

# DESIGN & ACCESS STATEMENT

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**Former Open Hearth Pub,  
Hendre Farm Drive,  
Ringland**

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May 2025



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**Description of development:**

Full planning application for residential development including the erection of 32 homes, access, car parking, engineering, landscaping and associated works

**Location:**

The former Open Hearth Pub, Hendre Farm Drive, Ringland, Newport, NP19 9LH

**Date:**

May 2025

**Asbri Project ref:**

23.119

**Client:**

Hedyn



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## SITE IN REGIONAL CONTEXT



# INTRODUCTION

1.1 The purpose of a Design & Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram below, extracted from Chapter 3 of Planning Policy Wales, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

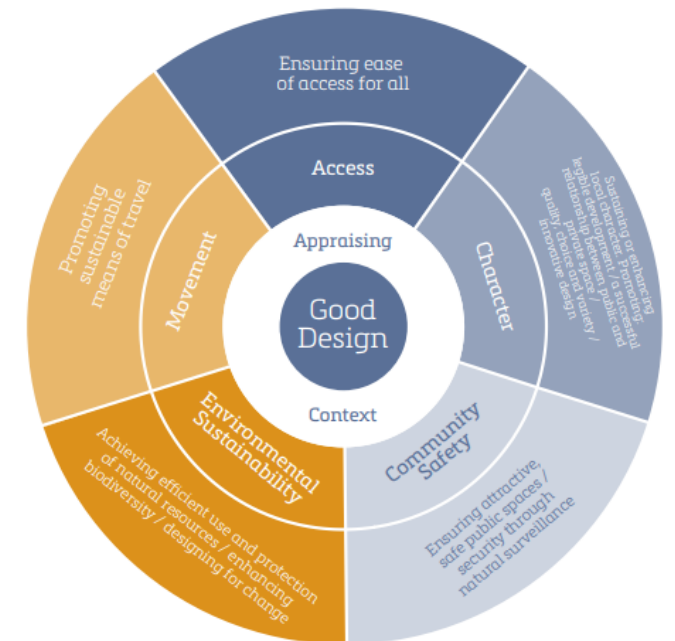
1.3 The submitted Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

1.4 The statement is subdivided into eight sections, commencing with a brief summary of the proposal outlines the brief and vision for the project at section 2 whilst Section 3 provides a brief overview of the site context and analysis. Section 4 interprets and applies the context of the brief and vision for the site, whilst section 5 summarises how the design has developed following consultation. Section 6 discusses the relevant planning policy whilst section 7 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. The document then concludes, under section 8 with an appraisal of the development against the relevant policies, justifying why it should be granted permission.

## Proposal

1.5 This Design and Access Statement (DAS) has been prepared on behalf of Hedyn to accompany a full planning application for residential development, including the erection of 32 homes, access, car parking, engineering, landscaping and associated works.

1.6 The application is supported by a site layout plan, floor plans, full elevational plans and sections as well as technical supporting documents which illustrates that the site is capable of accommodating the development and its associated works.



# PROPOSED SITE LAYOUT



## THE BRIEF AND VISION

2.1 The design of the scheme has been informed by the initial project brief, which set out a clear objective to redevelop the site of the former Open Hearth Public House. This brownfield site is located in a sustainable position and presents an opportunity to deliver a new, mixed and balanced community through high-quality, sustainable residential development.

2.2 The site will be owned and managed by Hedyn, a newly established housing association operating in south-east Wales. Formed in April 2025 following the merger of Melin Homes and Newport City Homes, Hedyn's name—meaning "seed" in Welsh—symbolises growth, new beginnings and the potential for positive change. With a portfolio of around 15,000 homes, Hedyn works across five local authority areas: Blaenau Gwent, Monmouthshire, Newport, Powys, and Torfaen.

2.3 Hedyn's mission is to build connected communities where everyone can live well. Their approach extends beyond the provision of homes, offering residents the support, resources, and opportunities required to thrive. As a values-led organisation, they are committed to doing the right thing, making things happen, and being a catalyst for meaningful change. Continued engagement with residents ensures that services remain responsive and relevant, helping to foster a strong sense of community.

2.4 Hedyn is committed to meeting the changing housing needs of the region by delivering new homes that are energy- and water-efficient, low carbon, and aligned with Welsh Government policy. A particular focus is placed on ensuring affordability through reduced running costs and the delivery of highly efficient homes that support residents in reducing energy usage.

2.5 The brief from the outset sought to deliver affordable housing that responds to identified local need while reflecting Hedyn's values and strategic objectives. The scheme has been designed to make the most effective use of the site, balancing development density with the site's topographical constraints. Consideration has been given to minimising any adverse effects on neighbouring properties and the wider character of the area. The development aspires to create a place where

residents of all ages and circumstances—families, older people, and individuals—can live well, in line with good placemaking principles.

2.6 Green Infrastructure is integral to the design approach. Recognised by Hedyn as a key contributor to well-being, it offers opportunities for recreation, enhances biodiversity, improves water management, and contributes to the overall quality of place. Early design work identified the need to replace areas of hardstanding with a landscape-led scheme incorporating both green and blue infrastructure to establish an attractive and ecologically rich living environment.

2.7 The vision is to create a mixed, balanced, and inclusive community that meets diverse housing needs. The proposed development comprises a range of one- and two-bedroom flats alongside two-bedroom family homes. This housing mix is intended to support a variety of households and foster a vibrant, sustainable, and integrated community.

