

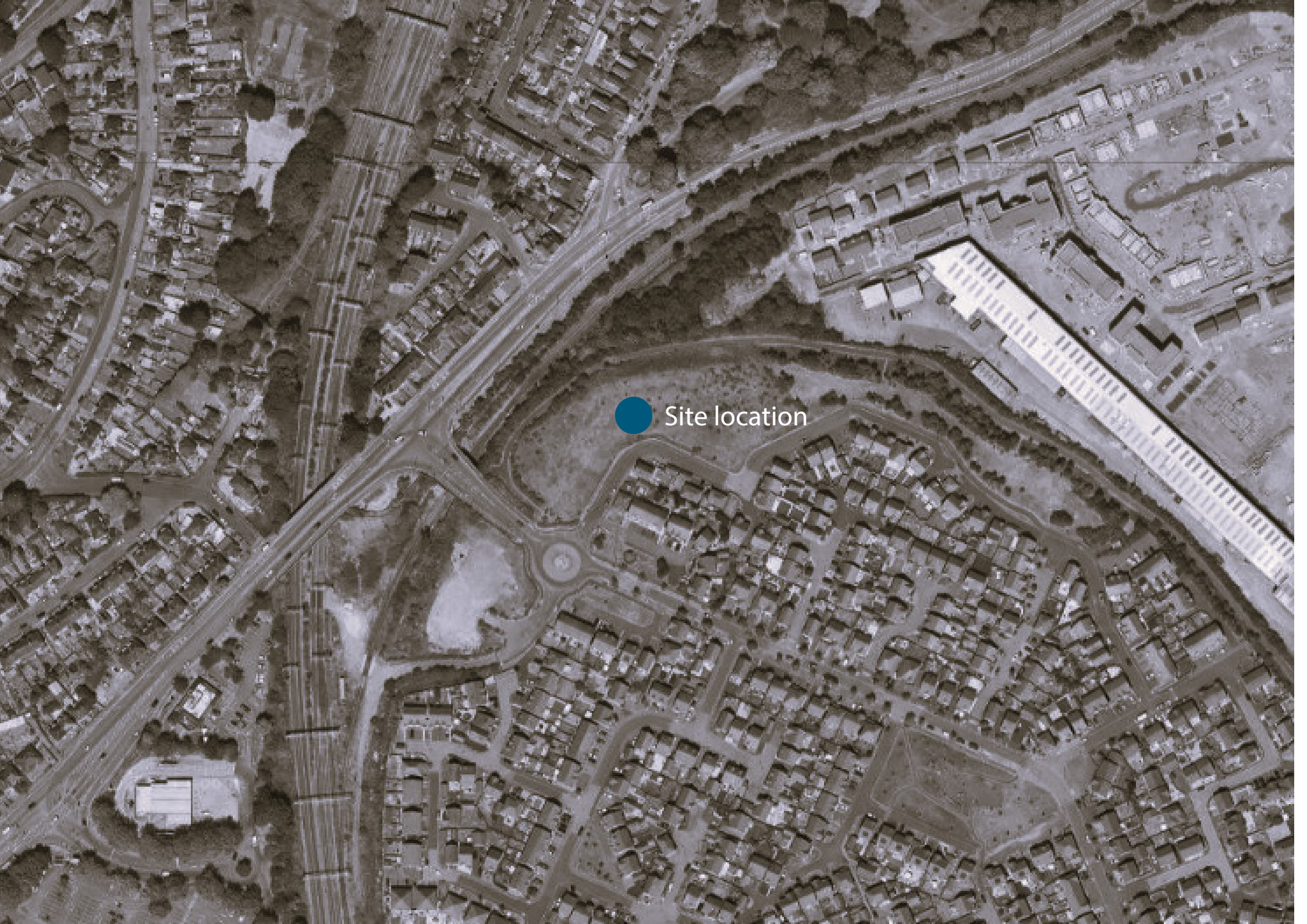


LAND AT MON BANK SIDINGS, CARDIFF ROAD, NEWPORT

Design and Access Statement

Prepared by LRM Planning Limited on behalf of Monmouthshire
Housing Association

August 2024



Site location

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* images marked with an asterisk have been taken from Google Maps



Figure 1 - View of the site from Abberley Hall Road



Figure 2 - View of Capel Dewi Hall Road from site



1

Introduction

Overview

- 1.1 This Design and Access Statement accompanies a full planning application for a proposed residential development comprising 42 no. affordable dwellings, landscape planting and associated works and structures on land at Mon Bank Sidings, Cardiff Road, Newport, submitted on behalf of Monmouthshire Housing Association.
- 1.2 The proposed development seeks permission for 42 affordable dwellings, including 16 one-bedroom apartments, 21 two-bedroom houses, and five three-bedroom houses, in addition to landscape works, sustainable drainage, bin storage, vehicle parking, and associated infrastructure works.
- 1.3 The site lies within the urban boundary of Newport and benefits from an existing site allocation for residential development.
- 1.4 This Design and Access Statement and accompanying documentation justify how the

proposed development aims to make use of this vacant site which sits within a strong residential context. All pertinent technical considerations have been appropriately assessed and conclude that there are no impediments to the delivery of development of this nature and scale at this location.

Purpose

- 1.5 TAN 12 defines a Design and Access Statement as 'a communication tool which outlines how the design of the proposal has been considered from the outset of the development process and how the objectives of good design have been used to inform this.'
- 1.6 The purpose of this document is to analyse the context of the site in respect of planning policy and the local character of the area, whilst having regard to each of Welsh Government's five objectives of good design.

Aim

- 1.7 The aim of this document is to:
 - provide an overview of the site context, which has aided in shaping the proposals;
 - demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - explain the design principles and concepts that have been applied to the development;
 - explain the policy or approach adopted for access and how policies relating to access in the development have been taken into account; and
 - explain how specific issues which might affect access to the development have been addressed.

