently a representative of Tata Steel who controls the sidings) before proceeding onto the Service Lines. Within the Service Lines all movements are controlled by a combination of the '*Person in Charge*', hand signallers and manually operated points.
- 5.2.3. As part of Phase 1, a rail connection will be installed to access the MESL from the Tata Service Lines for stabling. Covered under a separate planning application are developments and connections to the Service Lines to permit rail vehicles to access the MESL for proving purposes.

### 5.3 Pedestrian and Vehicular Access

- 5.3.1. Pedestrian and vehicular access will be required to the MESL for staff access and maintenance purposes. This is planned to be via Tata's existing maintenance access road which runs along the southern edge of their Service Lines with road/rail access points being provided at agreed locations to enable vehicular access to the MESL. Furthermore, an access walkway will be provided along the full length of the MESL. For safety reasons there will be no public access to the MESL and this will be achieved through the installation of security fencing along its length as shown on Drawing No. 367590-MMD-48-XX-DR-C-0006.

## 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. The 'Scheme' forms part of a wider package of transport improvements and investment by TfW which could 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.
- 6.1.3. 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).
- 6.1.4. This planning application seeks full planning permission for the proposed Scheme is submitted to 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”***
- 6.1.5. This DAS has set out design principles that have been applied to the proposed development and has demonstrated that the Scheme is suitable in relation to the context of the surrounding area. It has discussed various design and access elements of the Scheme and has considered these against various design considerations including environmental sustainability, movement, character, and community safety.
- 6.1.6. The design of the Scheme has been developed with consideration to the relevant planning policies in respect of the statutory development plan, national planning policy and supplementary planning guidance. In particular, the Scheme accords where relevant with Policy GP6, Policy GP1, Policy GP2, Policy GP5 of the Newport Local Development Plan 2011 – 26 (January 2015), Planning Policy Wales and Technical Advice Note (TAN) 12 Design.