# SITE LOCAL CONTEXT



**Flood Map for Planning—surface water**



**Flood Map for Planning**

DESIGN & ACCESS STATEMENT

## SITE CONTEXT AND ANALYSIS

### The Site

3.1 The site comprises brownfield, previously developed land to the south of Hendre Farm Drive, Ringland, Newport (Grid coordinates E: 335493, N: 188120). The site comprises 2 acres, albeit only 1.2 acres is developable due to site topographical constraints. The site is of a somewhat rectangular shape, set within a largely residential area. The site's location is shown to the left.

3.2 Hendre Farm Drive sits in an elevated position in relation to the application site, due to the topography of the area which rises from the south to the north (towards Hendre Farm Drive). The application site comprises of largely hard standing areas following the demolition of the former Open Hearth Public House, with scattered pockets of greenery, largely located on the northern embankment, immediately adjacent to Hendre Farm Drive. To the south of the site is an overgrown area, fenced off by palisade metal railings.

3.3 The site is affected by substantial level differences with a tiered increase as you move from the A48 towards Hendre Road Drive. The average gradient across the site is 1 in 12.

3.4 The site is not located within a Conservation Area. Further, there are no Listed Buildings or Conservation Areas within close proximity of the site.

3.5 The Newport City Council's LDP Proposals Map confirms that the site is unallocated whiteland within the settlement boundary. As such, the site is not subject to any specific allocations. However, it is located within the affordable housing target area of Newport East, which requires an affordable housing provision of 20%.

3.6 A review of the flood map for planning identifies the site is located within flood zone 1, Less than 1 in 1000 (0.1%) (plus climate change) chance of flooding in a given year. The Flood Map for Planning confirms that the site lies within zones 2 and 3 for surface water and small watercourse flooding. Flooding maps are shown, left.

### Surrounding built context

3.7 Surrounding land uses is certainly residential in nature, with a number of supporting commercial, community and leisure uses within the locale, making it an ideal neighbourhood for individuals to reside within and making it a great fit for a residential development scheme as proposed.

3.8 The site is adjoined by residential dwellings to the north, east and west; albeit intercepted by Hendre Farm Drive adjacent to its northern boundary. To the south of the site lies the A48 Southern Distributor Road (Ringland Way) which can be crossed via a pedestrian bridge at the southern boundary of the site. The bridge provides safe access to Llanwern High School by foot.

### Green Infrastructure

3.9 Existing soft landscape features are largely contained to The site's peripheries. At the northern end of the site adjacent to Hendre Farm Drive lies an amenity grass embankment which slopes down to the site's centre. The central car parking area features two planting islands containing amenity grass. Trees and scrub are found along the site's southern and western boundaries, which comprise a mix of deciduous and native and non-native species. No existing hedgerows have been identified on site.

### Site access and travel opportunities

3.10 Both pedestrian and vehicular access to the site is located via an existing access at the north east of the site via Hendre Farm Drive. This route also provides access to the adjoining residential dwellings located at the eastern boundary of the site on Fred Edwards Close. A separate pedestrian access to the site can be achieved via a stepped route falling down into the site from Hendre Farm Drive, located to the north west of the site.

3.11 There are no Public Rights of Way identified within the site boundary. A future existing and walking route is identified along Hendre Farm Drive to the north, as per the Active Travel maps.

3.12 The site lies in a convenient location adjacent to a bus stop which lies immediately adjacent to the application site's frontage (Broadwood Close bus stop- westbound). The eastbound bus stop benefits from a bus shelter. A direct service to Newport City Centre can be obtained from here. The accompanying Transport Statement indicates the range of bus services running within proximity of the site. Hendre Farm Drive immediately north is a bus route generally accommodated in lay-bys along its length.

### Local facilities

3.13 A number of local amenities and facilities are located within walking distance to the site, including Ringland Primary School, Llanwern High School, Edward German Play Area. Other facilities lie in close proximity to the site including Ringland Post Office, convenience stores and Ringland Community Centre. Much of these facilities sit within the Ringland neighbourhood centre, located 850m directly north of the application site.

### Site History

3.14 A review of Newport Council's online planning records identifies no recent or relevant planning history on the site.

## SITE AND IMMEDIATE SURROUNDING CONTEXT



## INTERPRETATION

4.1 The concept for the development of the site has derived following;

- A full site analysis including, a full desktop study of the site and its surroundings;
- A site visit, including a general visual assessment of the surrounding area including the built form and also how residents interact with the area; and
- Discussions with Hedyn to gain a clear understanding of the brief and vision for the project.

4.2 The above steps have presented the key opportunities and constraints for the site, which are outlined below;

### 4.3 Opportunities

**Vacant brownfield site within settlement boundary** – The redevelopment of a vacant brownfield site fully accords with the aspirations of both local and national policy and is a sustainable use of resource.

**Residential context** – The site is surrounded by residential properties to the north and east. Accordingly, developing this site for residential use would be a conforming land use.

**Character** – The demolition of the former, redundant structures and the delivery of a high-quality residential scheme will greatly enhance the surrounding built context. This will optimize views into and out of the site from key vantage points.

**Sustainable location** – The site certainly benefits from its excellent location in close proximity to a number of local facilities and amenities. Good pedestrian permeability and sustainable routes from the site leads to these local amenities. Bus stops within walking distance of the site provides a good transport link to main hubs across South Wales, including Newport and Cardiff.