2

Site description and context analysis

The site

- 2.1 The site is formed by two land parcels which adjoin the Monmouthshire Bank Sidings strategic site, which benefits from an allocation for 575 dwellings. Of this anticipated quantum of development, 517 have been delivered by Redrow Homes and Llanmoor Homes, leaving a residual balance of circa 58 dwellings.
- 2.2 The site was formerly part of the railway sidings owned by Network Rail who obtained permission for its redevelopment in January 2011 via the appeals process. The two parcels which make up the application site measure approximately 1.2 hectares.

Location

- 2.3 The site is located just outside Newport city centre on the southern side of Cardiff Road (B4237), an arterial road which links the city centre, approximately 1.5km to the north east, and junction 28 of the M4 corridor situated just

over 2km to the south west.

- 2.4 Monmouth Castle Drive is the primary road feeding the wider housing estate, connecting from the south eastern side of Cardiff Road and leading through to Docks Way to the south, which itself links onto the A48. Upon entry into the estate from Cardiff Road, a roundabout leads to the two secondary estate roads of Abberley Hall Road, serving the northern parcel, and Capel Dewi Hall Road, serving the southern portion of the site.
- 2.5 The site is located within an established residential area in use and character, and the land binding the site is formed:
- to the west/north west by Cardiff Road and the railway line, with the site elevated above the railway line. Housing is located on the opposite side of Cardiff Road;
 - to the south west by Harlech Retail Park containing Tesco superstore, Homebase, McDonalds fast food restaurant, and other

commercial uses;

- to the south/south east by the built residential development of the wider housing allocation which has recently been completed. Beyond this lies Maesglas Industrial Estate; and
- to the north east by the Whitehead Works housing allocation (H1(51)).

Local architectural context

- 2.6 In terms of surrounding land uses, the site is located within an established residential area predominantly comprising modern detached and semi-detached dwellings. The design of dwellings is mixed, with housetypes adopting a mix of dormer roofs and gable roofs, and being between two and two and a half storeys in height.
- 2.7 The material palette includes a variety of red and buff brick, light render, and mock timber.



Figure 3 -Dwellings of wider site allocation



Figure 4 - Dwellings of wider site allocation



Figure 5 - Dwellings of wider site allocation



Figure 6 - Dwellings of wider site allocation*



Figure 7 - Dwellings of wider site allocation *



Figure 8 - Dwellings of wider site allocation *



Figure 9 - East Retail Park



Figure 10 - West Food Park



Figure 11 - Maesglas Industrial Estate



Figure 12 - Maesglas industrial estate

related in terms of proximity to surrounding facilities.

2.9 The Active Travel (Wales) Act 2021 describes walkable and active neighbourhoods as those which are characterised by having a range of facilities within 20 minutes walking distance, which would equate to a distance of circa 1.6km.

2.10 A number of services and facilities exist within 1.6km of the site as set out in Table 1, which highlights their distance from the site and the time it would take to reach these facilities by walking or cycling.

2.11 Of particular convenience, it is worth noting that a good retail and employment provision exists within the vicinity. Table 1 demonstrates that the site is within walking and cycling distance of a number of retail parks including Belle Vue Park, Mon Bank Park, Harlech Park, Port Road Park, and East Park. The site is also within close distance of Cardiff Road Local Centre.

Flooding

2.12 The NRW Flood Maps for Planning show that the site is outside of the flood risk area. The maps note some small areas for surface water flooding in zones 2 and 3, but these are on the very fringes of the site. The previous Development Advice Map illustrated the site as being within flood zone B, as noted on the LDP Constraints Map

Heritage context

2.13 The Cadw Heritage advice maps shows that the site does not contain, nor is it within close proximity to,

Facility	Distance from site (m/km)	Walk time (minutes)	Cycle time (minutes)
Bus stop	170/230m	3	1
McDonalds restaurant	240m	3	1
Tesco garage/convenience store	350m	5	2
Belle Vue Park	350m	5	2
Mon Bank Retail Park	500m	7	3
Harlech Retail Park	550m	8	3
Post Office / convenience store	650m	9	3
Lidl supermarket	700m	10	4
Cardiff Road Local Centre	800m	11	4
Gaer Primary School	900m	14	7
Royal Gwent Hospital	950m	13	5
Port Road Retail Park	1.1km	15	3
St David's RC Primary School	1.2km	16	5
East Retail Park	1.3km	17	4
Sirhowy Valley Walk	1.4km	20	7
Tredegar Park	1.6km	23	6
Newport Central Train Station	1.8km	27	11

any heritage asset. The nearest is a Grade II listed gate piers and milestone at Belle Vue Park on the opposite side of Cardiff Road.

Access

- 2.14 The site can be accessed via two existing adopted highways; the larger parcel is accessible via Abberley Hall Road whilst the smaller parcel can be accessed via Capel Dewi Hall Road.
- 2.15 The site benefits from good pedestrian connectivity with footpaths present along Abberley Hall Road and Capel Dewi Hall Road. Both of these routes connect to Monmouth Castle Drive, which serves Cardiff Road and the wider residential site.
- 2.16 A Public Right of Way (PRoW) also extends along the northern boundary of the smaller land parcel (Ref: INM/NSW/0009). This forms part of a wider footpath network, which also extends across the larger land parcel, albeit this portion of the path is not designated as a formal PRoW.
- 2.17 A number of bus stops are present along Cardiff Road, the closest of which is less than 200m west of the site. Bus stops along this route provide access to a range of destinations via a number of services, including routes 30, 36, 37, 40, 50A, JF2, SJ11, X15 and YG13.
- 2.18 Newport railway station is located approximately 1.8km north of the site. It is accessible via sustainable modes of travel from the site, utilising bus route 50A which provides access to the city centre. This station is located on the Ebbw Vale line, the North Wales South Wales line, the Chester

to Crewe line, and the Marches line, providing access to a wider geographic area including Cardiff city centre, Bridgend, Swansea, Cheltenham, and Chester.

- 2.19 Pye Corner railway station is located some 3.5km west of the site and is also accessible via bus route 50A. This is situated on the Ebbw Vale line, providing access to a number of destinations in the south Wales region.

