

PLANNING STATEMENT

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

May 2025



Summary

Proposal:

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

Project Reference:

23.119

Client:

Hedyn

Product of:

Asbri Planning Limited
Unit 9 Oak Tree Court
Mulberry Drive
Cardiff Gate Business Park
Cardiff
CF23 8RS

Prepared by:

Bethan Evans – Planner

Approved by:

Llinos Hallett – Associate

Disclaimer:

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Introduction

- 1.1 Asbri Planning have been instructed by Hedyn to prepare this Planning Statement to accompany a full planning application for the construction of 32 homes, access, car parking, engineering, landscaping and associated works, at the former Open Hearth Pub, in Ringland, Newport.
- 1.2 The application site comprises of the former Open Hearth Pub, situated immediately south of Hendre Farm Drive, Newport. The site comprises whiteland within the settlement boundary and as such the principle of developing the site for residential purposes is considered acceptable subject to compliance with pertinent national and local planning policy and other material planning considerations. The purpose of this Planning Statement is to provide a clear and logical document to outline the planning considerations and policy relevant to this proposal.
- 1.3 The Planning Statement acts as a supporting document to the accompanying planning application and should be read in conjunction with all other elements of the application. The following drawings prepared by LeTrucco design Architecture accompany the application:

Drawing name	Drawing reference
Site Location Plan	LTS296.00.01
Proposed Site Layout	LT2401.04.01 Rev D
Site Amenity Area Layout	LT2401.04.02 Rev B
Proposed Refuse Strategy Layout	LT2401.04.03 Rev B
Proposed Boundary Identification	LT2401.04.04 Rev B
Proposed Site Sections – Sheet 1	LT2401.04.05 Rev A
Proposed Site Sections – Sheet 2	LT2401.04.06 Rev B
Floor Plans + Elevations - PLOTS 1 – 2	LT2401.04.100 Rev A

Floor Plans + LT2401.04.101 Rev A
Elevations - PLOTS 3
– 4

Floor Plans + LT2401.04.102 Rev A
Elevations - PLOTS 5
– 6

Floor Plans + LT2401.04.200 Rev A
Elevations - PLOTS 7
– 14

Ground + First Floor LT2401.04.300 Rev B
- PLOTS 15 – 32

Second + Roof Plan LT2401.04.301 Rev B
- PLOTS 15 – 32

Elevations 1 - PLOTS LT2401.04.302 Rev B
15 – 32

Elevations 2 + LT2401.04.303 Rev B
Sections - PLOTS 15
– 32

1.4 In addition, the following supporting documents are submitted.

Document	Prepared by
Application Forms	Asbri Planning Ltd
Planning Statement	Asbri Planning Ltd
Design and Access Statement	Asbri Planning Ltd
PAC Report	Asbri Planning Ltd
Transport Statement	Asbri Transport
Flood Consequences Assessment & Drainage Strategy	PHG Consulting Engineers
Ecological Impact Assessment	Ecological Services Ltd
Tree Survey, Tree Constraints Plan, Arboricultural Impact Assessment RPT, Arboricultural Impact Assessment Plan	Treescene
Landscape and Green Infrastructure Strategy Statement	LB473_D01f
Detailed Soft Landscape	LB473_D02c
Drainage Strategy & FCA	PHG

Engineering Layout	2307-100-J
Catchment Areas	2307-101-1
Impermeable Areas	2307-101-A
Existing Impermeable Area	2307-102
SAB Construction Details Sheet 1	2307-104-1-A
SAB Construction Details Sheet 2	2307-104-2-A
SAB Construction Details Sheet 3	2307-104-3-A
Air Quality Assessment	Noise Air Acoustics & Aie Consultants
Acoustic Report	Noise Air Acoustics & Aie Consultants
Site Investigation Report	Integral Geotechnique

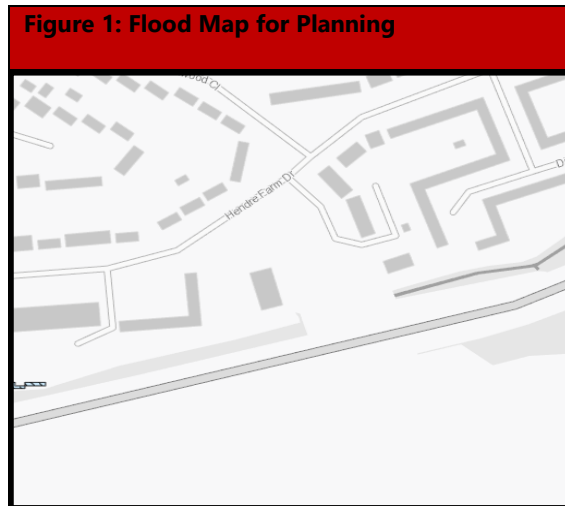
- 1.5 The statement takes the format of an overview of the site and its surroundings at Section 2 whilst Section 3 explores the proposals in detail. The supporting documents are summarised in Section 4 with the pre-application discussions outlined in Section 5. The planning policy context is discussed in Section 5, whilst Section 6 appraises proposals against pertinent policy. The document comes to a conclusion in Section 7.

Site description

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 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. Due to prevailing topography and existing infrastructure (such as the easements to the south of the site) engineering works will be necessitated to accommodate the proposed development.
- 2.5 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.
- 2.6 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.

- 2.7 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%.
- 2.8 The site is not located within a Conservation Area. Further, there are no Listed Buildings or Conservation Areas within close proximity of the site.
- 2.9 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.



- 2.10 A review of the Flood Map does confirm that zones 2 and 3 for surface water and small watercourse flooding exists within the site.

Figure 2: Flood Map for Planning



- 2.11 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. 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.
- 2.12 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.
- 2.13 A review of Newport Council's online planning records identifies no recent or relevant planning history on the site.

Development Proposal

Scale and Layout

- 3.1 The planning application seeks full planning permission for the construction of 32 homes, along with access, car parking, engineering, landscaping and associated works. 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
Total	32

- 3.2 The proposed residential units will be 100% affordable and will be managed by Registered Social Landlord, Hedyn.
- 3.3 The proposed houses (plots 1-6) would rise to 2-storeys, comprising semi-detached properties. Plots 7-14 make up a terraced apartment building located in the western portion of the site, rising to 2-storeys. Plots 15-32 situated in the eastern portion of the site comprise a larger apartment building, rising to 3-storeys.
- 3.4 Adequate refuse storage and drying facilities are provided to serve each dwelling, including each apartment block. There is a designated bin collection point serving plots 1-6, and a communal bin store serving plots 15-32. Bin stores are also provided to serve plots 7-10, and plots 11-14 respectively. See Proposed Site Layout (Drawing no. LT2401.04.01).
- 3.5 Amenity areas are provided throughout the site, providing communal, private and public open space amenity spaces. Provision is as follows, and as shown on the accompanying Site Amenity Area Layout:
- **Public Open Space:** 163m² is provided at the entrance to the site, adjacent to plot 1;
 - **Communal Amenity Areas:** 1482m² in total, with areas surrounding the 3-storey apartment block, fronting the 2-storey apartment block, and to the rear and west of the houses;

- **Private Amenity Space:** rear gardens of a minimum 45m² serving the houses, 227m² of space to serve occupiers of the 2-storey apartment block, and a balcony measuring 1.5m x 1.5m serving each of the 25 flats within the 3-storey apartment block.