**Access** – The access to the site via Hendre Farm Drive is already in existence.

**Existing Infrastructure** – Existing services are present on site which reduces the need to disrupt neighbouring roads and footways. Surface water and foul drainage connection and drainage on site.

**Green Infrastructure** – The use of planting and soft landscaping, both existing and proposed, helps to soften built form and car parking areas. It also enhances the character of the site and will promote residents' well-being.

### 4.4 Constraints

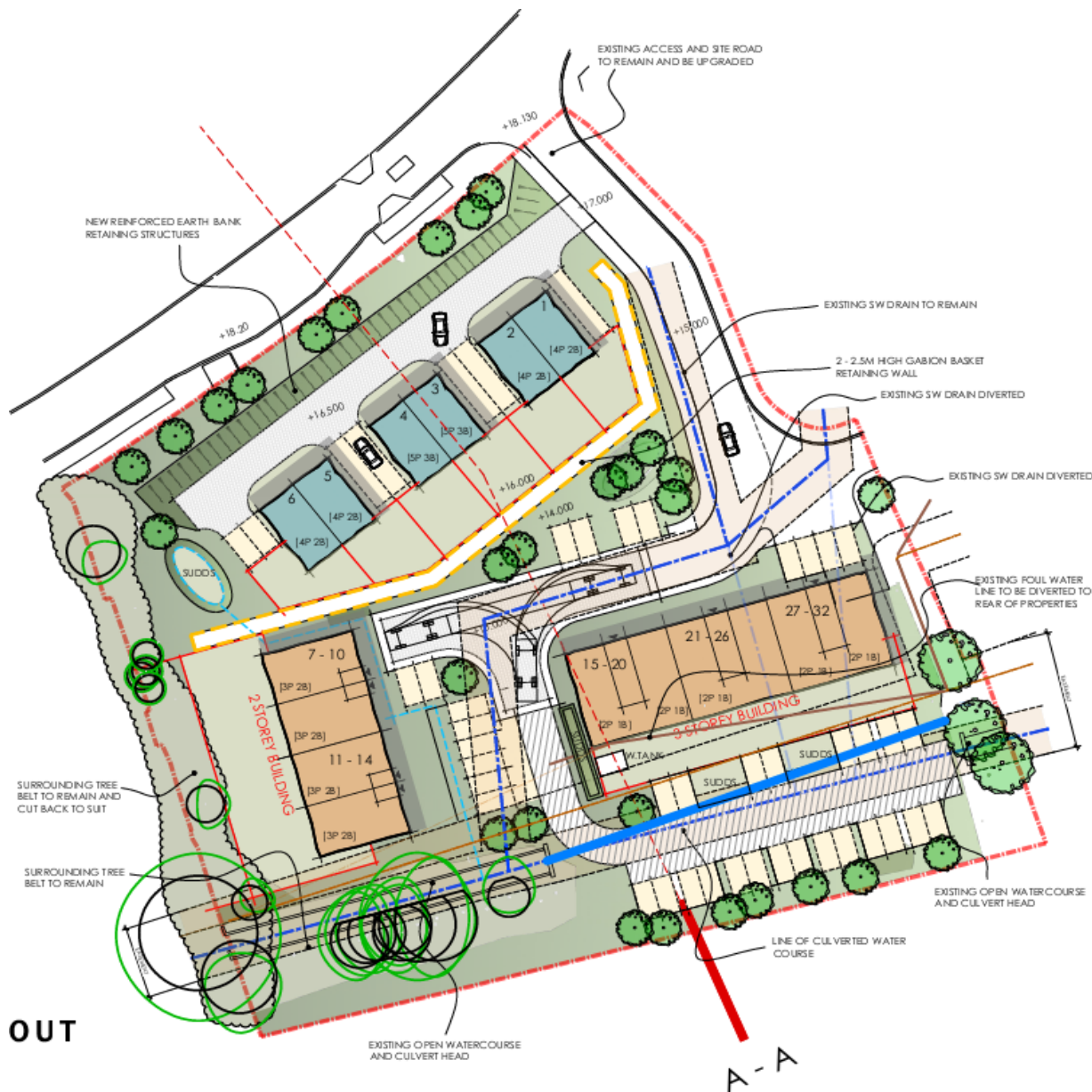
**Existing trees** – The site is bound by an abundance of trees, namely along the south and western boundaries. Their quality and presence would need to inform the site layout.

**Proximity to neighbouring plots** – The site's proximity to residential properties to the north, east and west of the site requires careful consideration to ensure privacy and amenity standards are upheld.

**Access** – The proposal may lead to intensification of the existing access which could increase traffic flows along Hendre Farm Drive. A detailed transport statement will need to inform the feasibility of utilising this existing access and assess the impact of the development on the safe operation of the local highway.

**Topography** – The topography is relatively challenging which will likely require large retaining walls such that engineering considerations will be key to the development.

# CONCEPT DESIGNS AND PROGRESSION—PRE-APPLICATION 1 PROPOSED SITE LAYOUT



OUT

A-A

## DESIGN DEVELOPMENT

5.1 The site's opportunities and constraints enabled the initial concept sketches to be produced. The following chapter discusses how the scheme has evolved from initial sketch discussions to pre-application stage.