Ecology

- 2.20 Ecological Services undertook a walkover survey of the site on 23rd November 2023 and established the habitats present on both land parcels. It found that the larger plot comprises predominantly species-rich semi improved grassland, with an area of bramble scrub and semi improved grassland present along the northern boundary, and dense willow scrub present along the eastern and north western boundary. Non native hedgerow exists along the western boundary.
- 2.21 The smaller land parcel is made up of a larger gravel hardstanding, which is starting to vegetate over with short perennial vegetation. This shorter vegetation quickly grades into tall ruderal vegetation, whilst land within the bank contains scrub.
- 2.22 In terms of species present, the Preliminary Ecological Appraisal found that a sensitive design and consideration to a sensitive lighting strategy for nocturnal species, and a precautionary approach to the removal of habitat with bird nesting potential will be required. Compensation measures for the loss of bird foraging and nesting

habitat will also be required. The PEA found that further survey work would be needed for reptiles on the larger land parcel, whilst a suitable scheme of mitigation and enhancement measures agreed via a reptile mitigation strategy could be integrated into the development of the smaller parcel.

- 2.23 The PEA also recommended that a buffer of at least 3m from any hedgerow should be incorporated to benefit a range of species and help habitat connectivity.

Trees

- 2.24 A Tree Survey and Tree Constraints Plan prepared by Treescene found that a number of trees and tree groups exist along the boundaries of the site. These include nine Category C trees/tree groups, and one Category B tree. The Category B tree is located opposite the site, across Abberley Hall Road.

Planning history

- 2.25 The site was indicated for B1 commercial use under the original outline planning permission (LPA Ref 07/0540) for the site. The associated legal agreement required the site to be marketed in order to identify a suitable developer or occupier for its intended use. However, it is understood that no interest was received within the required two year period and the local planning authority subsequently confirmed that the requirements of the legal agreement had been satisfied (email from Alun Lowe, Planning Contributions Manager, Newport Council 28 November 2017).
- 2.26 In looking at alternative uses for the site, the vendor engaged with a food retailer for the eastern part of



Figure 13 - St David's Primary School and cycle parking



Figure 14 - Harlech Retail Park



Figure 15 -East Retail Park



Figure 16 - Sign posted Sirhowy Valley Walk



the site with a planning application subsequently submitted in 2020 (LPA Ref 20/1068). However, this application was refused in November 2021 for reasons related to lack of justification over the retail need, cumulative impact upon the vitality and viability of the city centre, and being contrary to the aims of active travel.

Figure 17 - Existing
footpath to north of site

Figure 18 - Green space within
existing residential site



3

Interpretation and design development

Pre-application engagement with Local Authority

- 3.1 Pre-application written advice was received from planning officer Joanne Davidson on 26th September 2023.
- 3.2 The advice received was positive in terms of the principle of development, but raised some queries in terms of the design and further supporting which would be required. A summary of the key topic areas raised, and a response to the feedback received, is provided below.
- 3.3 In terms of **density and coverage**, the original design proposed 47 units and as a consequence of addressing issues raised with the design, including highway geometry, the coverage has been slightly reduced but still manages to comply with policy exceeding the minimum requirement.
- 3.4 In regard to **placemaking and amenity**, the design of the scheme has been amended to take on board comments raised at pre-application stage. The

scheme has sought to adopt detailing, architectural forms, features and a materials pallet which aligns with the distinctive character of the wider estate. The use of facing brick, contrasting brick detailing, render and clay tiles tie in with the quality and architectural language, along with the inclusion of other features such as gablet details, canopies and aperture detailing further echo the distinctive character and quality of the wider estate. The grouping of units and arrangement around the existing estate road should provide interest in the street scene, uplifting the visual amenities of the site which acts as something of a gateway into the development.

- 3.5 The design has also been revised to ensure that dual aspect units are proposed at key corner turning locations to provide active frontages and also add interest to the street scene, avoiding instances where blank side elevations are prominently located or unacceptable relationships between plots are proposed. The banked/tandem parking bay arrangement has been omitted and the number of small private driveways reduced.

Furthermore, boundary treatment has been reviewed to ensure that robust brick feature walls are proposed in locations adjacent to the public realm or more prominently located with timber fencing elsewhere. An acoustic barrier to the railing way line is also proposed.

- 3.6 The layout and mixture of house types on the smaller parcel (parcel 2) has been revised with a less dense approach adopted, through the inclusion of less apartments, which has reduced the level of parking required and allowed for more landscaping and defensible space for future occupiers.
- 3.7 In relation to **highways and parking**, comments received on the previous design, including highway geometry and forward visibility, have been considered and the design amended accordingly. The scheme is also provided with a refuse collection strategy to demonstrate how all of the properties can successfully manage refuse and recycling transfer to the kerbside.

The site plan illustrates a residential development at 1000 Westward Ho. It features two primary building clusters. The upper cluster, bounded by a red line, contains 32 numbered plots (1-32) and is surrounded by extensive landscaping including trees and shrubs. The lower cluster, also bounded by a red line, contains 14 numbered plots (1-14) and is similarly landscaped. The plan includes various annotations such as 'ASSUMED 2.1 - 2.4M HIGH ACOUSTIC FENCE TO NORTHERN BOUNDARIES', 'STRONG LANDSCAPING INCLUDING HEDGEROW AND SHRUBS TO SUIT BOTH SUDDS DRAINAGE DESIGN AND ORNAMENTAL FOR NATURAL GREEN BARRIER', 'PRIVATE DRIVES FRONTING SITE AND SERVING PLOTS', 'MEWS STYLE FRONTAGES', 'BIN COLLECTION POINT', and 'EXISTING ACCESS UPDATED TO SUIT ADAPTABLE STANDARDS WITH NEW 2M FOOTWAYS SERVING SITE'. The plan also shows surrounding roads like Cardiff Road, Abberley Hall Road, and Downton Hall Close, as well as existing buildings and infrastructure like the rail lines and the 1000 Westward Ho Crescent.