3.6 The layout, as proposed, includes areas for landscaping, drainage infrastructure and car parking, making the most effective use of the vacant site, taking into account the site constraints as previously discussed.

Appearance and Materials

3.7 It is proposed to comprise a mixed roof line including both up and over with some gables to alleviate some of the massing of the buildings/dwellings and to offer vertical relief. Solar panels are proposed on south and west facing roof panes.

3.8 The proposed dwellings are contemporary in nature and finishing materials proposed are of high quality. On the houses and the 2-storey apartment building, a mixture of red multi clay facing brickwork is proposed along the ground floor facades, with horizontal fibre cement boards installed on the second-floor facades, albeit the colour of such boards is to be agreed. On the 3-storey apartment building, external finishes are to comprise of a mix of red multi clay facing brickwork on the ground floor with smooth 'truh' colour off-white render on the upper floors. Fibre cement boards are to be utilised on the gable projections of the 3-storey apartment building. Galvanised steel balconies with steel railings are proposed to the front elevation of the 3-storey apartment building, with full-length glazing behind. White UPVC windows and door sets are proposed, to SBD Gold Standard. Furthermore, integrated fixed bird/sparrow boxes are installed at eaves level across all buildings. It is clear from the above that the materials and the overall appearance of the scheme have been consciously selected in order to introduce a high quality, modern design, compliant with SBD and DQR standards. Further detail in regard to proposed materiality is illustrated on the accompanying elevational drawings.

3.9 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 formal garden proposed to the south eastern apartment block serving plots 15-32 which is visible upon entry into the site, 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.

Highway matters

- 3.10 The site is currently accessed from Hendre Farm Drive. It is proposed to utilise this existing access and priority junction. 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.
- 3.11 Delivery, refuse and emergency vehicles will enter the site via the existing vehicular access. Swept path analyses have been undertaken and demonstrate acceptable maneuvering for a 11.5m refuse collection vehicle, DB32 fire appliance, Mercedes Sprinter Panel Van and a 12m rigid vehicle.
- 3.12 The site is located within Parking Zone 4, which, for residential developments, requires the provision of 1 parking space per bedroom to a maximum of 3. A maximum of 45 car parking spaces would therefore be required to serve the development. Accordingly, a total of 45 spaces is proposed to serve the residents of the new development which meets the requirements set out above as well as Newport's Parking Standards SPG. Each of the 2 bed flats and houses benefit from 2 parking spaces each, whilst each of the 1 bed flats benefit from 1 parking space each, all conveniently located in close proximity to each respective dwelling. Car parking spaces present themselves in the form of private driveways (for the houses) and courtyard style parking (for the apartments).
- 3.13 Newport Council's Parking Standards SPG also requires the provision of 1 visitor parking space per 5 residential units for this kind of development. A maximum of 6 visitor parking spaces would therefore be provided. The proposed scheme offers a total of 5 visitor spaces; 3no. of which present themselves as allocated visitor spaces and 2no. of which are available within the capacity of the adopted highway within the site. Whilst this would result in a deficit of one visitor parking space, this can be accommodated along Hendre Farm Drive.

- 3.14 Timber framed sheds are provided within the rear gardens of the proposed houses (plots 1-6) to accommodate cycle storage. Separate bike stores are also provided serving plots 7-10, plots 11-14, and plots 15-32.

Green Infrastructure

- 3.15 A Green Infrastructure Statement prepared by Laird Bailey Landscape Architects accompanies this application which identifies the local Green Infrastructure network within and surrounding the site, illustrating how the development proposals have been designed to avoid, minimise, mitigate and, where required, compensate the local GI in line with Chapter 6 of Planning Policy Wales (Edition 12). The layout looks to retain existing green infrastructure wherever possible, and concentrates development on existing hard standing areas.
- 3.16 Existing soft landscape features have been identified in section 2.5 above. An Arboricultural Impact Assessment (AIA) has been undertaken by Treescene to support this application. It identified several trees for removal due to poor quality (Category U), rather than to accommodate the development layout itself. Trees to be removed are indicated on the accompanying Arboricultural Impact Assessment Plan prepared by Treescene. These are focused along the central and eastern end of the southern boundary along the A48, as well as the removal of trees from the western boundary. Design proposals have been developed to ensure there are no conflicts between proposed structures and RPAs of trees to be retained. Further, all trees to be retained will be protected by fencing, in line with the details in BS5837:2012.
- 3.17 The proposals aim to restore removed trees on the southern boundary and enhancing the western boundary with structure planting. The development proposed will introduce a number of soft landscape features into the site including 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. Further details of the landscape proposals are included in the accompanying Landscape and Green Infrastructure Strategy prepared by Laird Bailey Landscape Architects (drawing no. LB473_D01d).
- 3.18 Further to section 5.6 below on drainage, SuDs measures including infiltration basins and rain gardens planted with appropriate species will both manage infiltration and create habitat opportunity, providing not only improvements to water quality, but also enhancements to biodiversity and the site's GI value as well.

3.19 The location of the open culvert south of the site is duly acknowledged. Landscaping has been carefully chosen around the south-west and south-east corners of the culvert. At the south-east corner of the site a mixed native hedgerow is proposed with predominantly thorny species which will help to dissuade access to the culvert but will also provide a connection to the linear feature. At the south-west corner of the culvert, existing surrounding trees within proximity will be retained and the culvert will be sectioned off to limit accessibility. Diverse native meadow mix with native structure planting and trees will also be planted on the land surrounding the culvert. It is evident, therefore, that there are plenty of opportunities to enhance the existing Green Infrastructure network on the site.

Secure by design

3.20 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 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, including car parking areas, with properties orientated appropriately. Footpaths within the site 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.

Pre-Application Discussions

Pre-Application Discussions

4.1 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:

1. 1st Pre-Application

- **Submitted:** 16/03/2024
- **Response issued:** 16/05/2023

2. 2nd Pre-Application

- **Submitted:** 19/09/2023
- **Response issued:** 28/11/2023

3. 3rd Pre-Application

- **Submitted:** 14/05/2023
- **Response issued:** 26/07/2024

4.2 It is without question that NCC LPA have inputted into the design evolution of this project. Given the detailed nature of the pre-app responses it feels most appropriate to summarise the conclusions at high level. 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.

4.3 It is considered that the scheme is now acceptable in line with Newport Policies and guidance and that the layout has evolved to ensure a more Green Infrastructure focused development improving the overall placemaking credentials of this project.

4.4 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.

Supporting documents

- 5.1 The following section intends to provide a brief overview of the supporting documents and reports which have been prepared to accompany the planning application for the proposed development.