5.2 The initial concept sketch has evolved following a number of design team meetings, and pre-application consultation with the Local Planning Authority, including a total of three pre-application enquiries. The key outcomes of each are discussed in turn below;

5.3 The first step undertaken was an initial planning appraisal of the site including a site visit which explored the characteristics of the site itself, site history, relevant local planning policies, flood risk, heritage assets within the vicinity, and the site's conservation status. Drawings were produced to illustrate how to best utilize the site for residential purposes. Initial team discussions instructed what further supporting information and surveys would need to be carried out and this alluded to the need for ecology surveys, tree surveys, a site investigation, and a detailed transport statement assessing the use of the existing access to serve any forthcoming residential development. This initial step concluded that the principle of developing the site for residential purposes would be acceptable from a planning policy perspective, and that the scale and density of dwellings would be acceptable in this location. The site was considered capable of accommodating a wide range of green infrastructure to ensure net biodiversity gain.

5.4 These initial design team discussions identified key elements of the scheme that needed to be further discussed with the Local Planning Authority at pre-application stage. However, it did establish that the site could feasibly accommodate a residential development and as such, revised drawings were produced ready for a pre-application submission to the Local Planning Authority. To the left, shows how these team discussions and the initial planning appraisal influenced the development of the proposed design and

layout, leading to the site layout which accompanied the 1st pre-application enquiry.

### Pre-application discussions

5.5 A total of three formal pre-application enquiries have been submitted to the Local Planning Authority, all comprising of residential development of 32 units and associated access, car parking, engineering, landscaping and other works. These were submitted on the following dates and a response issued accordingly:

#### 1st Pre-Application

**Submitted:** 16/03/2024

**Response issued:** 16/05/2023

#### 2nd Pre-Application

**Submitted:** 19/09/2023

**Response issued:** 28/11/2023

#### 3rd Pre-Application

**Submitted:** 14/05/2023

**Response issued:** 26/07/2024

5.6 It is therefore without question that NCC LPA have inputted into the design evolution of this project considerably. Following each pre-application meeting with LPA officers, design team meetings have reflected on comments received and sought to address any concerns or matters raised. Given the detailed nature of the pre-application responses, it feels most appropriate to summarise the conclusions at high level, and outline how the design has developed in line with such conclusions. In summary;

- In line with advice received, the layout has been redesigned to ensure that a LAP is delivered on site. The extent of equipment to be included within the LAP is to be agreed with the LPA at a later stage; it has been agreed by all parties that this might not be the best location for equipment that would encourage school children to congregate on their walking route to and from school;
- The car parking layout and numbers have been amended to ensure compliance with the SPG;

- The internal highway arrangement has been updated to ensure that the space is useable for tracking by large refuse vehicles and can also accommodate visitor spaces within the street;
- The retaining wall detail to the rear of plots 1-6 has been softened and the central area of green space enhanced in the interest of placemaking;
- Refuse stores have been repositioned for amenity and travel distance reasons;
- The design of the apartment block has been amended to provide pedestrian through access from front to rear to improve the usability of the rear car park;
- The design of the rear car park has been updated to allow for more useable spaces for landscaping; and
- Due consideration has been given to the location of misc. items such as drying areas, cycle parking, refuse stores etc.

5.7 Following this series of pre-application discussions, it is now considered that the scheme is acceptable in line with Newport Policies and guidance. Of significant importance, the scheme is heavily focused on the incorporation of Green Infrastructure throughout the site, thus improving the overall placemaking credentials of this project. The extent of the design development is clearly illustrated by the final layout plan shown on page 6 of this document, when compared to the 1st pre-application layout as shown, *left*.

5.8 minor tweaks have taken place following the PAC process to include an extension of the adoptable highway into the private drive at the northern end of the site. This aligns with highway and refuse requests during the PAC process.

# NEWPORT LOCAL DEVELOPMENT PLAN PROPOSALS MAP



## PLANNING POLICY

Policy	Title
SP1	Sustainability
SP2	Health
SP9	Conservation of the Natural, Historic and Built Environment
SP13	Planning Obligations
SP18	Urban Regeneration
GP1	Climate Change
GP2	General Amenity
GP3	Service Infrastructure
GP4	Highways and Accessibility
GP5	Natural Environment
GP6	Quality of Design
GP7	Environmental Protection and Public Health
H2	Housing Standards
H3	Housing Mix and Density
H4	Affordable Housing
T4	Parking
T5	Walking and Cycling

6.1 The planning policy framework for the determination of This application is provided by the content and scope of national planning guidance, together with the adopted Newport Local Development Plan. National Planning Policy is contained within Future Wales, together will Planning Policy Wales (PPW 12<sup>th</sup> Edition), published by the Welsh Assembly Government in February 2021. PPW is supplemented by 19 Technical Advice Notes (TANs) which further details the specific aims and objectives outlined within PPW.

6.2 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation. PPW and the National Development Framework (NDF) set out how the planning system at a national, regional and local level can assist in delivering these requirements through Strategic Development Plans (SDPs) and Local Development Plans (LDPs).

6.3 Sustainable development is defined as:

***“Sustainable development” means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals. Acting in accordance with the sustainable development principle means that a body must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.”***

6.4 Up-to-date development plans are the basis of the planning system and set the context for rational and consistent decision making. Plans at all levels of the development plan hierarchy must be prepared in

accordance with national planning policies. Planning applications must be determined in accordance with the adopted plan, unless material considerations indicate otherwise. The Development Plan for the purpose of Section 38 (6) of Planning and Compulsory Purchase act 2004 is the Newport Local Development Plan 2011-2026 which was adopted in January 2015. The adopted LDP provides the statutory framework for the development and use of land within the plan area.