HOUSING MIX

5 PERSON 3 BEDROOM HOUSE _DQR - 93M²
4PERSON 2BEDROOM HOUSE _DQR 84 M²
2 PERSON 1BEDROOM FLAT _DQR 51M²
TOTAL

3.8 All of the units are provided with bicycle storage within secure rear sheds. Car parking is provided at a reduced rate with each property having at least one space each whilst the largest three-bedroom houses have two spaces each. A total of nine visitor spaces are also proposed through the scheme. The parking reduction takes into account both the tenure and the sustainable credentials of the site, as justified within the accompanying Transport Statement.

3.9 In relation to green infrastructure and net biodiversity benefit, the land parcels have been remediated and so whilst some evidence of regrowth is evident, this is relatively recent. A further ecological survey has been undertaken by Ecological Services which notes that the site has moderate biodiversity interest. Recommendations for an ecological buffer have been incorporated into the design, whilst other sensitive clearance techniques, along with the provision of bat and bird boxes along with new native planting will help ensure that the scheme minimises any loss and delivers a net biodiversity benefit, in accordance with PPW.

3.10 In terms of sustainable drainage, scheme design has incorporated SuDS features to make provision for surface water drainage proposals. Features include a shallow detention basin with filter drain, along with permeable private parking bays and permeable drives. A separate application in respect of the SuDS design is to be pursued in parallel to the SuDS Approving Body (SAB).

3.11 Finally, the application is supported by a range of reports and further information requested at pre-application stage. It is however requested that a Construction Environment Management Plan be secured through the imposition of a suitably worded condition, should Officers be minded to support the proposal.

Pre-Application Consultation (PAC)

3.12 A statutory PAC exercise was undertaken between 14th June and 12th July 2024. The accompanying PAC Report sets out the comments received as part of that process, and provides a response to each of those responses.

The proposed development

3.13 Monmouthshire Housing Association are therefore seeking planning permission for a proposed residential development.

3.14 A total of 42 dwellings are proposed to be split across the two land parcels. The largest land parcel proposes 30 dwellings, with the remaining 12 units proposed at the smaller land parcel. Specifically, the proposed housing mix includes:

- 16 one-bedroom apartments;
- 21 two-bedroom houses; and
- five three-bedroom houses.

3.15 In addition, the following elements are proposed:

- 71 vehicle parking spaces;
- Four vehicular access points, three of which are to serve the larger land parcel;
- Public open space;
- Sustainable Drainage Systems (SuDS) to be integrated along the site boundaries; and
- Landscape planting along the site boundaries.



KEY PLAN - SITE



LEGEND

[Symbol]	Proposed Building Footprint
[Symbol]	Proposed Parking Area
[Symbol]	Proposed Landscaping
[Symbol]	Proposed Roadway
[Symbol]	Proposed Utility Line
[Symbol]	Proposed Fencing
[Symbol]	Proposed Signage
[Symbol]	Proposed Access Point
[Symbol]	Proposed Stormwater Management
[Symbol]	Proposed Security Features
[Symbol]	Proposed Other Features

NOTES

1. All proposed features shall be installed in accordance with the approved plans.
2. The proposed landscaping shall be installed in accordance with the approved plans.
3. The proposed parking area shall be installed in accordance with the approved plans.
4. The proposed roadway shall be installed in accordance with the approved plans.
5. The proposed utility line shall be installed in accordance with the approved plans.
6. The proposed fencing shall be installed in accordance with the approved plans.
7. The proposed signage shall be installed in accordance with the approved plans.
8. The proposed access point shall be installed in accordance with the approved plans.
9. The proposed stormwater management shall be installed in accordance with the approved plans.
10. The proposed security features shall be installed in accordance with the approved plans.
11. The proposed other features shall be installed in accordance with the approved plans.

REVISIONS

NO.	DESCRIPTION	DATE	BY	CHKD.
1	Initial Design	10/10/2023	J. Smith	M. Jones
2	Revised Design	11/05/2023	J. Smith	M. Jones
3	Final Design	11/15/2023	J. Smith	M. Jones

4

Planning Policy Context

Overview

- 4.1 The planning policy context for the determination of this application is provided by national and local planning policy guidance. National guidance is set out within Future Wales The National Plan 2040, Planning Policy Wales, and Technical Advice Notes.
- 4.2 Local policy comprises the adopted Newport Local Development Plan 2011 - 2026 and its supporting Supplementary Planning Guidance documents.

Future Wales: The National Plan 2040

- 4.3 Future Wales is Welsh Government's top-tier national development framework. It is a strategy for addressing key national priorities through the planning system over the next two decades, 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.

- 4.4 It is a spatial strategy which does not seek to take decisions that are most appropriately taken at the regional or local level, but does provide a strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale. One of the key aims of the document is to address issues which Welsh Government consider to be a priority at this time, with affordable housing identified as a critically important issue throughout Wales.
- 4.5 The document follows a sequential structure, with each section building on the previous one as follows, 'Wales: An Overview', 'Setting and achieving our ambitions', 'Strategic and Spatial Choices: Future Wales' spatial strategy' and 'The Regions'. These sections and their relevance to the proposals at hand are set out as follows.

Wales: An Overview

- 4.6 This chapter provides a broad overview of the country and its intricacies. It is a very high-level overview of the country, however it identifies housing, particularly affordable, as a key issue to address throughout the country, stating that 'Good quality affordable homes are the bedrock of communities and form the basis for individuals and families to flourish in all aspects of their lives. Future Wales provides evidence of the need for housing across Wales at both a national and regional level. This evidence demonstrates the need for a focus on increasing the delivery of social and affordable homes.'

Setting and achieving our ambitions

- 4.7 A focus of Future Wales is to provide quality development in the right places for the right reasons. 11 Future Wales Outcomes are set out within the chapter, which collectively are a statement of where Welsh Government wants



Wales to be in 20 years. Every part of Future Wales is written with the intention of achieving these Outcomes.

