



1671:PL:DAS

Design & Access Statement

for

Proposed Residential
Development

At

Coverack Road, Newport

Hedyn

kennedy james griffiths
K J G
CHARTERED ARCHITECTS • PROJECT MANAGERS

1.0	Vision & Introduction	3	Amount	21
	Design Concept Brief.....	3	Site Layout	22
	Application Description.....	3	Apartment Layouts	24
	Existing Use	4	Scale	24
	Previous Planning History.....	4	Appearance	24
2.0	Site and Context Analysis.....	5	Landscaping/Ecology	27
	Culture & Community.....	5	Biodiversity and GI Strategy.....	27
	Site Location	5	Community Safety	28
	Planning Context	6	Environmental Sustainability	28
	Surrounding land & Buildings Use.....	7	Materials	28
	Neighbourhood Structure	7	Energy Efficiency	28
	Consultation & Engagement.....	9	Transport	29
	Socio Economic and Market Analysis.....	9	Noise	29
	Landscape.....	10	Waste	29
	Topography.....	10	Waste Minimisation Strategy	29
	Access Points	10	Drainage	29
	Boundaries.....	11	4.0	Planning Policy/Consultation
	Blue & Green Infrastructure	12		30
	Flooding:.....	13		National Planning Policy
	Ecology.....	13		30
	Microclimate	13		Planning Policy Wales
	General assessment.....	13		30
	Acoustic Environment.....	13		Technical Advice Notes:
	Air Quality	14		30
	Movement & Infrastructure.....	14		Local Planning Policy.....
	Road Hierarchy & Access.....	14		31
	Public Transport	15		Key Policies
	Cycling Infrastructure	15		31
	Utilities & Infrastructure	16		Supplementary Planning Guidance
	Parking requirements for proposed development	16		32
	Built Form	17		Planning Appraisal.....
	Urban Form	17		33
	Building Scale, heights and Density	18		Consultation
	Strengths, Weaknesses, Opportunities and Threats	19		35
3.0	Design Analysis	20		Flooding NRW.....
	Design Brief	20		35
	Design Development/Evaluation	20		Pre-Application Advice
	Access.....	21		35
	Movement.....	21		Pre-Application Consultation (PAC).....
	Character	21		36
	Use	21	5.0	Access Statement
				37
				Movement to and from the Site.....
				37
				Pedestrian Access
				37
				Cycle Access
				37
				Cycle Storage
				38
				Vehicle Access.....
				38
				Public Transport Access
				38
				Movement within the site and buildings
				38
				Sustainable Travel
				38
				Sustainability Calculation/Parking.....
				39
6.0	Summary and Conclusions.....	41		

1.0 Vision & Introduction

The proposed project is located at Coverack Road, Newport, NP19 0QD. Hedyn have secured an option to purchase the site with a view to providing an affordable housing development as an extension to their previous successful developments of Tramway House and Bankside House on the adjacent site to the North.

The site is currently vacant. A detailed description of the site is included in the site analysis section below.

The site is in a sustainable location extremely close to several local amenities including Schools, Public Transport, Shops, and a District Centre.

Further details on the existing site and its context are given in the Context Analysis section below.

Hedyn have recognised an opportunity to meet an identifiable need and provide affordable housing on a brown field site in a highly sustainable location within an area with a clearly identified need for additional affordable housing.

Planning pre application advice has been previously obtained for a similar development (ref: PRELET/ P/20/00044) and the principle of residential development has been generally accepted, indeed the site is allocated for residential development within the adopted Local Development Plan (Ref H1(64)).

Design Concept Brief

The design concept as set out in a brief prepared by Hedyn is to:

“Provide appropriate design options to optimise the utility of the site within the parameters of the WDQR 2021 design guidelines. All properties should be designed to achieve EPC-A standard as a minimum and unit types should be 2P1b flats or 3P2B flats which are currently needed to answer the most acute housing need in the Gwent region”.

The design is to be aesthetically pleasing and, where appropriate, complimentary to the existing character of the area as defined in the site context analysis.

All apartments are to be fully compliant with Welsh Government’s Design Quality Requirements (DQRs) including Lifetime Homes, RNIB Standards and Secured by Design compliance to enable the project to be funded by the Social Housing Grant (SHG). In addition to the above the design has to respond to the Hedyn broader vision as set out below:

Hedyn is committed to building sustainable and affordable homes that meet the needs of the current and future generations within our existing local communities. In addition, we are also seeking to reduce unnecessary service charges for our residents through appropriate and focused design of new homes coming into the development programme.

We aim to offer a range of housing types and tenures to reflect the needs and of the local communities within which we work.

Our homes and communities should be designed:

- To meet the identified local housing need.
- To be suitable for a range of tenures.
- To ensure that an affordable rented home should be no different to a low-cost home ownership home or a market sales home.
- Be flexible and adaptable to the changing needs of occupants.
- Meet the changing needs of our tenants who will occupy the buildings over its life.
- To be safe and secure.
- To be of sufficient size and convenient layout for everyday living.
- To be good quality and have low running costs for the occupants.
- To provide good value for money in terms of using robust good quality materials which are efficient to manage and maintain.
- To be cost - effective, by making good use of site space with prior consideration to the cost of any lifts plant or provision of communal spaces which could be difficult or expensive to maintain and burden residents with unnecessary service charges.

Application Description

A scheme has been prepared and a Pre Application Advice is being obtained for the proposals prior to the submission of a Full Planning application following formal Pre Application Consultation. This document has been prepared in support of the application as required by the Town & Country Planning (Development Management Procedure) Order 2009.

This document is set out in accordance with guidance from TAN 12: Design (appendix A1), Design Commission for Wales guidance ‘Design and Access Statements in Wales: Why, What and How’ and Newport City Council’s published guidance documents. It describes the Proposal and sets out the design process that has resulted in the proposed development.

The application to be submitted will be a Full Planning Application for the ‘construction of 40 affordable apartments along with associated parking and external areas’.

The development will include a mix of one and two bedroom apartments.

The nature and scope of the Proposal is clearly set out on the following drawings and documents which have been included in the application:

Drawing /Document Title	Description
1671 PL:01	Location Plan (A3)

1671 PL:02	Site Analysis drawing (A3)
1671 PL:03	Existing Site Plan (A3)
1671 PL:04	Proposed Site Plan (A3)
1671 PL:05	Proposed Ground Floor Plan (A3)
1671 PL:06	Proposed Upper Floor Plans (A3)
1671 PL:07	Proposed Elevations (A3)
1671 PL:08	Proposed Context Elevation (A3)
1671 PL:09	3D Images
1671 PL:10	Type A Plans (A3)
1671 PL:11	Type B Plans (A3)
1671 PL:12	Type C Plans (A3)
1671 PL:14	Massing Study (A3)
1671 PL-DAS	Design & Access Statement
PR-Rev A	PAC Report
PS-Rev B	Planning Statement
edp8348_d003 A	Detailed Soft Landscape Plan
edp8348_r001-C	Archaeological and Heritage Assessment
edp8348_r002---Heritage Technical Note	Heritage Technical Note
23005-SK-001-Drainage Strategy-A	Drainage Layout/Strategy
P3726 (2D) A2 Sheet @ 1-500 (1)	Topographical Survey
LNA-JBAU-XX-XX-RP-Z-0001-S3-P01	Flood Consequence Assessment
24.6435_ENS1	Environmental Noise Assessment
LNA-JBAU-XX-XX-RP-Z-0003-S3-P01-Coverack_HRA	Habitat Regulations Assessment
1752-ACS-ZZ-XX-RP-T-001-A	Transport Statement
1752-ACS-ZZ-XX-RP-T-002-A	Travel Plan
LNA-JBAU-XX-XX-RP-Z-0002-S3-P01-Coverack_PEA	Preliminary Environmental Assessment

More detailed descriptions of the proposed design and layout are provided in Section 3: Design Analysis, of this document.