Ecology

- 5.2 The Preliminary Ecological Report submitted to accompany the application confirms that the site currently consists of tarmac and rubble hardstanding, with sparse areas of grass, floral species, and shrub along with some existing trees as identified by the accompanying Tree Report. Further, there is an area of species poor semi-improved grassland in the north and north east of the site. There are two statutory designated sites, and 14 local non-statutory sites within 2km of the proposed development site.
- 5.3 The report confirms that;
- The nearest records for **great crested newts (GCN)** were found approximately 500m to the south west of the site. While it is considered highly unlikely GCN are present within the site, their presence cannot be ruled out entirely. Precautionary measures are therefore recommended, including timing constraints for site clearance.
 - The site is considered to have limited suitable habitat to support **dormouse** and the overall potential for the presence of dormouse is low. Therefore, no further recommendations are made for dormouse.
 - The trees of the site were subject to a cursory ground level assessment for the potential presence of **roosting bats**. Trees showing some ivy growth were considered to have low potential for use by roosting bats. Mitigation measures will need to be in place for the removal of mature trees across the site, including removing trees during the winter months when bats are least likely to be present. Consideration to a sensitive lighting strategy for nocturnal species such as bats will be required.
 - The site is not considered suitable for **otters**, and is unlikely to be in use by otters. Therefore, no further recommendations are made for otters.
 - No evidence of the presence of **badger** such as hairs snagged on fencing, mammal paths, digging or sett creation was found within the proposed development site. Habitats within the site are considered suitable for commuting and foraging purposes only. No further surveys for badgers are therefore recommended.
 - Precautionary measures in respect of **nesting birds** during site clearance will be required, including timing constraints for vegetation clearance across the site.

- Overall, the site is considered to have low potential for **reptiles**. Whilst a reptile survey is not considered practical, precautionary measures are recommended, including timing constraints for site clearance and careful clearing of the rubble.

5.4 The EclA outlined potential impacts to each of the above species from the proposed development, and sets out proposed measures to be implemented to offset any potential adverse impacts. All recommendations will be adhered to as part of the design process and also the development stages. Enhancement measures are also included which includes the provision of bat boxes, bird boxes, landscape scheme and wildlife-friendly fencing. This will ensure compliance with The Environment Act (Wales) 2016 which places a duty on competent authorities to ensure biodiversity is not only conserved, but enhanced.

Site Investigation

5.5 The application suite is accompanied by a Site Investigation Report prepared by Terra Firma. The report confirms that the underlying soils comprise made ground and stiff and silty clay. Recommended further works of investigation are listed, and these include additional sampling and testing for asbestos, petroleum hydrocarbons. A programme of ground gas monitoring is also advised, given the thickness of made ground identified in the southwest area of the site and the potential for made ground beneath the former pub building.

Drainage Proposals and Flooding

5.6 A combined Flood Consequences Assessment (FCA) and Drainage Strategy is submitted with this application. The FCA confirms that as per NRW's Development Advice Maps and Flood Map for Planning, the site lies in Flood Zone A (low to no risk) and Flood Zone 1, respectively, for fluvial and tidal. However, southern parts of the site are at risk of flooding from Small Watercourses and Surface water (zones 2 and 3) due to the proximity of the watercourse running along the southern boundary. Notwithstanding, the levels will be raised and the FFLs of the proposed dwellings will be above the existing, such that it would reduce the risk of surface water and small watercourses flooding in and around the dwellings. Furthermore, 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. It is proposed to discharge to the watercourse running along the southern boundary. These SuDs features will result in a reduction to surface water runoff rates and volumes, reducing the risk of surface water flooding, especially considering the extent of

hardstanding which currently covers the site. The document concludes that the proposed development would not be precluded on the grounds of flood risk, with proposed surface water drainage rates offering a 50% betterment on the existing peak rates.

- 5.7 As an existing brownfield site, the redevelopment will offer considerable betterment in terms of reducing peak discharge rates, improving water quality and promoting amenity and biodiversity benefits. It is intended for the Full SAB Application approval process to be run in parallel to the planning application to ensure a fully co-ordinated design response.
- 5.8 With regards to foul drainage, the development will discharge to the existing DCWW public sewerage network within the site. A Section 104 will be made to DCWW.

Landscaping Plans and Green Infrastructure Statement

- 5.9 The application is supported by a robust suite of landscaping proposals prepared by Laird Bailey Landscape Architects. Proposals highlight how green infrastructure lies at the heart of the scheme. As identified above, where trees are to be removed due to disease and decay (Category U), such losses will be restored with further structure planting, creating a green spine to the development site and a biodiverse and pleasant environment, helping to integrate future occupiers of the development with their surroundings. All other trees identified within the AIA as being of high quality are to be retained. Given the site's brownfield status which is predominantly covered by hardstanding, the proposed planting plans as illustrated on the accompanying Landscape and Green Infrastructure Strategy, will undoubtedly improve the landscape quality of the site.
- 5.10 The accompanying Green Infrastructure Statement demonstrates how the proposed development has been designed to avoid, minimise, mitigate, and as a last resort, compensate the local Green Infrastructure, in line with Chapter 6 of PPW (12th Edition).

Trees

- 5.11 The submission is supported by an Arboricultural Report prepared by Treescene Ltd. The report highlights that whilst there is a requirement to fell some existing trees to accommodate the development, most of which are of poor quality (Category U), and are mainly Ash trees infected with Ash Dieback Disease. These are mitigated for in the comprehensive landscaping scheme submitted to accompany the application.

Levels

- 5.12 Section drawings have been produced to accompany this submission,

illustrating both the existing and proposed finished ground level of the site. The section drawings demonstrate the sites inherent topography and helps illustrate how the layouts design has evolved.

Design & Access Statement

- 5.13 A Design and Access Statement has been produced to accompany the planning application. This demonstrates the detailed vernacular studies and design considerations that have gone into the final proposals. The Design and Access Statement discusses the principles of good design and demonstrates how this application is considered acceptable in the context of the Welsh Government's Technical Advice Note 12 (Design).

Transport Statement

- 5.14 This application is supported by a Transport Statement prepared by Asbri Transport to support the application. The TS demonstrates that the proposed development would not worsen any impact on the local highway network. It concludes that the location is within a sustainable and accessible location, proposed parking is deemed acceptable in line with current standards, safe access to and within the site can be provided, and estimated traffic generation of the proposed development is insignificant and would not cause a detrimental impact upon the local highway network.

Noise and Air Quality

- 5.14 An Air Quality Assessment has been undertaken to consider both construction and operational impacts. The site lies within a predominantly residential area near the A48, a known traffic corridor. While the area is not within an Air Quality Management Area (AQMA), potential impacts were considered due to proximity to traffic sources. The assessment found that, with appropriate mitigation, particularly during the construction phase such as dust control and best practice site management, residual effects on air quality would be negligible. No significant long-term air quality impacts are anticipated from the development once operational, and the site is considered suitable for residential use in air quality terms.
- 5.15 A Noise Impact Assessment was also prepared by NoiseAir Limited. Baseline monitoring identified road traffic from the A48 as the dominant noise source. The assessment followed national planning guidance (PPW and TAN 11) and applied Pro-PG:2017 guidance. The initial risk of adverse noise impact across the site ranged from low to medium. Mitigation measures, including the provision of a 3m high acoustic barrier and enhanced glazing and ventilation specifications, are proposed to ensure internal and external noise levels comply with relevant standards (BS 8233:2014 and WHO guidelines). Outdoor amenity areas were assessed and found to meet appropriate

thresholds, with only one receptor marginally exceeding guidance levels, considered acceptable in planning terms given site context. Overall, with the proposed acoustic design measures in place, the site is acoustically suitable for residential development.