- 4.8 Each Outcome commences with the prefix 'A Wales where people live...' building on the statement to provide a vision of Wales in 2040. Of particular relevance to the proposal are the following outcomes, all following the prefix 'a Wales where people live':
- 1 '...and work in connected, inclusive and healthy places';
 - 3 '...in distinctive regions that tackle health and socio-economic inequality through sustainable growth';
 - 5 '...and work in towns and cities which are a focus and springboard for sustainable growth';
 - 7 '...in places where travel is sustainable';
 - 9 '...in places that sustainably manage their natural resources and reduce pollution';
 - 10 '...in places with biodiverse, resilient and connected ecosystems'; and
 - 11 '...in places which are decarbonised and climate-resilient'.

Strategic and Spatial Choices: Future Wales' spatial strategy

- 4.9 One of the opening paragraphs states that "the spatial strategy supports the Future Wales Outcomes. Decisions taken at a national level, including Welsh Government investment choices,

will reflect the principles of the strategy and make positive contributions towards the national placemaking objectives." Cities and large towns are identified as the main development areas through co-locating homes, jobs, and services in these areas, aiming to utilise untapped potential of places and their infrastructure.

- 4.10 It identifies a number National Growth Areas at Policy 1, 'Where Wales will grow', where Newport falls within the same category as the National Growth Areas of Cardiff and the Valleys. A total of 19 policies are identified within this chapter. These include 'Strategic Placemaking', 'Supporting Urban Growth and Regeneration', and 'Delivering Affordable Homes', among others. The latter notes that providing homes in Wales at levels which meet our needs is a key priority and shift in delivery is required to meet this basic human need.

Planning Policy Wales

- 4.11 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the twelfth edition, published in February 2024.
- 4.12 The main thrust of PPW is to ensure that the planning system contributes towards sustainable development and improves the social, economic, environmental, and cultural well-being of Wales. Placemaking lies at the heart of PPW, with

policy and development management decisions required to seek to deliver development that adheres to these principles.

- 4.13 In a bid to ensure placemaking is prioritised, and in order to aid in implementing the Well-being of Future Generations Act, policy topics within PPW have been grouped under four themes, namely 'Strategic and Spatial Choices'; 'Active and Social Places'; 'Productive and Enterprising Places'; and 'Distinctive and Natural Places'. Each of the four headed chapters is supplemented by detailed and interwoven policy, which seeks to work together in delivering sustainable places.
- 4.14 PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. In this regard it seeks to achieve WG's well-being goals. All statutory bodies in Wales carrying out a planning function must exercise those functions with the principles of sustainable development as defined in the Well-being of Future Generations Act. Accordingly, paragraph 1.18 of PPW states emphatically that 'legislation secures a presumption in favour of sustainable development'.
- 4.15 Figure 4 of PPW covers the Key Planning Principles of WG in seeking to achieve "the right development in the right place". Development proposals must seek to deliver development that addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every



development proposal.

- 4.16 Another Key Planning Principle of WG is facilitating accessible and healthy environments, stating in Figure 3 that “Our land use choices and the places we create should be accessible for all and support healthy lives. High quality places are barrier-free and inclusive to all members of society. They ensure everyone can live, work, travel and play in a way that supports good physical and mental health.”

Strategic and Spatial Choices

- 4.17 It is indicated within PPW that the first stage of the assessment of proposals must take place in respect of Strategic and Spatial Choices. In this regard it is stated that “Effective strategic placemaking requires early collective consideration of placemaking issues at the outset... when developing specific proposals”.
- 4.18 Paragraphs 3.3 to 3.18 of PPW highlight the importance of good design in “creating sustainable places where people want to live, work and socialise”. To achieve good design development, proposals need to meet the five overarching aims of design which comprise of access, character, community safety, environmental sustainability, and movement.
- 4.19 Accessibility is covered between paragraphs 3.49 and 3.52, wherein it is stated that the overarching aim of spatial strategies should be

minimising the need to travel, reducing reliance on the private car, and increasing walking, cycling and use of public transport.

- 4.20 PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services, and employment opportunities. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.
- 4.21 PPW indicates at paragraphs 3.61 to 3.63 that development should be located so that it can be well serviced by existing or planned infrastructure.

Active and Social Places

- 4.22 A key theme of PPW is creating places that are active and social, this includes sustainable transport provision for housing development. The opening paragraphs to this chapter include the following aspiration of PPW:
- “New development should prevent problems from occurring or getting worse such as the shortage of affordable homes, the reliance on the private car and the generation of carbon emissions.”
- 4.23 PPW places importance on locating

development so as to minimise the need to travel and increasing accessibility by modes other than the private car.

- 4.24 In terms of car parking, paragraph 4.1.50 indicates that “A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down”.
- 4.25 With respect to housing, the WG recognise the importance of a home to people’s lives and indicates that the planning system must:
- “identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;
 - enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and
 - focus on the delivery of the identified housing requirement and the related land supply.”
- 4.26 Paragraph 4.2.5 states that “Planning authorities should plan for a mix of market and affordable

housing types to meet the requirement and specifically consider the differing needs of their communities.”

- 4.27 Paragraph 4.2.25 states that “a community’s need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.”

Productive and Enterprising Places

- 4.28 This section relates primarily to economic development, tourism, infrastructure, the rural economy, energy, and waste, and is thus less directly applicable to this proposal.