Existing Use

The site is currently vacant. It was previously a Paint mill which was demolished between 2006 to 2009.

Details of the existing site layout is shown on the submitted drawings and the site is described in detail in the next section.

Previous Planning History

Newport City Council's website was consulted to establish any previous planning applications for the site.

An application (10/1087) was made in 2010 for up to 77 apartments with 50 car parking spaces. The application was refused.

A second application (12/0266) was made in 2012 for a similar scheme with 77 apartments and 94 parking spaces. This was also refused.

Pre application advice (PRELET/ P/20/00044) was obtained by the previous site owners in July 2020 for a scheme similar that now submitted.

Pre Application Advice (P/24/0058) was obtained in June 2024 for the current proposal. See section 4.0 for details.

Formal Pre Application Consultation was carried out in December 2024- January 2025.

This submission has sought to address the issues raised in the Pre-Application advice as set out in the following sections of this document.

2.0 Site and Context Analysis

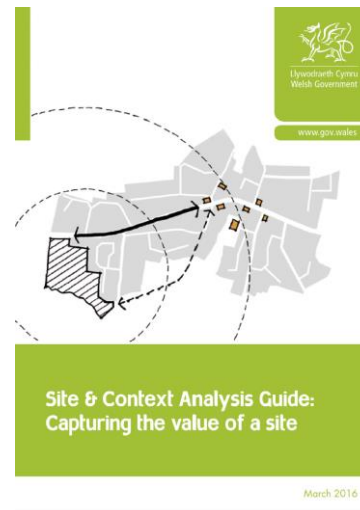
A full understanding of a development site is a crucial part of the design process. To facilitate this understanding a full site and context analysis has been carried out. The analysis as set out below has been based on guidance provided in the Welsh Government publication “*Site & Context Analysis Guide: Capturing the value of a site*”.

This document sets out 4 main headings to guide the Site and Context Analysis:

- Culture & Community
- Landscape
- Movement & Infrastructure
- Built Form

These sections are included below with diagrams and photographs as appropriate to further enhance the site analysis and identify the Strengths, Weaknesses, Opportunities and Threats presented by the site.

To assist in the evaluation of the site a Site Context Analysis drawing (1487:PL 02) has been prepared. This is included in the submission and is reproduced below for reference.



“Design which is inappropriate in its context, or which fails to grasp opportunities to enhance the character, quality and function of an area, should not be accepted, as these have detrimental effects on existing communities.”

TAN 12: Design, Welsh Government, para 2.6

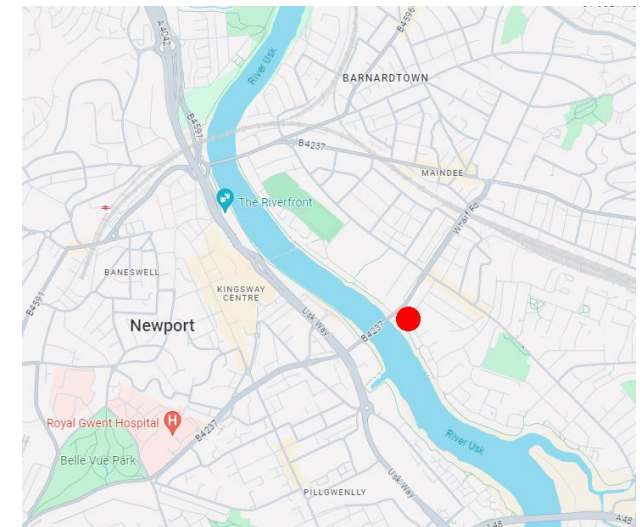
Culture & Community

Site Location

The site location is shown on the drawing 1671:PA:01 and the following aerial photograph and map and lies approx. 1km to the Southeast of Newport City Centre. The full site address is:

Gwent Car Sales
Land To South Of Cyril Street
Coverack Road
Newport,
NP19 0QD

Above: Location map showing the site, Newport City Centre (yellow) is to approx. 1km Northwest
Below: Aerial view of the site (marked in red).



The site is located in the Victoria Ward, on the river front directly to the South East of the George Street Bridge, which is a Grade II* Listed structure.

The area generally is built up area characterised by residential development, both contemporary and traditional, with a commercial storage business located due East.

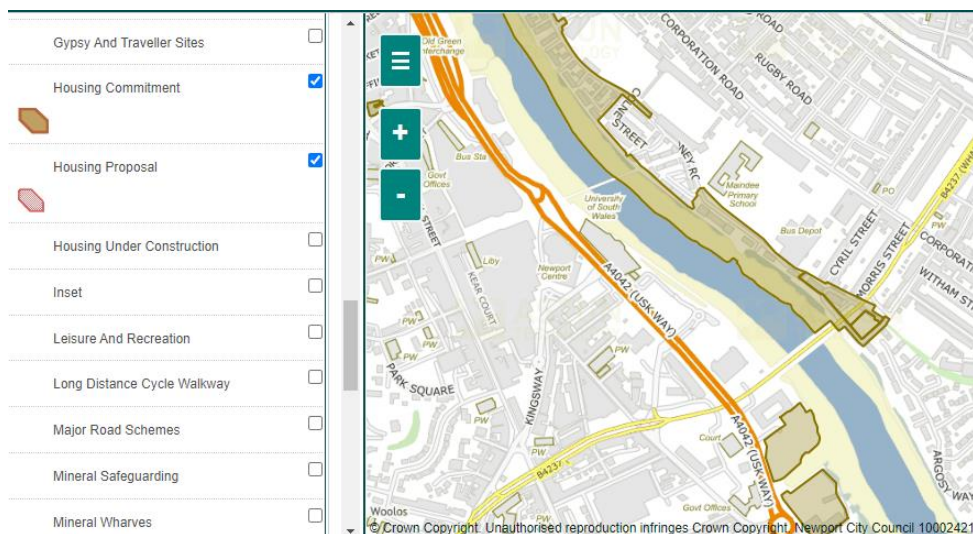
The site is well located to provide plenty of opportunity for employment within reasonable walking and cycling distance. The easy access to public transport and major road links

increases the availability of employment to a regional level with limited detriment to the environment.

The site area is approx. 0.174Ha.

Planning Context

The site is within the settlement boundary and the principle of development for residential use has been generally agreed by way Pre-Application advice obtained from Newport City Council in July 2020 for a similar scheme (PRELET/ P/20/00044).