Planning policy context

Introduction

- 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 with Planning Policy Wales (PPW 12th Edition), published by the Welsh Assembly Government in February 2024. PPW is supplemented by 19 Technical Advice Notes (TANs) which further details the specific aims and objectives outlined within PPW.
- 6.2 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.

Future Generations

- 6.3 The Well-being of Future Generations (Wales) Act came into force in 2015 and is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a duty on public bodies to think more about the long-term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. To make sure that all public bodies are working towards the same vision, the Act puts in place seven well-being goals. These include working towards a;
- A globally responsible Wales
 - A prosperous Wales
 - A resilient Wales
 - A healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities
 - A Wales of vibrant culture and thriving Welsh Language

Future Wales

- 6.4 Published on the 28th February 2021, Future Wales comprises the first development plan of its kind within Wales. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
- 6.5 Future Wales' spatial strategy is a guiding framework for where large scale change and nationally important developments will be focused over the next 20 years. The strategy blends the existing settlement patterns and the distribution of jobs and homes with a vision of

managing change and future trends for the benefit of everyone in Wales.

- 6.6 The National Plan acknowledged the urgent actions and changes in behaviour that were introduced in response to the COVID-19 pandemic and how they will emerge as permanent features of life. These include using spaces differently, travelling less and spending more time working from home. The Nation Plan notes that the planning system must respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places. Planning Policy Wales is the primary source of detail on how the planning system will support reconstruction efforts.
- 6.7 Future Wales divides Wales into four regions, North, Mid Wales, The South West and The South East. The South East region comprises Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan and is the most populous region of Wales, with over 1.5 million residents.
- 6.8 The National Plan identifies 11 outcomes that can be achieved over the next 20 years if the planning system – through Future Wales and other development plans – is focused on the long-term and provides quality development in the right places for the right reasons. These outcomes are inter-related and inter-dependent, and will improve places and well-being across Wales. The intention is to create a Wales where people live...
1. ... and work in connected, inclusive and healthy places
 2. ... in vibrant rural places with access to homes, jobs and services
 3. ... in distinctive regions that tackle health and socio economic inequality through sustainable growth
 4. ... in places with a thriving Welsh Language
 5. ... and work in towns and cities which are a focus and springboard for sustainable growth
 6. ... in places where prosperity, innovation and culture are promoted
 7. ... in places where travel is sustainable
 8. ... in places with world class digital infrastructure
 9. ... in places that sustainably manage their natural resources and reduce pollution
 10. ... in places with biodiverse, resilient and connected ecosystems
 11. ... in places which are decarbonised and climate resilient
- 6.9 Policy 1 (Where Wales will grow) confirms that whilst the Welsh Government supports sustainable growth in all parts of Wales, in three National Growth Areas there will be growth in employment and

housing opportunities and investment in infrastructure. These comprise;

- **Cardiff, Newport and the Valleys;**
- Swansea Bay and Llanelli; and
- Wrexham and Deeside

6.10 Policy 2 (Shaping Urban Growth and Regeneration) confirms that *“the growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:*

- *creating a rich mix of uses;*
- *providing a variety of housing types and tenures;*
- *building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;*
- *increasing population density, with development built at urban densities that can support public transport and local facilities;*
- *establishing a permeable network of streets, with a hierarchy that informs the nature of development;*
- *promoting a plot-based approach to development, which provides opportunities for the development of small plots, including for custom and self-builders; and*
- *integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.*
- *Planning authorities should use development plans to establish a vision for each town and city. This should be supported by a spatial framework that guides growth and regeneration, and establishes a structure within which towns and cities can grow, evolve, diversify and flourish over time”.*

6.11 Policy 7 (Delivering Affordable Homes) confirms that *“The Welsh Government will increase delivery of affordable homes by ensuring that funding for these homes is effectively allocated and utilised. Through their Strategic and Local Development Plans planning authorities should develop strong evidence-based policy frameworks to deliver affordable housing, including setting development plan targets based on regional estimates of housing need and local assessments. In response to local and regional needs, planning authorities should identify sites for affordable housing led developments and explore all opportunities to increase the supply of affordable housing.”*

- 6.12 Policy 8 (Flooding) confirms that flood risk management that enables and supports sustainable strategic growth and regeneration in National and Regional Growth Areas will be supported. It must be ensured that projects do not have adverse impacts on international and national statutory designated sites for nature conservation and the features for which they have been designated.
- 6.13 Policy 33 – National Growth Area – Cardiff, Newport and the Valleys confirms that *“Cardiff, Newport and the Valleys will be the main focus for growth and investment in the South East region. Strategic and Local Development Plans should recognise the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure. The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Cardiff, Newport and the Valleys’ strategic role and ensure key investment decisions support places in the National Growth Area and the wider region. The Welsh Government supports Cardiff’s status as an internationally competitive city and a core city on the UK stage. Cardiff will retain and extend its role as the primary national centre for culture, sport, leisure, media, the night time economy and finance. The Welsh Government supports an increased strategic role for Newport as a focus for sustainable, long-term growth and investment. The Welsh Government will work with authorities within the region and in England to promote Newport’s strategic role and ensure key investment decisions in Wales and England support Newport. The Welsh Government supports co-ordinated regeneration and investment in the Valleys area to improve well-being, increase prosperity and address social inequalities. The Welsh Government will work with regional bodies, local authorities, businesses, the third sector, agencies and stakeholders to support investment, including in the manufacturing sector, and to ensure a regional approach is taken to addressing socio-economic issues in the Valleys. The Welsh Government supports development in the wider region which addresses the opportunities and challenges arising from the region’s geographic location and its functions as a Capital Region”.*

Planning Policy Wales

- 6.14 Planning Policy Wales (PPW) – Edition 12 (February 2024) is the principal document which sets out the land use policy context of the Welsh Government. Its primary objective is to ensure that the planning system itself contributes towards the delivery of sustainable development whilst improving the social, economic, environmental and cultural well-being of Wales, as required by the Well-being of Future Generations Act 2015 and other pertinent legislation.

6.15 PPW encourages a planning system, with a **“wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is fragmented, un-coordinated and deals with issues in isolation.”**

6.16 The aforementioned Well-being of Future Generations Act is further explored in Section 1 of PPW, within which the 7 goals are further discussed. The goals are intended to shape the work of all public bodies in Wales and are listed as follows;

- **A prosperous Wales;**
- **A resilient Wales;**
- **A healthier Wales;**
- **A more equal Wales;**
- **A Wales of cohesive communities;**
- **A Wales of vibrant culture and thriving Welsh language;**
and
- **A globally responsible Wales.**

Placemaking

6.17 Placemaking is a key thread running through the 11th Edition of PPW. It is described as an **“inclusive process, involving all of those with a professional or personal interest in the built and natural environment, which focuses on developing plans, making decisions and delivering developments which contribute to the creation and enhancement of sustainable places.”**

Good Design

6.18 With reference to design, paragraph 3.5 states that **“Good design is inclusive design”**. Furthermore, proposals are expected to **“place people at the heart of the design process”**.

6.19 Section 3.51 confirms that **“Higher densities should be encouraged in urban centres and near major public transport nodes or interchanges, to generate a critical mass of people to support services such as public transport, local shops and schools”**.