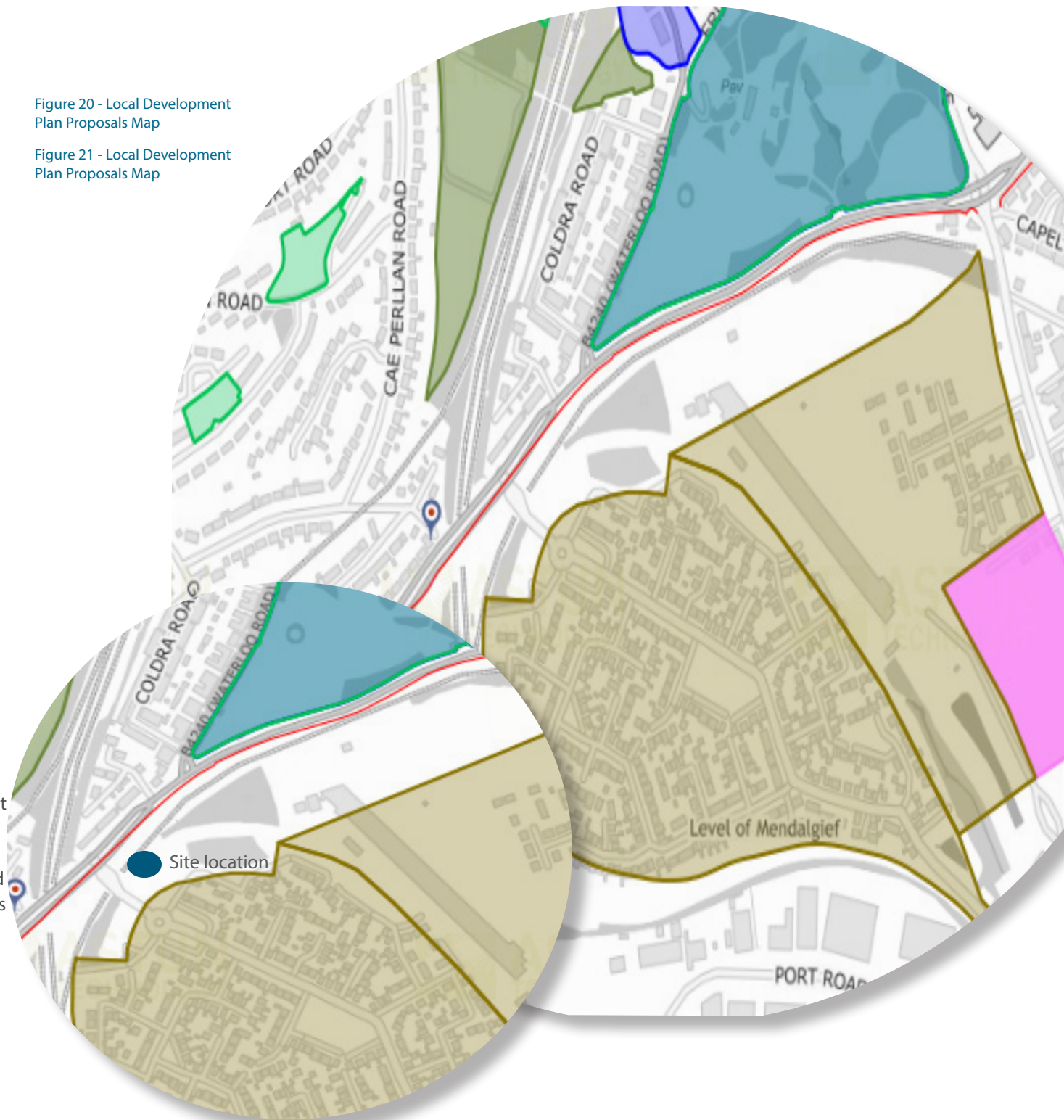
Distinctive and Natural Places

- 4.29 This chapter of PPW covers a range of topics, including cultural heritage matters, natural assets, and environmental quality. The opening statement of the chapter states that:

“Development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places...Problems should be prevented from occurring or getting worse. Biodiversity loss should be reversed, pollution reduced, environmental risks addressed and overall resilience of ecosystems improved.”

Figure 20 - Local Development Plan Proposals Map

Figure 21 - Local Development Plan Proposals Map



Technical Advice Notes

- 4.30 The following Technical Advice Notes (TANs) are of relevance in the consideration of these proposals.
- 4.31 TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.
- 4.32 TAN 11, published in October 1997, relates to noise and development.
- 4.33 TAN 12 relates to Design and was updated in March 2016. It provides advice and information on a number of related areas including the definition of design for planning purposes; design considerations in planning decisions; and local planning authority design policy and advice.
- 4.34 TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.

Well-being of Future Generations Act

- 4.35 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to 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. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

Local Development Plan

- 4.36 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. The development plan for the site comprises the Newport Local Development Plan (LDP) 2011 - 2026 (Adopted January 2015).
- 4.37 The application site is within the defined settlement boundary, and forms part of the urban area of Newport. As evident at Figures 23 and 24, the site is not subject to any formal designations within the LDP Proposals Map. The site does however sit within close proximity to a number of designations, including the land allocation to the south of the site for housing commitments. To the north of the site, a long distance walking and cycling route is present along the northern boundary. Beyond this, land is identified as a Conservation Area, Formal Gardens and Historic Landscape Park or Garden.
- 4.38 Policies with a prefix of 'SP' are strategic policies, whilst subject specific policies are prefixed according to their topic.
- 4.39 Policy SP1 relates to sustainability, and sets out that proposals are required to 'make a positive

contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary'. A set of criteria is provided, against which development proposals will be assessed, including inter alia in relation to their contribution to an efficient use of land (criterion i) and the reuse of previously developed land (criterion ii).

- 4.40 Similarly, Policy SP18 considers urban regeneration and stipulates that a number of proposals will be favoured, including those which contribute to 'the provision of residential ... opportunities within the urban area' (criterion ii) and the 'reuse of vacant, underused or derelict land' (criterion iii).
- 4.41 Policy GP6 relates to quality of design, and sets out the design principles which will be sought across development proposals. Such principles include 'all development should be sensitive to the unique qualities of the site and respond positively to the character of the area' (criterion i), and 'all development should maintain a high level of pedestrian access, connectivity and laid out so as to minimise noise pollution' (criterion ii).
- 4.42 Policy H2 sets out housing standards and states that 'residential development should be built to high standards of environmental and sustainable design, taking into account the whole life of the dwelling'.
- 4.43 Policy H3 sets out housing mix and density, and notes that developments of more than 10 dwellings should 'be designed to provide a mix of housing to meet a range of needs and should

be built at a density of at least 30 dwellings per hectare.' A lower density will only be permitted where it can demonstrate compliance with a number of tests.