6.5 The policies, contained within the adopted LDP considered to be of relevance to this particular pre-application enquiry are contained within the table, *left*.

6.6 There are also a number of relevant SPGs and Technical guidance Notes including;

- New Dwellings;
- Planning Obligations;
- Wildlife and Development;
- Trees, Woodland, Hedgerows and Development Sites;
- Outdoor Play Space;
- Waste Storage and Collection;
- Air Quality;
- Sustainable Travel;
- Parking Standards; and
- Affordable Housing.

# SITE AMENITY LAYOUT



## THE PROPOSAL

7.1 This chapter is to explore the relevant design and access facets associated with the application and will assess the planning merits associated with the scheme.

### Objectives of good design

7.2 The five objectives of good design are a set of principle considerations, as outlined in Technical Advice Note 12, to ensure developments effectively respond to local context so that they assimilate into the locality and are functional for their intended user. The five Objectives of Good Design are Access, Movement, Character, Environmental Sustainability and Community Safety – each of which will be dealt with separately in turn below.

### Amount, Scale and Density

7.3 The planning application seeks full planning permission for the construction of 32 affordable dwellings. The proposed residential accommodation comprises the following mix of accommodation;

Property types	Quantity
1 Bed 2 person flat	19
2 Bed 3 person flat	7
2 Bed 4-person house	6
<b>Total</b>	<b>32</b>

7.4 The proposal comprises 26 flats and 6 houses- all of which will be affordable. These dwellings are arranged as follows:

- The 26 flats are situated within two apartment buildings located in the southern portion of the site. 19 of these would be 1 Bed, whilst the remaining 7 would 2 Bed. These apartment buildings will be two/three-storey in scale.
- The 6no 2-Bed houses would each accommodate 4 persons. They will comprise of 3no. pairs of semi-detached dwellings, located in the northern portion of

the site, at the site entrance. These would be two-storey in scale.

7.5 The proposed net density is 64 dwelling per hectare. This meets the aims of LDP Policy H3 which requires residential development of 10 dwellings or more to be built at a density of at least 30 dwellings per hectare. This density has been considered with regard to the topographical constraints of the site. Whilst this density may appear high, this is due to the fact that there are a large number of flats proposed to deliver the identified housing need.

### Layout, Accessibility and Movement

7.6 Within the proposed layout, areas for landscaping, drainage infrastructure, car parking and amenity and play space are proposed, making the most effective use of the vacant site, taking into account the site's ample opportunities and evident constraints as discussed in Section 4 of this Statement.

7.7 It is proposed to utilise the existing access arrangement into the site via Hendre Farm Drive. This will be the only point of vehicular access into the site. As evidenced by the accompanying swept path drawings, the existing access provides adequate width to allow vehicular access including for a 11.5m refuse vehicle, DB32 fire appliance, Mercedes Sprinter Panel Van and a 12m rigid vehicle. Safe manoeuvrability can also be fully accommodated within the site itself. Turning heads have been provided strategically to allow service and emergency vehicles to enter and egress the site in a forward gear.

7.8 There are two existing pedestrian accesses to the site from Hendre Farm Drive- footways on both sides of the bell mouth access junction and one to the western corner of the site, located off the proposed private driveway. Both of these will be retained and integrated into the surrounding network, with further footways proposed within the site to be integrated into the surrounding network ensuring through permeability within the site and outside of the site

in addition, in the interest of good place making. This provides residents with an alternative travel arrangement to the conventional car.

7.9 Car parking is integrated into the layout through driveway parking serving the houses, and front and rear courtyard parking for the flats. The layout also incorporates dedicated off-street parking, and space within the highway for visitors. All car parking spaces are conveniently located to each respective dwelling. Every attempt has been made to ensure that car parking does not visually dominate the streetscape or frontages, with soft landscaping proposed to screen and soften the visual impact of vehicles parked along or in front of a building line. In particular, those parking spaces serving plots 15-32 in the apartment building south east of the site are positioned behind the building and as such, would not be highly visible from main public vantage points, including along Hendre Farm Drive. Sufficient space is included within curtilage areas of the proposed dwellings in rear gardens to accommodate cycle storage; apartments have designated cycle parking.

7.10 A trip generation analysis has been undertaken and confirms that the level of traffic generation from the proposed development is not expected to have a material impact on the operational performance of the highway network.

7.11 The amenity of neighbours, particularly to the east and west must be considered given their proximity to the site. Whilst the flats to the west form a back-to-back relationship with existing residents along the western boundary, separation distances in excess of 21m exists between habitable room windows such that overlooking would not be a concern. The flats in the south eastern part of the site form a side-to-side relationship with those existing residents residing in the facing residential building on the eastern boundary (Fred Edwards Close). This existing building does not have side facing windows such that there would be no direct overlooking between windows/balconies on the side of

# PROPOSED ELEVATIONS—PLOTS 15-32



## THE PROPOSAL

the proposed new apartment building. Furthermore, a strong treeline and landscape scheme is proposed to bolster this eastern boundary to further screen any potential views from the vantage of the new proposed building. Certainly, the proposed separation distances have been well considered and are acceptable, including in relation to properties to the north along Hendre Farm Drive. Furthermore, given the topography of the site which falls away from neighbouring residential properties to the north, as well as proposed landscaping, suitable separation distances and the appropriate scale of the proposed new dwellings, the development would not impose an overbearing or overshadowing impact upon neighbouring residents.