6.20 Para 3.55 discusses the Welsh Government’s preference for the utilisation of previously developed land for development, wherever possible. It states; **“such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.”**

6.21 The importance of good design in term of ensuring high environmental quality is set out at Paragraph 3.8: **“Landscape and green infrastructure considerations are an integral part of the**

design process. Integrating green infrastructure is not limited to focusing on landscape and ecology, rather, consideration should be given to all features of the natural environment and how these function together to contribute toward the quality of places”.

- 6.22 Paragraph 3.12 outlines that good design is also about avoiding the creation of car-based developments by minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. It is stated that ***“Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate”.***

Transport

- 6.23 With reference to transport in particular, Section 5.3.1 emphasises how the planning system should ***“facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.”***
- 6.24 In line with the Sustainable Transport Hierarchy outlined in Figure 8 of Planning Policy Wales (PPW), the use of private motor vehicles is clearly discouraged. Paragraph 4.1.13 of PPW further outlines the purpose of the hierarchy as a tool that ***“should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.”***

Green Infrastructure

- 6.25 The importance of green infrastructure is highlighted throughout PPW. It is summarised at Paragraph 6.2.5 that ***“The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places”.***
- 6.26 PPW Edition 12 incorporates updates to Chapter 6 in particular, which came into immediate effect when it was published in October 2023. Chapter 6.2.5 now requires the submission of a green infrastructure statement with all planning applications. It states, ***“This will be***

proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.21) has been applied."

Furthermore, sections 6.4.2, 6.4.5 and 6.4.21 have been updated to strengthen reference and clarification regarding the requirement to maintain, enhance and deliver a net benefit for biodiversity and ecosystem resilience. Where existing trees are to be removed, this must be replaced at a minimum ratio of at least 3 trees of a similar type and compensatory size planted for every 1 lost.

Technical Advice Notes (TAN)

Technical Advice Note 2 (2006): Planning and Affordable Housing

- 6.27 TAN 2 provides advice and guidance on Planning and Affordable Housing. It states the importance of the role of the local authority in setting a target for affordable housing based on Local Housing Market Assessments (LHMA). Furthermore, the importance of carefully assessing whether the size and tenure of affordable housing reflects the identified need is emphasised.
- 6.28 Paragraph 11 refers to the design of affordable housing. Here, Planning Policy Wales' design objectives are highlighted as ones which **'apply equally to market housing and to affordable housing, the overriding principle being to establish a sense of place and community'**.

Technical Advice Note 5 (2009): Nature Conservation and Planning

- 6.29 TAN5 seeks to ensure that new developments should contribute to biodiversity conservation. It stipulates that planning system should respect designated and protected sites and incorporate wildlife and geological features within the design of development and green infrastructure.

Technical Advice Note 11: Noise (1997)

- 6.30 TAN 11 provides advice on how the planning system can be used to minimise impact of noise without placing unreasonable restrictions on development. It outlines some of the main considerations which local planning authorities should take into account in drawing up development plan policies and when determining planning applications for development which will either generate noise or be exposed to existing noise sources.

Technical Advice Note 12 (2016): Design

6.31 In defining the notion of design, paragraph 2.1 states that it can help in articulating our nation and culture whilst helping in sustaining a positive image of Wales.

6.32 Paragraph 2.5 warns that '**good design is not inevitable**', in order to achieve it, it must embrace sustainability, architecture, place making, public realm, landscape, and infrastructure. Furthermore, the five objectives of good design are highlighted;

- *Access;*
- *Character;*
- *Community Safety;*
- *Environmental Sustainability; and*
- *Movement.*

Technical Advice Note 15: Development and Flood Risk

6.33 This advice note provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location, can be assessed.

Technical Advice Note 18 (2007): Transport

6.34 This advice note relates to numerous transport related sub-topics and issues. It emphasises the importance of ensuring integration between Land Use Planning and Transport. Furthermore, guidance is provided on ensuring the suitable location for development, parking and the design of development.

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Newport City Council Local Development Plan

6.36 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decision should be made in accordance with the authority's adopted development plan, unless material considerations indicate otherwise. In this instance, the statutory development plan for this application site is provided in the Newport CC Local Development Plan adopted in January 2015.

6.37 The following LDP policies are considered most relevant in the context of the proposed development:

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

6.38 There are also number of relevant SPGs and Technical Guidance Notes, as follows:

- 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.

Appraisal

Overview

- 6.1 The previous section identified the relevant planning policies which must be taken into account when considering the planning application. Accordingly, this section serves as an appraisal of the proposed development against the established policy framework and other material considerations, as well as drawing together the key points and conclusions from the plans and supporting technical documents in order to demonstrate the overall appropriateness of the proposal in planning terms.
- 6.2 The key issues identified and material considerations of relevance in the determination of the application are as follows:
- The **principle of development** in terms of development plan policy and other planning context;
 - The impact of the development on the **residential amenity of surrounding properties**;
 - The impact of the development on the **character and appearance of the surrounding area**;
 - The impact of the development on the **local highway network**;
 - Other **material considerations**.

The principle of the development in terms of development plan policy and other planning context

- 6.3 The site has been identified as unallocated white land, located within the settlement boundary of Newport. The site is considered a brownfield, previously developed parcel in a sustainable location; the development of which is strongly supported by planning policy at all levels. The proposed residential use would conform with the prevailing residential land use of the immediate urban surroundings. Whilst the site lies in a predominantly residential area, Ringland also hosts a range of retail, commercial and community units throughout, to support an enhanced community in this location. Further, the development is centred in Newport, which is identified as a National Growth Area, alongside Cardiff and The Valleys, as per Policy 1 of Future Wales, where growing in housing opportunities is expected.
- 6.4 Planning Policy Wales advocates residential development on sites within sustainable locations within close proximity to local facilities and public transport nodes. PPW states that *“previously developed (also referred to as brownfield) land should, wherever possible, be used in preference to greenfield sites where it is suitable for development”*. Furthermore, Policy SP1 (Sustainability) of Newport City Council LDP states that the *“Proposals will be required to make a positive*

contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary”, with the reuse of previously developed land and empty properties being in preference to greenfield sites. Furthermore, Policy SP18 (Urban Regeneration) states that proposals will be favoured which assist the regeneration of the urban area, particularly where they contribute to, amongst other things, “reuse of vacant, underused or derelict land”. Accordingly, the application site is located in an inherently sustainable location and its redevelopment will bring into use a redundant brownfield site. Residents would not be reliant on a car to access essential day-to-day services.

- 6.5 Policy H4 (Affordable Housing) requires on-site provision of affordable housing on all new housing sites of 10 or more dwellings within the settlement boundary. In the East of Newport, the Council will seek 20% affordable housing on all residential proposals. The scheme is for a 100% affordable housing scheme and therefore, would make a significant contribution to the delivery of affordable housing in Newport, in accordance with the requirements of LDP Policy H4 (Affordable Housing), as well as Policy 7 (Delivery Affordable Homes) of Future Wales.
- 6.6 Given the assessment undertaken above, it is considered that the principle of residential development is firmly established at this location. Proposals are considered in accordance with Future Wales, PPW 12th edition, the aspirations of the Well-being of Future Generations Act as well as LDP policies such as SP1, SP18 and H4, as noted above.