- 4.44 A summary of the pertinent LDP policies is provided in the adjacent table, listed in the order they appear in the LDP.

LDP Policy	Relating to
Strategic policies	
SP3	Flood risk
SP9	Consequences of natural, historic and built environment
SP13	Planning Obligations
Other policies	
GP1	Climate change
GP2	General amenity
GP4	Highways and accessibility
GP5	Natural Environment
GP6	Quality of design
GP7	Environmental protection and public health
H1	Housing sites
H2	Housing standards
H3	Housingmix and density
T4	Parking

W3

Provision for waste management facilities in development

Emerging Local Development Plan

- 4.45 Preparation has begun on a Replacement Local Development Plan. In 2020 it was decided that a new Replacement Plan should be prepared, and a Delivery Agreement has since been prepared to manage the process, with the intention of a new plan being adopted in 2026

- 4.46 Mindful of this context, the existing adopted LDP continues to be the mechanism for determining planning applications.

Supplementary Planning Guidance (SPG)

- 4.47 It is considered that the following SPG documents are applicable in consideration of the proposed development:
- Sustainable Travel (July 2020);
 - Planning Obligations (January 2020);
 - Affordable Housing (October 2021);
 - Wildlife and Development (August 2015);
 - New Dwellings (January 2020);
 - Waste Storage and Collection (January 2020);
 - Parking Standards (August 2015);
 - Trees, Woodland, Hedgerows and Development Sites (January 2017); and
 - Air Quality (February 2018).

The scheme complies with the minimum density requirements equating to approximately 38 dwellings per hectare. The scheme also offers a range of unit types and sizes, varying from one bed apartments to three-bedroom dwellings, which will aim to meet a wide range of needs within the community.

- 5.1 The design by LeTrucco Design Architecture looks to promote a more efficient and effective use of land, utilising a redundant parcel of land for residential use in a manner which responds to the surrounding context.
- 4.2 The design forms a continuation of the wider estate design with the position of units following the alignment of the estate road to provide an active and attractive street scene. The use of short drives and cul-de-sac arrangements seek to ensure an efficient use of the land. All of the units are provided with suitably sized gardens complying with the design quality requirements space standards.
- 5.3 The material palette looks to echo those used in the vicinity for the main facing materials. This includes dark multi facing brick and smooth off white render for the principal elevations, with red / brown tiles for the roofs.

5.5 The smaller land parcel benefits from an existing access arrangement off Capel Dewi Hall Road. The proposed development looks to create a private internal road which will extend from this entrance.

4.6 Whilst the larger land parcel does not benefit from any established access points, it is conveniently located on Abberley Hall Road. Three new entrances are therefore proposed on this route to serve the development.

4.7 The site layout looks to develop housing which

Good Design

Access
Ensuring ease of access for all

Character
Sustaining or enhancing local character / a successful local environment / a successful relationship between public and private spaces / safety / independent private and high quality creative design

Context
Ensuring attractive, safe public spaces / security through natural surveillance

Movement
Promoting sustainable means of travel

Environmental Sustainability
Achieving efficient use and protection of natural resources / enhancing biodiversity / designing for change

fronts onto both Abberley Hall Road and Capel Dewi Hall Road, replicating the existing pattern of development evident throughout the wider residential site.

- 5.8 Vehicular parking is proposed to be delivered either on site or to the front of all respective dwellings. A total of 71 vehicle spaces are proposed, on the basis of one space per one and two bedroom dwellings, and two spaces per three-bedroom dwellings. Nine visitor parking spaces are also proposed.
- 5.9 The site benefits from good access to pedestrian routes within the vicinity and future residents of the site will be able to utilise this.

Movement

- 5.10 The site is located in a sustainable location, within walking distance of convenience stores, supermarkets, recreational facilities and leisure opportunities as demonstrated in Section 2.
- 5.11 Section 2 of this DAS also demonstrates that the site benefits from access to a range of bus services which serve the vicinity. The site also benefits from good connections to Newport city centre which provides access to a vast retail and employment landscape as well as Newport train station which provides good connections to the wider geographic area.

- 5.12 Evidently, sustainable travel is available from the site to a host of local and regional destinations.

Environmental sustainability

- 5.13 The proposed development makes use of a well-located vacant site, thereby according with a key consideration of local and national policy.
- 5.14 The sustainable location of the site in proximity to a range of local services and within convenient access of Newport city centre, promotes opportunities for healthy access to a breadth of facilities. The availability of public transport provision further reduces the need for residents to travel by car.
- 5.15 Means to improve sustainability through building methods and construction will be explored, but at this stage in proceedings, that level of detail is yet to be explored.
- 5.16 In terms of drainage design, the proposals for the site offer a sustainable drainage strategy in accordance with Welsh Government SuDS guidance and to meet the requirements of SuDS Approval Body (SAB), and will comprise of a mixture of SuDS components.

Community safety

- 5.17 It is considered that the proposed site layout demonstrates a series of positive features

that will ensure the development creates an attractive, safe and secure place. These include:

- high levels of natural surveillance over the new internal road and parking areas, with the proposed apartments fronting onto this area ensuring that they are well overlooked;
- cycle parking to be provided within a secure storage, in an overlooked part of the site, increasing security; and
- car parking being placed in front and within the curtilage for most houses, thereby allowing residents to overlook their cars providing more security.

- 4.18 It is also noted that by developing the site for residential use, Abberley Hall Road and Capel Dewi Hall Road will also benefit from an increase in active uses along these highways by redeveloping the currently vacant part of land and replacing it with a more active use.
- 4.19 Recognised separation distances are also respected in order to ensure that the development does not give rise to any unacceptable impacts upon the privacy and other amenity considerations of the existing neighbours.