7.12 At pre-application stage, the Planning Officer raised privacy concerns between the elevated walkway over the A48 and the proposed flats nearest the eastern boundary. It is considered that those most impacted by the elevated walkway would be the 1<sup>st</sup> and 2<sup>nd</sup> floor bedrooms served by windows on the rear elevation serving flats 25 and 31. These rear elevation windows are to be obscure glazed and be non-opening to eliminate any overlooking concerns. Whilst it is acknowledged that obscure glazing is typically not preferred where the window serves a habitable room, in this instance, this is a secondary window with an additional side elevation window serving these bedrooms. This side elevation window would be at an oblique angle to anyone walking along the elevated walkway such that views would not be direct nor pronounced and as such, the privacy of the future occupiers would be safeguarded.

7.13 An area of Public Open Space is proposed, located upon entry into the site, creating an attractive and welcoming approach to future residents and visitors of the site. Further communal amenity spaces are proposed throughout the site, including around the three-storey apartment building in the south east. A detailed and well-considered landscape scheme is proposed, which is discussed in further detail below under section 'Green Infrastructure'. These areas of vegetation and green infrastructure will be a valuable amenity and leisure area for residents, with plentiful trees and landscape features

which will contribute greatly to the residents' enjoyment of the site as well as to their overall health and well-being. These areas are proposed to include notable SUDs features with wetland planting and seeding to enhance the site's biodiversity.

### Drainage

7.14 The surface water drainage proposals have been developed in conjunction with SAB Drainage principles. Sustainable Urban Drainage (SUDs) features including raingardens and swales have been integrated throughout the development offering source control and treatment train design principles for hydraulic control and water quality improvements.

7.15 With regards to foul drainage, the development will discharge to the existing DCWW public sewerage network within the site.

### Detailed design

7.16 There is a mixture of 2-storey semi detached houses, and 2/3 storey apartment blocks to ensure an architecturally interesting street scene. The apartment blocks, particularly that to the south east, whilst larger in scale, has been carefully designed through incorporating a mixed roof line including both up and over with some gables in addition, to alleviate some of the massing of the building and to offer vertical relief. This arrangement would also promote southern facing PV panels. Furthermore, the topography of the site which falls away from Hendre Farm Drive, aids in reducing the apparent scale of the proposed dwellings, particularly the 3-storey apartment building, given that it would sit at a lower elevation. The 2-bed houses will be situated at the higher level, but they would read as a similar roof height to the 3-storey apartment block which will be positioned on the lower level. Notwithstanding, the scale of the dwellings as proposed appears harmonious and consistent with the scale of residential properties situated within its immediate surroundings. Whilst appearing in congruity with its urban surroundings, the overall design of

the proposed dwellings still provides some variation such that it supplies interest and rhythm to the site.

7.17 Boundary treatments vary throughout the site depending on the character area and the nature of the land parcels being separated. In broad principles, close boarded timber fences are proposed between rear boundaries and to define separation between the rear of each residential entity. Galvanised flat top railings are positioned along more visible boundaries, including along the frontage of the south eastern apartment block serving plots 15-32, as well as surrounding their car parking spaces. Hard boundaries and features are often softened by further tree, shrub and hedgerow planting as illustrated on the accompanying landscape scheme, which will provide greener frontages to increase connectivity and provide a sense of place. Defensible hedgerow will also be planted against the open culvert to dissuade access. Facing brick boundaries are proposed along more challenging topographical parts of the site, largely to accommodate retaining walls. Such boundary detail is contained within the 'Boundary Details' and 'Boundary Identification' drawings which accompany this application.

7.18 It is considered that front facing elevations have been carefully designed to create an attractive and architecturally interesting residential interface and new street scene to the development. Further landscaping including front grassed verges and tree planting in front of the apartment buildings helps to soften the built form and its prominence within the new street scene. In any case, the proposed mixed roof line including both up and over with some gables alleviates some of the massing of the building and to offer vertical relief.

7.19 Proposals are contemporary in nature; finishing materials proposed are of high quality and are considered appropriate within the surrounding context. Unit 1-6 comprise of traditional looking homes, 2 storeys in height and comprise a mixture of both red brick and cladding. These units have been located to provide active frontage to Hendre Farm Drive and contribute to local placemaking. Plots 7-14 have been designed to look like a terrace of more traditional homes,

PROPOSED ELEVATIONS—PLOTS 7-14



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replicating the design for units 1-6, including the proposed materiality on the external façades. The three-storey block comprises a distinct elevational rhythm, with a mix of red brick and render finish, along with fibre cement cladding on each gable projection to provide further architectural interest. The overall appearance of the scheme has been consciously selected in order to introduce a high quality, sustainable and modern design.