The site has been allocated in the current LDP as an area of Housing Commitment as shown in the extract from the LDP Proposals Map opposite. It is understood from previous pre application advice that it forms part of the Housing allocation Ref H1(64).

The previous pre application advice raised a number of issues that require addressing in any planning application and this document intends to demonstrate how those issues have been resolved. The key matters identified can be summarised as:

Flooding

The site lies in Flood Zone B on the Development advice map and is not subject to flooding as the area benefits from flood defences.

A Flood Consequence Assessment has been prepared by JBA Consulting (document LNA-JBAU-XX-XX-RP-Z-0001-S3-P01) and is included in this submission.

The FCA has confirmed that the site will also be in Flood Zone 1 in the potentially upcoming Flood Map for Planning.

The designation of the site generally and the findings of the FCA show that flooding is not a constraint on the development of the site. However, given that areas around the site may be subject to flooding the FCA recommends that a Flood Plan is prepared for future occupants.

Noise

As the site is located directly adjacent to the George Street Bridge traffic noise is a potential constraint on any proposed development. To fully understand the potential implications and to inform any proposed design a Noise Impact Assessment has been carried out by Hunter Acoustics. Their Report (document 24.6435_ENS1) is included in the submission.

The results of the acoustic survey indicate that whilst noise is a potential issue, it is not at a level that cannot be successfully mitigated by careful design.

The document has identified areas of a potential building that would need noise attenuation measures to control ambient noise levels within any apartments. This has been factored into the proposed design as set out in the following sections.

Ecology

A full assessment of the site's ecology is included in the next section. The planning pre app advice requires that details of ecological mitigation and improvements in biodiversity are included in any future planning application.

Air Quality

The previous Pre App advice indicated that the site is adjacent to an Air Quality buffer zone and that an Air Quality Assessment may be required to support a Planning Application. This is discussed in more detail in the Microclimate section of this document.

Historical and Archaeological Context

George Street Bridge, which is immediately to the NW of the site is a Grade 2 Listed structure. In addition the area surrounding the site has the potential for archaeological features due to the history and tidal nature of the area.

A formal Archaeology and Heritage Assessment (AHA) has been prepared by The Environmental Dimension Partnership Ltd (EDP), on behalf of Hedyn. A copy of this document is included in the application.

The conclusions of the document set out that a potential residential development of 4-5 storeys will not be of sufficient height or scale to compete with the prominence and imposing character of the Grade II* Listed George Street Bridge and therefore this key aspect of the building's aesthetic value would be preserved.

It further concludes that it is unlikely that any significant remains of historical site usage or features remain and that no ongoing archaeological monitoring was deemed necessary.

Therefore the historical and archaeological context has no significant impact on the potential design of the site and buildings over and above requirement to restrict the building height to 5 storeys.

Surrounding land & Buildings Use

The area is generally residential in nature. The streets to the North and North East are generally traditional 2 storey terraced houses. This includes Coverack Road and Morris Street.

To the North West on the opposite side of the George Street bridge are the 2 blocks that make up Phase 1 of the proposed development, Tramway House and Bankside House. These are 5 storey blocks with a total of 76 apartments. Tramway House is private rented accommodation and Bankside House is affordable accommodation operated by Hedyn.

To the South East of the site on the other side of Coverack Road is a relatively new development of 2 storey houses and 3 storey apartment blocks.

Adjacent to this development is a commercial self storage premises.

More details of land use in the local area are shown on the extract from the Analysis Plan included opposite.

The image below shows the site in relation to the George Street bridge with the Phase 1 buildings to the North West.



Neighbourhood Structure

There is a well-established neighbourhood Structure in the area generally as it is a mature suburb of Newport, albeit an area that is undergoing considerable redevelopment along the riverbank. The site offers easy pedestrian access to a range of local amenities and employment opportunities for potential residents.

Maindee Primary School is located an easy 350m walk along the river to the North of the Site, with Lliswerry High Secondary School just over 2.5km to the SE. The primary School is within recommended walking distances as defined by Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' and is the local catchment school for the site.

Corporation Road District Centre is approx. 190m walking distance to the NE of the site along Coverack Road. The District Centre has a range of local amenities including convenience stores, health facilities and a Post Office.

There is a doctors surgery and pharmacy on Willenhall Street, which is within a level 360m walk from the site.

Newport City shopping Centre is approximately 800m walking distance to the Northwest of the site and provides a range of facilities including retail outlets, a large Supermarket, public transport access, cultural and leisure activities along with a range of employment opportunities.

The site is close to a number of leisure and sports facilities such as Rodney Parade, Dragons Rugby and Newport Squash and Rackets Club to the North.

There are a number of public open spaces in the area including Lysaght's Park approx. 400m to the SE.

The site is also immediately adjacent to the riverside cycle path on the Eastern bank of the river Usk with National Cycle Route (NCN) 47 on the opposite bank.

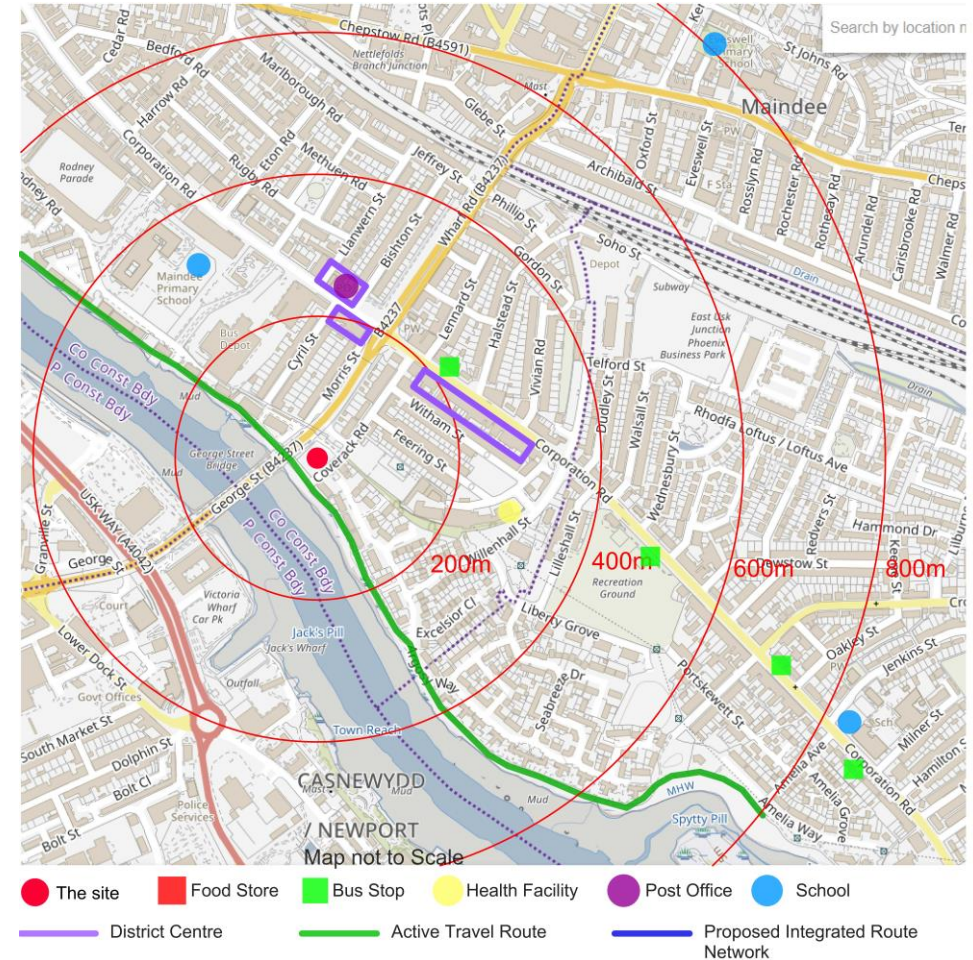
As stated above there are a number of commercial activities located close to the site which may offer Employment opportunities. In addition, there are plenty of construction, building and technology companies located within reasonable walking distance of the site. These employment opportunities are also easily accessible by Public Transport (see Movement and Infrastructure below).