The impact of the development on the residential amenity of surrounding properties

- 6.7 The proposed layout and orientation of dwellings has been carefully considered in order to ensure that the amenity of adjacent existing residents are not unduly harmed. This includes careful positioning of windows, namely habitable room windows, as well as suitable separation distances and an appropriate landscape scheme providing screening where required, to ensure no loss of privacy to both existing occupiers of neighbouring residential properties, and future occupiers of the site. Further, the topography of the site which slopes from north to south aids in minimising any potential for overlooking concerns, especially considering properties along Hendre Farm Drive to the north. Intervening boundary vegetation as per the proposed landscape scheme provides further screening. Given this, it is not considered that the proposed dwellings would give rise to overlooking concerns.

- 6.8 In particular, separation distances in excess of 21m exist between habitable room windows on existing properties to the west and those facing elevations on the proposed apartment building serving plots 7-14. The flats in the south eastern part of the site serving plots 15-32 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 the proposed new apartment building. Furthermore, a strong tree line 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.
- 6.9 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 1st and 2nd 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.
- 6.10 Such separation distances, along with the appropriate scale of the proposed dwellings, ensures there would not be an overbearing impact to existing and future residents, especially considering the site's topographical levels.
- 6.11 Given the position of the proposed dwellings in relation to existing residential properties, along with their scale and the separation distances in place, it is not considered that they would cause a detrimental loss of light to existing residents.
- 6.12 Within the development itself, the relationships between the proposed units are considered acceptable and well-considered in order to secure a good level of residential amenity for future residents of the development. Furthermore, the proposed dwellings and the surrounding site are considered to offer its future occupants' reasonable levels of natural light, perceived space, ventilation,

privacy, outdoor amenity space, parking, cycle storage, and refuse storage.

- 6.13 The Planning Officer raised concerns over the location of bin stores serving plots 7-10 and 11-14 during the 2nd pre-application enquiry, given their proximity to windows serving the flats. Accordingly, these waste facilities have been moved towards the rear of the apartment block, yet are still within appropriate drag distances from the adoptable turning head. The 3rd pre-application response from the Planning Officer confirmed that the relocation of these bin stores as now proposed was welcomed.
- 6.14 In terms of private amenity space, each of the 2-bed houses (plots 1-6) benefit from a private 25sqm rear garden which provides adequate private space for future occupiers to enjoy. Flats 15-32 are each served by a private balcony measuring 1.5 x 1.5sqm, which is fully SPG compliant in regard to the 1-bed flats. Whilst the 2-bed flats would require their own balcony measuring 1.5m² x 2.0m², the Planning Officer confirmed at the 3rd pre-application that balconies of a uniform size (that is, all measuring 1.5 x 1.5m²) would be acceptable here, to ensure uniformity from a visual perspective. Finally, plots 7-14 are served by a larger, shared amenity space to the rear which is a common arrangement for walk up flats such as these. This type and level of private amenity space provision was accepted by the Planning Officer during the 3rd pre-application enquiry (notwithstanding consideration of the boundary treatments to be confirmed).
- 6.15 In terms of communal amenity space, the layout as proposed provides 1482m² of such space, shown as the orange shaded areas on the accompanying Site Amenity Layout drawing. This is considered a 52% overprovision than what is required by local planning policy, which requires a total of 767m². The 3rd pre-application, however, did note that the total useable area accounting for communal space amounted to approximately 606.75m², which is around 160m² short of the required 767m². Such communal areas as shaded orange on the accompanying Site Amenity Layout drawing are deemed usable to the end-user, with topographical constraints and the usability of such SUDS features having been considered. Notwithstanding, whilst it is considered that the required provision has been met, the Council did confirm at pre-application stage that the level of communal space provided as they have calculated would be deemed acceptable in any case, given the site constraints and the delivery of affordable housing. Therefore, it is concluded that on-site communal amenity space is provided to an acceptable level to serve future occupiers of the site.

- 6.16 In terms of play space provision, an area of POS is provided adjacent to plot 1 at the site entrance, amounting to 163m². This provision is welcomed by the Council but it was advised that there still remained a shortfall in play space provision on site. Notwithstanding, pre-app discussions confirmed that any shortfall could be offset by a commuted sum, secured by a S106 legal agreement given that the scheme is for affordable housing. An existing figure is yet to be provided by the Council, but should this be acceptable to secure viability of the scheme, then the developer could enter into such discussions. Therefore, it is considered that the requirements for play space provision can be met both on-site and via financial contribution to ensure appropriate provision is secured to the application site and the wider surrounding area in Ringland.
- 6.17 Secure by Design principles have been incorporated into the proposed design, as mentioned above in section 3.20. This ensures the site is overlooked appropriately, ensuring natural surveillance which in turn, makes future occupiers of the site feel safe.
- 6.18 The Noise Report and Air Quality Assessment undertaken and prepared by NoiseAir to accompany this submission confirms that in accordance with the measures outlined within such reports, any such potential noise or air quality issues can be mitigated against and therefore, would not constrain the successful delivery of the scheme, having due consideration of the amenity of future occupiers of the site.
- 6.19 In conclusion, it is considered that residential amenity within and adjacent to the site can be considered acceptable with the retention of residential amenity considered to be of paramount importance. Proposals are considered to be in accordance with PPW 12th Edition, the aspirations of the Well-being of Future Generations Act as well as LDP policies such as GP2 (General Amenity) and GP7 (Environmental Protection and Public Health).

The impact of the development on the character and appearance of the surrounding area

- 6.20 With regards to density, the site comprises 0.8 ha in total; of which 0.5 ha is considered developable. The development of 32 units on this site would represent a net density of 64 dph. Whilst this appears high, this is owing to the fact that there are a large number of flats on site to deliver the identified housing need. Policy H3 (Housing Mix and Density) confirms that development must be at least 30 dph and the National Plan advocates a minimum of 50 dph for urban areas. Therefore, the proposed density is appropriate and meets the requirements in both national and local level planning policy.

- 6.21 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, 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. Furthermore, the development has regard to 'Secured by Design' principles and DQR requirements, to ensure high quality housing standards in line with LDP Policy H2 (Housing Standards). The proposed development has been sympathetically designed to assimilate with the character and appearance of surrounding area.
- 6.22 A review of the residential developments which abut the site comprises a mix of 2 and 3-storey, terraced and semi-detached properties, along with some bungalows immediately west of the application site boundary. Based on the surrounding context, we consider that the proposed development is appropriate to its setting in this regard. Furthermore, the topography of the site, which falls towards the south, will aid in reducing the apparent scale of the 3-storey building when viewed from the adjacent highway network along Hendre Farm Drive, 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. The layout has therefore been progressed to work with the sites prevailing levels and this is clearly demonstrated in the submitted section drawing.
- 6.23 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 incorporates areas of open space, both for public and communal use as identified above, creating a strong sense of place within the development. The layout as proposed will foster activity and interaction between existing and prospective occupiers and

facilities and creates a vibrant and dynamic environment where people can thrive.