### Green Infrastructure

7.20 The proposed landscape strategy for the site seeks to retain as much existing soft landscape as feasible, having due consideration of the Arboricultural Impact Assessment undertaken. It is proposed to retain existing green infrastructure wherever possible and concentrates development on existing hard standing areas. Where trees are to be removed, this is due to their poor quality (U Category) and are not to accommodate the layout in itself. Notwithstanding the existing GI to be retained, further structure planting is proposed to mitigate for any such tree and landscape removal. This includes a mix of native and ornamental specimen trees, native structure planting comprising a mix of shrubs and tree species, hedgerow planting, ornamental planting in the form of mixed shrub, perennial and herbaceous planting, as well as wildflower and amenity grassland planting. This green infrastructure would create a focal point and help integrate the proposed residential development into its surroundings. Furthermore, the retention of such green infrastructure along with new planting would ensure wildlife corridors are retained, and enhanced. Such green infrastructure will contribute to the creation of new public open spaces which will be a valuable amenity and leisure area for prospective residents of the site, with plentiful trees and landscape features which will contribute greatly to the residents' enjoyment of the site and to their overall health and well-being. Additional landscaping will also help to soften the proposed built form when viewed from within the site and from surrounding public vantage points and from existing properties. Given the site's brownfield status which is predominantly covered by hardstanding, the

proposed planting plans will undoubtedly improve the landscape quality of the site.

7.21 Whilst the Sustainable Urban Drainage (SUDs) features proposed will help to manage surface water on the site itself, it will also create areas of visual and biodiverse interest for the benefit of both future residents and wildlife.

7.22 It is without question that this scheme successfully delivers a multifunctional, robust Green Infrastructure Strategy in the form of open spaces and woodland features, ornamental planting, private gardens, and sustainable drainage systems (SuDS).

### Community Safety

7.23 Secure by Design principles have been implemented to reduce opportunities for crime and to create neighbourhoods where people can feel safe. A clear distinction is achieved between private and public areas through use of a variation of highway widths and materials, landscaping and boundary treatments. 1.8m high fences form the boundary of rear gardens (with reference to the houses/plots 7-14) to ensure greater security for residents. Timber framed sheds in the rear gardens of houses would provide a safe storage space for cycles by means of a permanent lock, conforming to BS 3621:2004. Public areas are overlooked with properties orientated appropriately. Footpaths are overlooked by adjacent properties, thus ensuring that public spaces have surveillance and people are made to feel safe. It should also be added that the proposed dwellings will be managed by Hedyn, and any such instances of anti-social behaviour or crime will be dealt with accordingly.

### Environmental Sustainability

7.24 As identified within Technical Advice Note 12, the objectives that developers need to respond to in respect of Environmental Sustainability include that of achieving efficient use and protection of natural resources, enhancing biodiversity and designing for change.

7.25 Solar panels are proposed on south and west facing roof panes, which will minimise carbon generation and help deliver zero carbon standards by providing a regionally significant level of renewable energy.

7.26 The proposed development would make the best use of a vacant and brownfield site, which avoids placing development on greenfield sites which should be preserved. This has an overall positive impact on the environmental sustainability of the site.

7.27 Furthermore, the mitigatory and compensatory planting, along with further additional enhanced planting as per the accompanying landscape scheme would also preserve and enhance the environmental sustainability of the site and enhance the biodiversity opportunities presented on-site in addition.

# LANDSCAPE AND GREEN INFRASTRUCTURE STRATEGY



## THE PROPOSAL

### Placemaking

7.28 Within PPW 12, placemaking is defined as:

*“a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings. This will be true for major developments creating new places as well as small developments created within a wider place. Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.”*

7.29 PPW 12 contains Welsh Government’s key placemaking objectives which are as follows:

- Creating and Sustaining Communities
- Growing our Economy in a Sustainable Manner
- Making Best Use of Resources
- Maximising Environmental Protection and Limiting Environmental Impact
- Facilitating Accessible and Healthy Environments

7.30 The site layout has been developed with communities at the forefront. Notable Green Infrastructure is proposed on site, which will be for use by the wider community. The layout seeks to integrate prospective residents with surrounding land uses, both existing and proposed, and implements footpath links within the site which also connect to the wider surrounding vicinity, ensuring a well-connected form of development, in the interests of good placemaking. The layout as proposed will foster activity and interaction between existing and prospective occupiers and facilities and create a vibrant and dynamic environment where

people can thrive. The scheme is sustainably located by virtue of its proximity to a number of local facilities, including within Ringland Neighbourhood Centre, as well as sustainable transport facilities providing access to a further range of amenities within South Wales and beyond. The scheme is for a 100% affordable housing which would assist in creating a more balanced, mixed and inclusive community and delivering local need.

7.31 The proposed density is acceptable within its wider context with amenity and privacy distances respected. The the scheme also sits comfortably within its residential context. Consequently, it would not have a negative impact on the existing built form but rather complement the existing pattern of development.

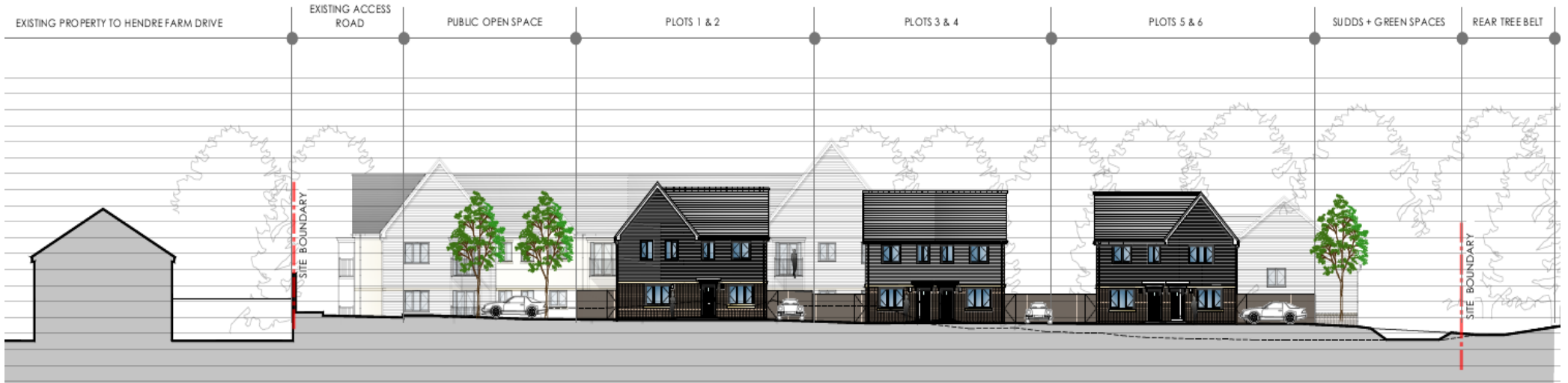
7.32 This scheme has been designed with Green Infrastructure principles at the forefront; these spaces are multi-functional, connected green spaces that manage surface water, provides green open space, encourages wildlife to flourish, and delivers a wide range of economic, health and community benefits.