As the site is within an existing residential area, with good access to facilities it is not considered that the proposed development will have any negative effect on the surrounding neighbourhood and can only enhance the area.

Considerable residential development has taken place on the Eastern bank of the River Usk over recent years, including phase 1 of the proposed development, Tramway and Bankside Houses and other recent schemes to the North around Rodney Parade.

Residential use of the site is therefore entirely compatible with the existing neighbourhood structure which is a highly sustainable location with good access to facilities and potential employment opportunities in the local and wider areas.

An overview of local facilities and amenities, along with transport connections are shown on the extract from the Site Analysis drawing (1671:PA:02) opposite. Further information is included in Section 4: Access.



Neighborhood Structure

Extract from drawing 1671:PA:02

Consultation & Engagement

Initial consultation has taken place with the Local Planning Authority (see previously) regarding a previous similar development. The currently proposed scheme has responded to the issues raised in the advice received as set out in the Design Appraisal later in this document.

Socio Economic and Market Analysis

The site is ideally located within an existing residential community and close to a wide range of facilities. The site has been identified by the Housing Association as being an ideal location to provide high quality affordable housing within the area. There is an identified need for such housing, particularly in areas with such good links and access to employment opportunities.

Given the local demographics it is felt that affordable housing is an appropriate development for the site. It is not anticipated that the proposal would have any adverse effect on the local community.

The surrounding land use is entirely compatible with the proposed use and the maturity of the neighbourhood will ensure that additional housing can be easily assimilated with no detriment to existing residents. The close proximity of a wide range of amenities and employment opportunities further enhance the credentials of the site for a range of potential tenants.

The potential site value has been assessed along with the anticipated value of completed units and it has been established that a minimum of 40 units are required to make the site viable. Whilst private housing has been considered it is not anticipated that the potential values or demand would justify such a development.

Hedyn have identified that the prime demand in the area is for one -bedroom apartments. However, to ensure a more diverse community within the proposed development, it is felt that the inclusion of several two-bedroom apartments is desirable. The proposed design has aimed to respond to this identified mix of apartment types.

Culture & Community Summary

SWOT	• The site is available and deliverable, • The site is in a residential location in an area with an identified need for housing, • The location is highly sustainable in transport terms and located close to a District Centre and a range of local amenities, • There are employment opportunities with reasonable walking distance of the site, • There are areas of accessible amenity space and recreational facilities within easy walking distance from the site.
Design Considerations	• To reflect the residential setting, • To provide a suitable mix of house/apartment sizes to meet Hedyn's stated requirements whilst providing a high-quality environment for residents that adheres to Placemaking principles. • To ensure that the height of the proposed development is commensurate with the setting adjacent to the Grade 2 Listed bridge.

Landscape

Topography

Due to its location close to the River Usk the area in general has a flat terrain with no hills or steep areas within the immediate vicinity. Levels on Coverack Road are generally flat and commensurate with the site and present no issues accessing the site.

The site is predominantly taken up hard standing and cracked concrete, the remnants of the demolition of the previous buildings on the site.

A full topographical survey drawing has been included in the application and the site levels present no opportunities or constraints on the design.

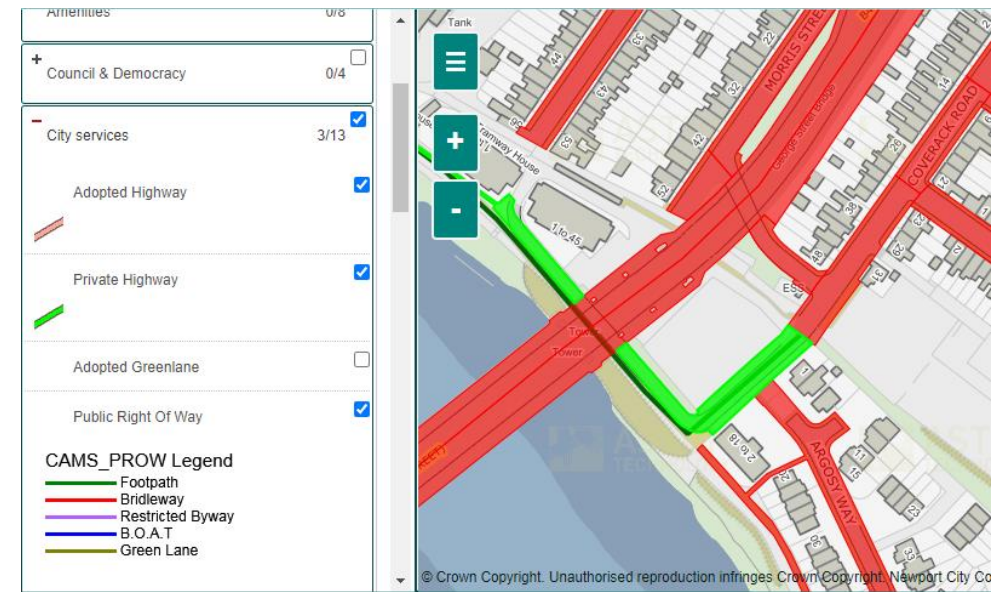
The photograph below shows the flat nature of Coverack Road (facing North) along with George Street bridge in the background.



Access Points

The site is currently accessible by pedestrians and vehicles from Coverack Road, which is an adopted road up to the NE corner of the site where it becomes a private highway. The road along the NE boundary of the site, which provides access to the Phase 1 buildings, is a private road owned by Hedyn. Access is available from either road although the preference should be from the NE private road as it is in the control of the applicant.

The screenshot below from Newport My Maps shows the status of the surrounding roads.



The photograph opposite is taken from the NE and shows the corner of the site with the Hedyn private road to the right.

The road running towards the river is the private highway which it is believed is owned by Newport City Council but not maintained or adopted.



Boundaries

The site boundaries are shown on the submitted site survey and existing site plan and can be summarised as:

The NE boundary is formed by the private road serving Tramway and Bankside House which is in the ownership of Hedyn. There was a ransom strip running along the boundary but that has now been purchased by Hedyn to consolidate their ownership of the site.

The NW boundary is formed by the edge of the existing car park for the Phase 1 buildings, which is in the ownership of Hedyn.