- 6.24 Good quality landscaping is proposed to soften the built form of the proposed development and minimise its visual impact upon the street scene. Car parking in particular would not visually dominate the streetscape or the frontages of the proposed dwellings, with soft landscaping proposed to screen and soften the visual impact of vehicles parked alongside the dwellings and with regard to the allocated visitor parking on the east of the site. In regard to plots 15-32, car parking has been carefully and appropriately positioned behind the apartment block helping to further screen them from the site frontage. Parking spaces to the rear of 15-32 will be broken up and softened with planting islands featuring amenity shrubs and trees.
- 6.25 Ultimately, it is considered that proposals will not negatively impact upon the character and appearance of the surrounding area. The impact of the proposal visually is considered not only to assimilate into but rather uplift the surrounding context from a design perspective. It would make use of a vacant space and introduce a development that is appropriate within its residential context. Indeed, it is considered that the proposals will positively contribute to the surrounding character and appearance whilst complying with PPW 12th Edition, the aspirations of the Well-being of Future Generations Act, TAN 12 (Design) and LDP policies such as GP6 (Quality of Design) and H2 (Housing Standards).
- Impact of the development on the local highway network**
- 6.26 The site is located within a sustainable location. There are a large number of local facilities within the immediate vicinity, as outlined within table 2.3 of the accompanying Transport Statement. The site benefits from its proximity to the Ringland Neighbourhood Centre (1.2km), and Newport Retail Park (within 2km). Nearby facilities include (but are not limited to);
- Supermarket/Convenience store (1200m);
 - Post office (1000m);
 - School/Education (450m);
 - Community Centre/Library (1200m);
 - GP/Medical Centre (1100m);
 - Pharmacy (1000m); and
 - Bar/Pub (1500m).
- 6.27 The local environment allows for everyday movements for various purposes to be carried out without the requirement of a local car. As previously identified, there are footways present on both sides of the carriageway surrounding the proposed application site and there is

an established network of pedestrian routes within the immediate vicinity of the site, allowing for full pedestrian connectivity within and surrounding the site. The site is also highly accessible via a good range of bus services, as outlined in table 2.1 of the accompanying Transport Statement. A direct bus service to Newport Railway Station (approximately 22-minute journey) can be obtained from the site frontage. Frequent services depart from here to destinations such as Cardiff, Swansea and further afield to London Paddington and Manchester Piccadilly. Therefore, the site is conveniently located such that access to and from the site can be achieved via sustainable means of transport. This meets the aims of LDP Policy SP2 (Health) which requires development proposals to maximise their positive contribution to health and well-being, and minimise any negative effects by being located in the most sustainable locations, close to public transport.

- 6.28 Resident car parking is provided in full compliance with the requirements set out in Newport's Parking Standards SPG – 1 parking space per bedroom to a maximum of 3. All spaces are located in close proximity to each respective dwelling and are of adequate dimensions, measuring 2.4m x 4.8m. As aforementioned, a total of 6 visitor car parking spaces would be required. The proposed scheme delivers a total of 5 visitor parking spaces which, whilst results in a deficit of one visitor parking space, this can be safely accommodated along Hendre Farm Drive immediately along the northern site frontage. This approach has been accepted by the Council's Planning Officer at pre-application stage, who confirmed that the proposal is likely to be considered acceptable in terms of car parking should a formal application be submitted. Appropriate parking levels are therefore provided, in line with LDP Policy T4 (Parking).
- 6.29 Suitable cycle parking is provided to serve each respective house and flat, in line with the Council's Sustainable Travel SPG.
- 6.30 The trip generation analysis demonstrates that the proposed development will generate up to 118 two-way vehicle movements over the course of the day. The proposed development is likely to generate up to 10 two-way vehicle movements during the AM network peak hour of 08:00-09:00 and up to 12 two-way vehicle movements during the PM network peak hour of 17:00-18:00. It is envisaged that the proposed development due to the forecast low level of peak hour traffic generation will have a marginal impact on the local highway network during the AM and PM peak hour periods, or throughout the course of the day. As concluded within the accompanying Transport Statement, this level of traffic generation is expected to have no material impact on the operational performance of the highway network. Notwithstanding, it should be reiterated that there is considerable opportunity for residents and visitors to travel

by sustainable and active travel modes. It should also be added that the former use of the now-demolished Public House would have generated a number of vehicular movements from the local area by all modes of travel.

- 6.31 The proposed vehicular access will be off Hendre Farm Drive, utilising the existing access point. This access will allow all movements to be completed by light vehicles, as illustrated by Appendix A as well as use of a large estate care shown in Appendix C in the accompanying Transport Statement. Swept path analyses as shown in Appendix B shows that a 11.5m refuse vehicle, fire appliance, Mercedes Sprinter and a 12m rigid truck can also undertake all movements at the upgraded junction and can safely manoeuvre within the proposed layout. A large delivery vehicle is able to enter and exit the private drive serving plots 1-6, with appropriate manoeuvring, as illustrated by Appendix C. These arrangements are considered satisfactory to ensure safe access and vehicle movements within the site.
- 6.32 Bin stores are located conveniently in close proximity to each respective dwelling. The bin stores serving plots 7-10 and 11-14 are located at approximately 20m and 29m drag distance from the adoptable turning head, respectively, which is shown to be able to accommodate acceptable turning for a refuse vehicle, as demonstrated by Appendix B of the accompanying Transport Statement. A communal bin store serving plots 15-32 is located near the turning head for easy access by refuse vehicles. There is a designated bin collection point serving plots 1-6 which will eliminate the need for a refuse vehicle entering the site to have to travel down the private road serving these plots. The refuse strategy layout drawing illustrates these arrangements.
- 6.33 Given the above assessment, the proposed development would provide adequate car and cycle parking (notwithstanding its sustainable location), and the level of additional vehicular movements would not have a material impact on the operation or safety of the local highway network. Adequate waste collection arrangements and management is also provided. The proposed development is therefore deemed in accordance with the aforementioned policies, including PPW 12th edition, the aspirations of the Well-being of Future Generations Act, LDP policies SP2 (Health), GP4 (Highways and Accessibility) and T4 (Parking), as well as Newport City Council's Parking Standards SPG. It is therefore concluded that there would be no transport related issues that should prevent planning permission for the proposed development from being granted.

Other materials considerations

Ecology

- 6.34 The report confirms that the development proposals have the potential to negatively impact on the features, such as bats and nesting birds. However, mitigation and compensation measures have been recommended to manage the impact of the development works and permitting that these are employed the redevelopment of the site from an ecological perspective is acceptable. Measures contained within Section 4 of the report include ecological working methods for bats and birds, the need for an ecologically sensitive lighting scheme and compensatory planting. Also, the proposed development works create potential to enhance the biodiversity on site via suitable measures, these include the provision of bat and bird boxes on site and wildlife friendly fencing (see Section 5 for full details).
- 6.35 The Ecology Report prepared by Ecological Services Ltd also confirms that precautionary measures shall be implemented in regard to reptiles and great crested newts. All recommendations contained within the report will be adhered to and as such, the proposal is in accordance with Future Wales, PPW 12, The Environment (Wales) Act 2016, TAN 5, and LDP Policies GP5 (Natural Environment) and SP9 (Conservation of the Natural, Historic and Built Environment). The Council's Ecology Officer confirmed their support of the methodology and conclusions of the Ecology Appraisal at pre-application stage, and in particular the mitigation and enhancement measures set out in sections 4 and 5 respectively.