7.33 The site has direct access to a network of footpaths meaning that future occupiers will have immediate access to high quality green space within the site itself and surrounding area. The proposal would not prejudice existing residents retaining access to such routes. The site is therefore accessible to high quality green space and Active Travel opportunities.

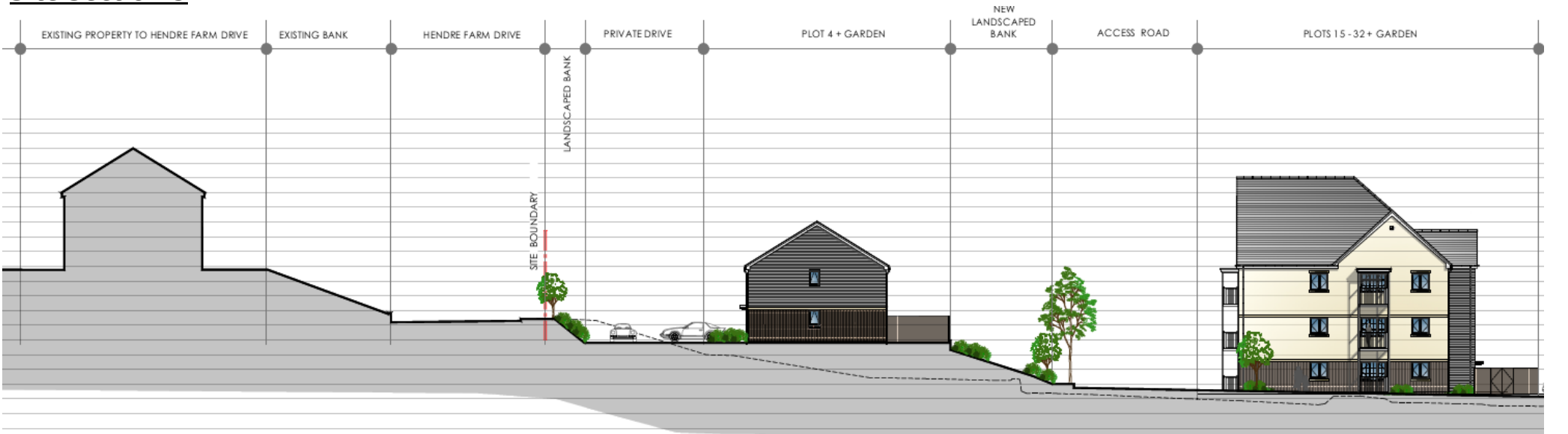
7.34 The proposal would contribute to the creation of safe, cohesive and resilient communities providing a variety of residential properties able to support a diverse population. As such, the proposed development would adhere to the overall principles of placemaking.

# SITE SECTIONS

## Site Section 1



## Site Section 3



## CONCLUSION

8.1 This Design and Access Statement (DAS) has been prepared on behalf of Hedyn to accompany a full planning application for residential development, including the erection of 32 homes, access, car parking, engineering, landscaping and associated works, at the former Open Hearth Pub, in Ringland.

8.2 The site lies wholly within the settlement boundary for Newport as defined by the adopted Newport Local Development Plan (LDP). The site is currently vacant and is previously developed (brownfield) land, located within an inherently sustainable location. The principle of developing the site for residential purposes is fully established. The proposed residential development site accords with the principles set out in the relevant policies contained within the LDP, having considered matters raised by the LPA during a series of pre-application discussions.

8.3 The scale, form, massing, layout and design are considered to be appropriate to the local setting. In this respect, the development would positively contribute to the street scene and would relate sympathetically to existing residential properties in the immediate vicinity. The development would enhance the local vernacular through use of complementary materials and appropriately scaled buildings.

8.4 The development of the site will advance the residential character of the surrounding area whilst delivering much needed affordable housing on land which is well related to the surrounding built context. A strong network of Green Infrastructure is proposed in the form of open spaces and woodland features, street trees, private gardens and sustainable drainage systems (SuDS). The GI network will provide recreational space for communities to thrive, create habitats for wildlife, improve water quality and promote urban livability. An appropriate provision of amenity space is also proposed to serve future residents.

8.5 In view of the above, it is considered that the proposed development has suitably addressed the key material

considerations for this site and its approval would provide a quality development that would complement and enhance the existing residential context. It is for these reasons that Newport City Council is respectfully requested to grant full consent for this planning application.