The SW boundary is formed by the edge of Coverack Road, which is a Private Highway along this boundary. The legal ownership extends to the kerb line that defines the road and is not defined by the fence currently securing the site.

The SE boundary is also formed by Coverack Road, where it continues to be a Private Highway until the NE corner of the site beyond which it is adopted.

Discussions with Newport Council's waste department have confirmed that waste vehicles use this road and it can therefore be considered as a potential location for waste collection from any proposed development.

Generally, the boundaries and immediate neighbours are not a significant restraint on the proposed design other than the need to accommodate the potential noise and vibration from the nearby bridge.

The photographs below and opposite and on the previous page show the 4 boundaries to the site:



As stated above the SE boundary is parallel to Coverack Road, which is a private highway at this point as can be seen in the extract from Newport My maps opposite:

As a private highway access is freely available to this road. However, the actual ownership is unknown at this stage, although it is believed it may be owned by the Local Authority as it does not show as unregistered land.



Along this boundary the legal ownership of the development site is demarked by the fence which can be seen in the photograph below.



This leaves an unprepared 'footpath' which is land of indeterminate ownership, shown in red. Following discussions at Pre App stage concerning the extent of Landscaping available it was decided that part of this land would be included within the application as set out in the Design Analysis .

Blue & Green Infrastructure

The site itself has no significant green infrastructure as it generally hardstanding with large areas of bare concrete and gravels, as set out in the submitted PEA.

There are small areas where some vegetation has developed in cracks in the concrete areas, although these are not significant.

As the site is bounded on all 4 sides by existing roads and/or car parks there is no direct connectivity to local green infrastructure and limited scope to create new connections or green corridors.

There are areas of Green infrastructure in the vicinity, most notably the corridor of tress and mature scrub along the eastern bank of the river. As stated above, although close to the site there are no obvious opportunities for a direct connection to create green corridors.

The site itself has no blue infrastructure although it is reasonably close to the River Usk. At this point the river is tidal and the extent of and depth of water varies



considerably during the day. Whether 'blue' is the correct term for the river in this location is open for debate!

The river is separated from the site by an access road to the adjacent development along with the riverside walkway and cycle route running along the bank. This connects to the Town Centre to the North.

Given that the site is bounded on two sides by existing roads and on the other two by existing dwellings there is limited scope for providing connectivity to any surrounding green infrastructure or corridors.

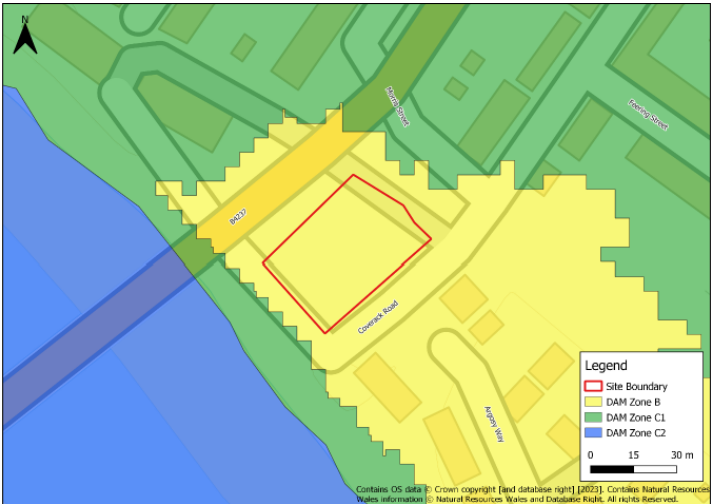
The site itself is entirely covered with car park or buildings and has no green or blue infrastructure with its boundaries.

Flooding:

The entire site lies within Development Advice Map (DAM) Zone B, which is shown in yellow on the extract from the NRW online Development Advice Map opposite.

As such a detailed Flood Consequence Assessment (FCA) is not required as part of a planning application.

However, the applicant has adopted a cautionary approach and has had an FCA prepared by messrs JBA Consulting which clearly demonstrates that the site is not at risk from flooding and that there are no specific constraints on any proposed design.



Ecology

The Preliminary Ecological Assessment of the site does not identify any significant ecological features on the site.

There are areas of open mosaic habitat on previously developed land and small areas of mixed scrub around the periphery of the site, as can be seen on the extract from the PEA opposite.

None of the species identified are of particular significance and as such the site can be classified as having a relatively low ecological value.

The opportunity existing to improve the biodiversity and green characteristics of the site by use of a sensitive landscape design.

Landscape Summary

SWOT	- The site is level with no constraints on potential layouts, - There is easy pedestrian and vehicular access from Coverack Road - There are no significant ecological features or areas of Blue of Green infrastructure that impact on any design proposals - There is an opportunity to significantly increase the biodiversity on site. - There are no significant overlooking issues either to or from the site, although consideration will need to be given to the limited situations where this occurs. - The site is not at risk from flooding, despite the close proximity to the River Usk.
Design Considerations	- The landscaping and topography of the site do not present any issues for a proposed design. - To ensure that the height of the proposed development is commensurate with the setting adjacent to the Grade 2 Listed bridge. - To ensure that any design includes measures to reduce the impact of traffic noise from the adjacent bridge.

Microclimate

General assessment

The site is typical of a city centre site, although it benefits from its proximity to the River Usk.

There are major roads in the vicinity of the site, including the George Street Bridge, which will have an impact on the microclimate and amenity of the site. These will need to be considered in any successful design process.

The site is generally open to the East, South and West East which will enable any design to maximise daylight and avoid solar gains.

There are no significant tall buildings in the vicinity of the site that could create wind tunnels or overly shade the site.

Acoustic Environment

Whilst Coverack Road and Morris Street themselves are relatively quiet street and would not pose a significant risk as a noise source, the proximity of the George Street Bridge, with its associated traffic, to the North could have implications for the design of any proposed development.

To fully understand any design implications a Noise Assessment has been carried out by Hunter Acoustics Ltd and their report (6435/ENS1) is included in this submission.

The report concludes that noise from Coverack Road falls within acceptable and permitted limits (NEC A) and as has no impact on any proposed design, either in layout or in specification.

The traffic noise, both daytime and nighttime from the George Street bridge measured at existing ground level was also within acceptable limits.

However, the modelled noise levels at hights commensurate with a proposed 4-5 storey building showed that noise levels at the northern part of the site would be above the acceptable thresholds and suitable design measures would be required to ensure acceptable conditions for potential residents.

The report set out the measures that would be required to reduce indoor noise levels and these should be adopted in any proposed design. These measures are not significant and as such are not a impediment to any design for the site.

Air Quality

Although adjacent to George Street Bridge, the traffic levels are not thought to give concerns over air quality. The site is not in an identified Air Quality Management Area (AQMA).

Whilst not with in an Air Quality Buffer Zone the site is close to the edge of such a zone which extends from Chepstow Road AQMA to the northern side of the George Street bridge.