Trees and Landscaping

- 6.36 An Arboricultural Impact Assessment has been submitted. All trees will be retained where they have not found to be diseased or dying. Only those trees identified as being of poor quality (U Category) will be removed; namely along the central and eastern end of the southern boundary, as well as trees along the western boundary. It should be reiterated that trees are only being removed due to poor quality, rather than to accommodate the development layout itself. Notwithstanding such tree removals, the proposals will restore removed trees on the southern boundary and will enhance the western boundary with structure planting, creating a green spine to the site and connecting internal amenity areas to these features. As such, any such GI losses will be mitigated through the creation of new planting areas throughout the scheme which cover a range of typologies.
- 6.37 The proposed development has been carefully designed to ensure there are no conflicts between proposed structures and the RPAs of trees which are to be retained. Further, trees within proximity to

construction activities will be protected through appropriate tree protection fencing, as identified by the accompanying AIA. As such, existing Green Infrastructure will be retained and protected wherever possible.

- 6.38 It should be noted that the existing development site comprises largely of hardstanding, and the quality of existing landscape features is limited. As such, there is significant scope to enhance the overall capacity and contribution of the development to on-site and local Green Infrastructure, helping to meet the aims of Section 6 of The Environment (Wales) Act 2016 which seeks to maintain and enhance biodiversity. The accompanying Landscape and Green Infrastructure Strategy outlines the extent of such mitigatory, compensatory as well as enhancement planting to support the development. It includes the use of native species and ornamental planting which will provide a variety of important ecological habitats, creating a diverse and biodiverse ecological network across the site. The successful maintenance and establishment of these landscape features as identified, will provide a network of healthy, multi-functional and biodiverse green space, capable of delivering a wide range of environmental benefits for people and wildlife. It is considered that the proposed landscaping plans demonstrate a clear desire to make Green Infrastructure a focal point of the development.
- 6.39 The Green Infrastructure Statement prepared by Laird Bailey Landscape Architects has been undertaken following the Step-Wise approach advocated in Planning Policy Wales (12th Edition) and has evidenced that the proposed development is respectful of existing green infrastructure assets at the site, and seeks to avoid impact as much as possible, providing compensatory and mitigatory planting to offset any such unavoidable losses. The proposed development would build resilient ecological networks and deliver net benefits for biodiversity by managing existing soft landscaping, planting mitigatory and compensatory planting, incorporating further and additional landscape planting and features. Together with the biodiversity enhancement measures identified under the Ecology section above, there will be the creation of a species rich landscape appropriate to the scale and nature of the proposed development. Therefore, it is considered that the proposed development would protect and enhance the natural environment on site, and surrounding the site, in line with Future Wales, PPW12, The Environment (Wales) Act 2016, as well as LDP Policy GP5 (Natural Environment).

Drainage and Flooding

- 6.40 According to flood map for planning, the site sits within Zone 1 and is not at risk of flooding from Rivers and Sea. As aforementioned,

southern parts of the site lie within zones 2 and 3 for risk of flooding from Small Watercourses and Surface Water due to the proximity of the watercourse running along the southern boundary. Notwithstanding, the levels will be raised and the FFLs of the proposed dwellings will be above the existing, such that it would reduce the risk of surface water and small watercourses flooding in and around the dwellings. Furthermore, the proposals have developed in line with SAB Drainage principles and a separate SAB application will be submitted with features such as raingardens and swales helping to manage surface water on the site itself. Given the extent of hardstanding already covering the site, these features will reduce peak discharge rates and the risk of surface water flooding. The FCA which accompanies this application confirms that post-development peak discharge rate will be restricted to 2.8l/s, which will provide a 62% betterment in relation to a 1 year storm event compared with the existing rates. The development will not lead to an increase of flood risk to adjacent and downstream catchments, and the proposed development would not therefore, be precluded on the grounds of flood risk. Therefore, the proposals are aligned with LDP Policy GP1 (Climate Change).

- 6.41 With regards to foul drainage, a gravity connection is achievable and the proposed connection is to be made to the foul system running though the site. Utilising existing services on site will minimise the need to disrupt neighbouring roads and footways. A Section 104 will be made to DCWW, accordingly. Appropriate connection can therefore be made and the proposals are deemed in accordance with LDP Policy GP3 (Service Infrastructure).

Planning Obligations

- 6.42 LDP Policy SP13 (Planning Obligations) states that *“development will be required to help deliver more sustainable communities by providing, or making contributions to, local and regional infrastructure in proportion to its scale and the sustainability of its location.”* It is understood that proposals of this scale will typically be required to provide or make contributions to infrastructure. Notwithstanding, it is confirmed that a 100% affordable dwelling scheme, as proposed, will be exempt from any leisure and education contributions. It is noted, however, that any future related planning permission would require a S106 legal agreement to safeguard the Council’s planning obligation interests should any of the dwellings be sold or rented on the open market. This is accepted.
- 6.43 Further to discussions surrounding play space provision in section 6.16 above, the 3rd pre-application confirmed that whilst such requirements had not quite been met, the Council are now in a position to be able to accept S106 contributions for affordable

housing schemes. Whilst the exact figure for this contribution is yet to be confirmed by the Council, it is accepted that such a commuted sum will be requested of the developer, in lieu of on-site play space provision, thus improving existing open space in the immediate surrounding area. If deemed viable, the financial contribution would be accepted and the requirement would be fully adhered to, in line with any S106 legal agreement.

Conclusion

- 7.1 Asbri Planning Limited has been instructed by Hedyn to submit a full planning application for the construction of 32 homes, access, car parking, engineering, landscaping and associated works, at the former Open Hearth Pub, in Ringland.
- 7.2 The site lies wholly within the settlement boundary for Newport as defined by the Newport City Council Local Development Plan (LDP). The site is currently vacant and is previously developed (brownfield) land. The principle of developing the site for residential purposes is fully established.
- 7.3 It is considered that the proposals comprise an appropriate use of the land given the prevailing land use of its immediate urban surroundings, whilst ensuring proposals assimilate with and enhance the surrounding built context. Proposals comprise an exciting opportunity to develop a vacant land parcel in a sustainable location.
- 7.4 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.
- 7.5 The development of the site will advance the residential character of the surrounding area whilst delivering 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.
- 7.6 The site is located within an inherently sustainable location which allows for everyday movements for various purposes to be carried out without the requirement of a local car. Car Parking on site will be provided in accordance with maximum parking standards as set out in Newport's Parking Standards SPG. The trip generation analysis demonstrates that the estimated traffic generation of the proposed development is insignificant and would not cause a detrimental impact to the continued safe operation of the surrounding highway network.

- 7.7 Supporting documents demonstrate that the proposal would not undermine the natural environment and species of ecological importance located in and around the site, subject to compliance with mitigation and management measures implemented during and before construction works commence.
- 7.8 The development of the site for residential use is compatible with the adopted Local Development Plan's policies and will serve to advance the residential character of the surrounding area whilst delivering affordable housing in accordance with identified need. Proposals have been progressed following a series of pre-application discussions with the LPA and the scheme has evolved to take on board the advice received.
- 7.9 In light of the above, it is considered that the proposed development has suitably addressed the key material considerations for the site. The application's approval would provide a quality development that would complement and enhance the existing and growing residential context of this area of Newport. It is for these reasons that Newport City Council is respectfully requested to grant full consent for proposals at the former Open Hearth Pub, in Ringland.