Response to planning policy

- 5.20 The proposed design is considered to adhere to the relevant planning policy set out in Section 4.
- 5.21 The overriding principles of PPW are considered to be met. In this respect, a redundant site is being utilised in order to provide much-needed affordable housing in a sustainable location. It also advocates development of sites in close proximity to modes of sustainable transport.
- 5.22 PPW brings the objectives of the Well-being of Future Generations Act into clearer focus in a planning context, and it is considered from a planning policy focus that compliance with PPW is demonstrated. In this regard, wellbeing goals of the Act are considered to be adhered to through this application, in that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives as a result of the application being approved and development being carried out.
- 5.23 Compliance with PPW is demonstrated, which advocates siting new development within existing urban areas. Further, the development also assists in PPW's aim to tackle the shortage of affordable homes and assist in promoting sustainable residential developments to enable people to live independently and safely in their own homes for longer.
- 5.24 The proposed development is also able to demonstrably adhere to placemaking principles

advocated by PPW, in that the development contributes towards creating and sustaining communities with the provision of affordable housing contributing towards meeting the identified need within Newport.

- 5.25 Policies of the LDP are also considered to be complied with, not least due to the site's location within the settlement boundary. The development is in line with Policy SP1 as it promotes a sustainable development in a sustainable location on vacant and under utilised land within the settlement boundary, which will make a positive contribution to the established residential context. The provision of new residential development on the vacant land within the urban area also accords with the aspirations of Policy SP18.
- 5.26 Policy H4 specifically relates to affordable housing, and the proposed provision of 100% affordable housing exceeds the policy requirement of 30%.
- 4.27 Policies H2 and H3 relate to specific housing standards, and the site layout demonstrates how these have been adhered to. The new apartments will look to be developed adopting sustainable methods of construction, with the building fabric comprising sustainable and durable material choices.
- 4.28 Whilst Policy H2 stipulates that developments of 10 or more dwellings should be designed to provide a mix of housing, the scheme looks to provide

100% one-bedroom dwellings. In this regard, it should be acknowledged that the scheme looks to provide a fully affordable residential scheme, and the housing mix has therefore sought to reflect the identified housing need.

6 Green infrastructure strategy

The requirements

- 6.1 Edition 12 of PPW, the latest version of the framework, was published in February 2024. This version imposes a duty on competent authorities such as Rhondda Cynon Taf County Borough Council to conserve and enhance biodiversity, and introduces a requirement for all planning applications to be accompanied by a green infrastructure statement. Specifically, paragraph 6.2.12 states that:

“A green infrastructure statement should be submitted with all planning applications. 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 6.4.15) has been applied.”

- 6.2 This chapter of the DAS therefore looks to identify the green infrastructure proposed as part of this planning application, and demonstrate how it is to be incorporated into the proposed development.

Green infrastructure

- 6.3 Green infrastructure (GI) is defined by Planning Policy Wales as a “network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places”. This can include natural habitats ranging from grasslands, wetlands and woodlands to parks, open spaces, playing fields, street trees, rain gardens, allotments and private gardens.

Baseline

- 6.4 A Preliminary Ecological Assessment including

a desk top study, Phase 1 survey, and walkover survey was undertaken in November 2023. It found that the largest land parcel predominantly comprises species rich semi improved grassland. Other habitats include bramble scrub, dense willow scrub, and non native hederow. It also found that a large part of the smaller land parcel comprises gravel hardstanding. Surrounding this, habitats include short perennial vegetation, tall ruderal vegetation, and scrub.

GI strategy

- 4.5 Due to the nature of the proposed development, a large proportion of the site will be taken up by the residential properties and the associated access roads and parking, however the new layout creates more space for soft landscaping than the current site has and these areas will be maximised to meet the GI objectives.

- 4.6 An extract of the landscaping plan is provided in



Figure 26 overlaid and clearly illustrates the design intent of the planting areas.

4.7 Key measures include:

- retaining and reinforcing the green corridor banks along the northern perimeter of the site, with tree and landscape planting shown along this boundary. These boundaries will be offset from the majority of new dwellings through placement of gardens, sustainable drainage proposals, and areas of public open space.
- a buffer of 3m which is to be provided for existing hedge and grassed areas where possible. Land within the buffers is to include hedgerows and shrubs which will be both ornamental for the natural green barrier, and offer some drainage function.
- landscaping throughout the site to including informal planting and rain gardens.

Summary

- 4.8 The existing landscape has been assessed and important existing features have been identified. The impact of the new development will be mitigated by creating new planting zones, hedges and other landscape features, which will in fact improve biodiversity, provide important ecological habitats and enhance the amenity value of the site

as per the requirements of PPW.

- 4.9 The scheme will deliver a network of multi-functional and healthy green spaces as the landscape measures establish and mature.

7

Appraisal & conclusion

- 7.1 This application proposes a scheme of 42 affordable dwellings. The proposals also include sustainable drainage proposals, landscape planting, car parking, and associated infrastructure.
- 7.2 The principle of the development is considered to have been established by nature of the site's location within the settlement boundary.
- 7.3 The development proposes a scheme of 100% affordable housing, supporting key principles of both local and national policy in this regard.
- 7.4 The design facets proposed are befitting of the site's location and demonstrate consideration of the surrounding land uses and its relationship with the nearby residential context. The design ensures minimal impact on existing residents and complements the local area.
- 7.5 Access arrangements ensure that the dwellings are accessible in line with WG's Development Quality Requirements, and that pedestrian safety is prioritised.
- 7.6 The development makes use of a redundant site in line with national and local policy and presents an opportunity to contribute to the identified local housing need for affordable dwellings. The proposals, though not strategic in scale, will aid in addressing this known housing shortfall within the County Borough.
- 7.7 Wellbeing goals of the Well-being of Future Generations Act are considered to be adhered to through this application in that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives as a result of the application being approved and development being carried out. By this token, the aspirations of PPW, which mirrors the well-being goals, are followed under these proposals.
- 7.8 In conclusion, it is considered that the proposal offers an opportunity to provide homes in a sustainable location which will promote active travel and encourage a shift to more sustainable modes of transport whilst providing much needed affordable dwellings to the area. The site accords with sustainable development principles through its location within the settlement boundary. The development is considered to be a suitable and positive addition to the streetscene and there are no known constraints to the development of this site. On this basis, it is considered that this application is one that Newport City Council is in a position to support.

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