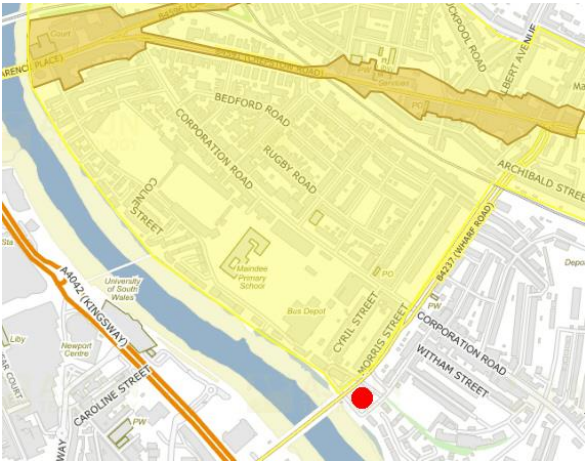
The extract from Newport CC live maps shows the AQMA (in brown) and the buffer zone (in yellow):

The Development Management Air Quality SPG sets out a step-by-step approach to carrying out an initial AQA.

As the site is a major development under Planning Policy Wales (over 10 units) scenario 4 applies and as such a simple AQA is required.

As part of the previous phase of the development (to the North od the bridge) an Air Quality Assessment was prepared by Messrs Air Quality Consultants.

This did not identify any significant issues at the site and offered mitigation measures to improve future air quality.



An updated assessment is being prepared for this application and it is anticipated that the findings and suggested mitigation measures will be similar to the previous development, all of which can easily be accommodated within any future design proposals.

Microclimate Summary	
SWOT	- Air Quality at the site is not an issue, although the site is close to an Air Quality Buffer Zone. - The site is accessible from the South without having to travel through and Air Quality Management Area (AQMA) or Air quality buffer zone. - There is traffic noise from the adjacent George Street Bridge that will have an impact on any design proposals.
Design Considerations	- To ensure that any proposed method of construction can provide suitable internal ambient noise levels, - To ensure that layouts are arranged to enable maximum use of solar PV panels to improve the energy efficiency of the dwellings. - To ensure that Electric Vehicle charging points (infrastructure) are included in any design.

Movement & Infrastructure

Road Hierarchy & Access

The site is in a sustainable location and is located close to many local amenities and facilities as well being well connected to the public transport network (see Neighbourhood Structure).

The site is located on Coverack Road, which, via Corporation Road, connects to the wider road network in Newport. Corporation Road links directly with Chepstow Road and the Newport Bridge which connects directly with the M4 to the North (Caerleon Interchange) and Newport Town Centre to the West.

Although well connected Coverack Road and the site itself is a relatively quiet road that offers safe access for pedestrians to the walking routes along the river to the West.

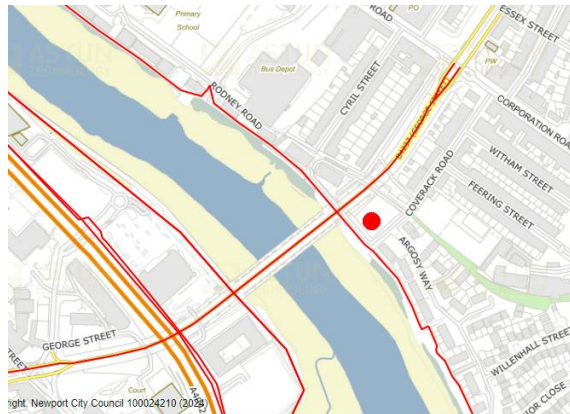
Coverack Road has wide pavements on both sides that connect to the wider pavement networks and provide access to the local amenities, Public Transport connections and the City Centre.

There are existing Active Travel routes, including dedicated cycle lanes and bus routes from Corporation Road, to the city centre, and beyond into Newport's commercial sectors.

There is also an existing Active Travel Routes along the eastern bank of the River Usk immediately adjacent to the site.

The extract from Newport Maps shows active travel features and designated routes. This is available on the following link:

<https://my.newport.gov.uk/>



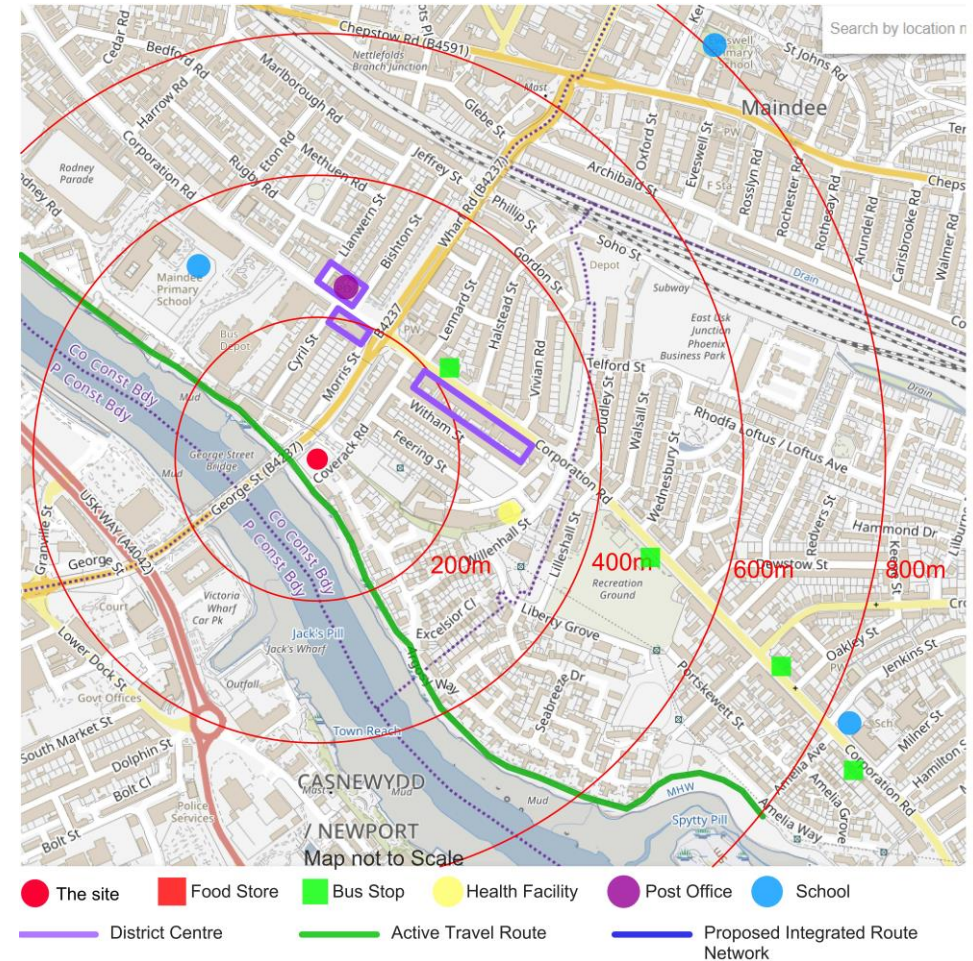
Public Transport

There are a variety of bus stops and modes of public transport within the site's vicinity. There are bus stops within a 250m and Newport Train station is less than 1.5km walking distance from the site.

For a detailed assessment see the parking sustainability calculations in the following section.

The buses also provide an easy connection to the main bus station and train station within Newport City Centre, which provides access to regional and national connections.

The site is well served by Public Transport that provides regular connections to the City Centre and nearby amenities.



Cycling Infrastructure

Cycling in the immediate vicinity of the site is accommodated on-carriageway. There are existing cycleways on the east side of the river Usk adjacent to the site.

There are number of dedicated cycle paths on the western side of the river.

The site is reasonably accessible by cycle and the accessibility will improve over time as the Council rolls out its planned active Travel Route network.

Utilities & Infrastructure

Surveys and enquiries have shown that all major services are available at the site with sufficient capacities to cater for the proposed size of development.

The Dwr Cymru/Welsh Water drawings included in the application show that water and drainage connections are available immediately adjacent to the site.

Telecoms connections are available in the adjacent footpaths ensuring that suitable digital connectivity can be provided to the site. BT superfast broadband is readily available.

A Sustainable Drainage scheme is being developed and this will be included in the upcoming Planning application.

It can be seen that there is suitable drainage, water, telecoms and electric services within close proximity to the site and the capacity exists to serve the proposed development.

Parking requirements for proposed development

Car parking provision for the proposed development is required in accordance with Newport City Council Parking Standards, March 2015, which is supplementary planning guidance of the Local Planning Authority.

The parking standards also refer to the use of Travel Plans and the sustainability of new developments.

The parking standards quotes paragraph 8.4.2 of Planning Policy Wales which states: *‘Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have been generally achieved in the past. Minimum parking standards are no longer appropriate.’*

The document also notes that: *‘These parking standards will inform observations made by the Highway Authority at Newport City Council on applications received for Planning Permission.’*

The adopted parking standards introduced a system of zones for parking and the standards ‘lay out six such zones, each with differing designated levels of parking requirement for development management purposes.’

It is considered that the proposed development site is located in a Zone 3 urban location as per the definition detailed in the parking standards.

Car parking provision for the proposed development will need be provided in accordance with Newport’s adopted maximum parking standards as set out below.

For Residential new build and Conversions in Zones 2-6, the Parking Standards require 1 space per bedroom with a maximum of 3 for each dwelling, with 1 visitors’ space for every 5 dwellings.

However, the Car Parking Standards SPG includes sustainability criteria in Appendix 5 that allows the Maximum parking levels to be reduced if certain criteria are met. This site meets many of the stated criteria as set out below:

Sustainability calculation

The following section sets out the process by which the SPG’s Sustainability calculator has been used to generate sustainability points that can reduce the maximum number of car parking spaces required per house type.

The table below lists a series of local amenities and gives the true walking distance from the site. The table also includes an assessment of the Sustainability points available against each category.

All distances have been measured along accessible pavements and not ‘as the crow flies’ to give a true walking distance. Distances have been measured using Google Maps and calibrated against a CAD based OS sheet to ensure accuracy.

Facility	Distance *	Score	Notes
Local Facilities			
Post Office Corporation Road	350m	2pts	Healthcare facility (Doctors) or School within 400m taken with District Centre scores 2 points
Pharmacist (Well Pharmacy)	360m		
Doctors (Rugby Surgery)	360m		
St Andrew's Primary School	1010m		
Maindee Primary School	300m		
District Centre			
Corporation Road District Centre	188m	6 pts	Double points
Public Transport			
Corporation Road (Eastbound)	224m	3pts	Bus stop within 300m scores 3pts
Corporation Road (Westbound)	250m		
Cycle Route			
Active Travel route connected to Route 88	150m	1pts	
Frequency of Public Transport			
Bus stop within 800m which operates between 7am and 7pm	20 mins	1pt	See table below for bus frequency
TOTAL POINTS		13	

The map in the previous section shows the facilities in the table above. The map has radial travel distance marked and includes the proposed Integrated Route Network.

Public Transport frequency:

The following bus services call at the stops identified above:

Route Number	Route	Frequency
42	Newport - Spytty Retail Park	hourly between 7.50 and 19.04
	Spytty Retail Park - Newport	hourly between 7.50 and 18.55
43	Spytty Retail Park - Newport	hourly between 07.44 and 18.25
	Spytty Retail Park - Newport	hourly between 07.44 and 18.25
5	City Centre - Gwent Europark	Various between 05.14 and 21.22
	City Centre - Gwent Europark	Various between 05.14 and 21.22
9A	Newport - Spytty Retail Park	hourly between 19.00-21.36
9C	Newport - Spytty Retail Park	hourly between 19.00-21.36

The opposite is an extract from the Google maps departure board for one of the bus stops on Corporation Road (Halstead Street) showing a frequency of approx. 20mins on a Friday PM. The frequency is higher Monday to Friday.

From the above it can be seen that the combined frequency of service to Newport and other major destinations is approximately every 20 minutes or less during the required hours. A more detailed examination may show a higher frequency, but 20 minutes is sufficient to score a sustainability point.

The sustainability score of 13 is therefore confirmed. This allows a reduction of 2 spaces per unit, with the proviso that the number does not drop below a 1 space per unit. The impact on the maximum parking spaces by house type is shown below:

In addition to the above a detailed parking survey has been carried out of the car park associated with the adjacent Phase 1 of the site, Tramway and Bankside House. These apartment blocks are in the ownership of Hedyn and are a mixture of open market and affordable apartments.

The survey has shown that the existing car park is underused and that car ownership/usage of parking spaces is approx 0.62 per apartment or 0.44 spaces per bedroom.

Halstead Street		
	43 Liswerry	4:31 PM
	42 Liswerry	5:01 PM
	43 Liswerry	5:31 PM
	42 Liswerry	6:01 PM
	43 Liswerry	6:31 PM
	42 Liswerry	7:01 PM
	9A Ringland	8:02 PM
	5 Llanwern	9:11 PM
	9A Ringland	9:42 PM
	5 Llanwern	5:13 AM
	43 Liswerry	5:45 AM
	42 Liswerry	6:00 AM
	43 Liswerry	6:36 AM
	42 Liswerry	7:21 AM
	42 Liswerry	8:01 AM
	43 Liswerry	8:31 AM
	42 Liswerry	9:01 AM
	5 Llanwern	9:10 AM
	43 Liswerry	9:31 AM
	42 Liswerry	10:01 AM
	43 Liswerry	10:31 AM
	42 Liswerry	11:01 AM
	43 Liswerry	11:31 AM
	42 Liswerry	12:01 PM
	43 Liswerry	12:31 PM

Movement & Infrastructure Summary

SWOT	- The location is highly sustainable in transport terms and located close to a District Centre and a range of local amenities, - There is good connectivity for both pedestrians and vehicles, - There is easy pedestrian access to Public Transport options within easy walking distance of the site. - Parking is readily available on the adjacent previous development owned by Hedyn that reduces the parking required on the proposed site
Design Considerations	To ensure the site is connected to the existing pedestrian and vehicular infrastructure,

Built Form

Urban Form

The urban form of the immediate area is very much residential in character for the most part. There are some commercial activities to the North East on Coverack Road (storage units) and Kelveden Road but residential is the primary form.

The road structure and layout is well defined and the site sits facing the River to the West with the George St bridge framing the site to the North.

The character of the houses on Coverack Road, which forms the main approach to the site, is typically urban with a predominance of two storey terraced houses with some semi-detached houses, all sitting close to the pavements with limited front gardens.

Immediately to the SE of the site is a relatively new housing development of a mix of 2 and 3 storey houses and apartments.

To the North of the George St bridge are the 5 and 6 storey apartment blocks Tramway House and Bankside House, which were the first phase of the proposed development.

Building Scale, heights and Density

The building heights to the North East of the site, leading to Corporation Road are 2 storey, whilst the river frontage is generally higher with blocks of apartments ranging from 3 to 6 storeys.

The building heights along the river rise to the 6 storey block to the North of the George Street bridge and reduce to 3-4 storeys to the South of the site, which is the last vacant site on the eastern river frontage.

A development of 4-5 storeys would be highly appropriate in this location and would complete the development of the eastern riverbank.

The following photographs show the urban form, heights and density of the housing in the immediate vicinity of the site:

Built Form Summary	
SWOT	- The urban form is well established and supports residential development, - There are no specific threats or weaknesses as a result of the surrounding urban form and density. - The developments along the river bank are generally 3-6 storeys.
Design Considerations	- To provide a suitable density of development to meet the requirements of the HA, whilst respecting the development densities in the area generally. - To respect the ongoing riverside redevelopment with a building that maintains the urban form of higher rise development facing the river.



Photos:
Left: View of the site from across the river with 6 storey building shown
Top right: new housing development to the SE .
Middle right: Coverack Road looking North
Bottom right: View from housing development looking NW across the site.

Strengths, Weaknesses, Opportunities and Threats

Strengths

- The site is available and deliverable,
- The site is in a residential location in an area with an identified need for affordable housing,
- The location is highly sustainable in transport terms and located close to a District Centre and a range of local amenities,
- The site is the last element of the eastern river frontage.
- The site is not overshadowed and allows windows to be located on most elevations,
- There are sufficient statutory service connections readily available in close proximity to the site.

Weaknesses

- The adjacent George Street Bridge lines generate noise levels that need to be addressed in the design,

Opportunities

The site provides an opportunity to:

- address an identified need for affordable housing,
- provide high quality accommodation in a sustainable location with easy access to the wider region and employment opportunities.
- ensure that safe access for all is provided to the proposed building(s).
- provide a development that is sustainable in its construction and ongoing use.
- To complete the eastern river frontage with a high quality residential development.
- provide a development that is sensitive to its wider environment and does not adversely affect neighbouring occupiers.
- To significantly increase the Biodiversity on the site by inclusion of landscaping features.
- To reduce the extent of surface water run off from the site by the inclusion of an appropriate SUDs drainage scheme.

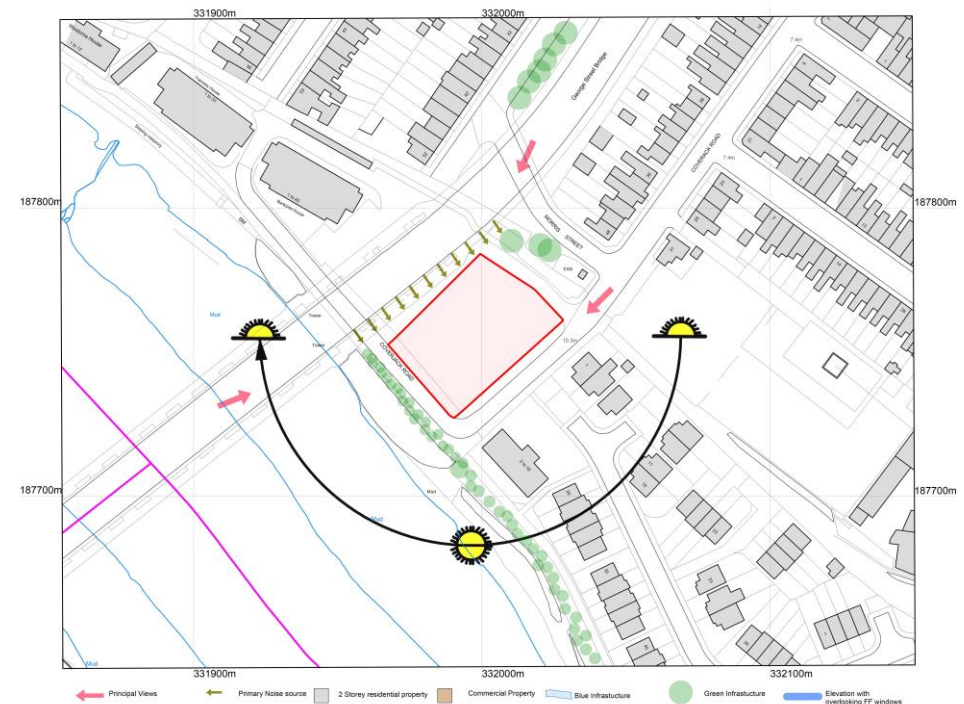
Threats

- No significant threats identified.

Design Brief:

- The brief agreed between the Developer and Hedyn is to:
- Provide high quality accommodation fully compliant with Welsh Design Quality Requirements (DQRs) and Lifetime Homes.

- Provide a development that achieves the client's operational and economic brief.
- Ensure that safe access for all is provided to the proposed building.
- Provide a development that is sustainable in its construction and ongoing use.
- Provide a development that is sensitive to its wider environment and does not adversely affect neighbouring occupiers.
- Provide a development that makes a significant architectural contribution to the area.



Extract from drawing 1671PL1-02

3.0 Design Analysis

The final design for the Proposal, shown on the submitted plans, has been developed following the detailed appraisal of the site set out above. The evolution of the design, and a description of how it relates to the character and context of its surroundings, is set out below.

The five objectives of good design are a set of principle considerations, as outlined in Technical Advice Note 12, to ensure developments effectively respond to local context so that they assimilate into the locality and are functional for their intended user. The Five Objectives of Good Design are Access, Movement, Character, Environmental Sustainability and Community Safety – each of which will be dealt with separately in turn below. The Welsh Governments “Design and Access Statements in Wales” (June 2017) has been carefully considered in this section.

Design Brief

The design of the buildings and the site layout have been arrived at following careful consideration of the Client's housing and management brief, the constraints and opportunities offered by the site analysis and the results of previous consultations undertaken.

The design of the individual dwellings and the overall site layout also complies with Secured by Design, the Welsh Design Quality Requirements (DQR's) and Lifetime Homes.

The relationship between the dwellings and the external areas together with the need to ensure that wherever possible a level access is provided has determined the overall site layout.

The following design principles have been established to inform and guide the design process:

- Respond to the context and Character of the site,
- Provide internal and external layouts that are fully DQR compliant to ensure the proposed dwellings are suitable for affordable housing,
- To provide modern, efficient, well insulated accommodation,
- To provide a quality design that enhances the character of the area,
- To provide a site layout that is safe, secure and improves the environment for all,
- Provide accommodation that meets the requirements of Building Regulations Part E, internal passage of Sound, to ensure the amenities of future residents,
- To provide a balance of unit types to ensure a diverse mix of occupants and creation of a sense of community within the development,

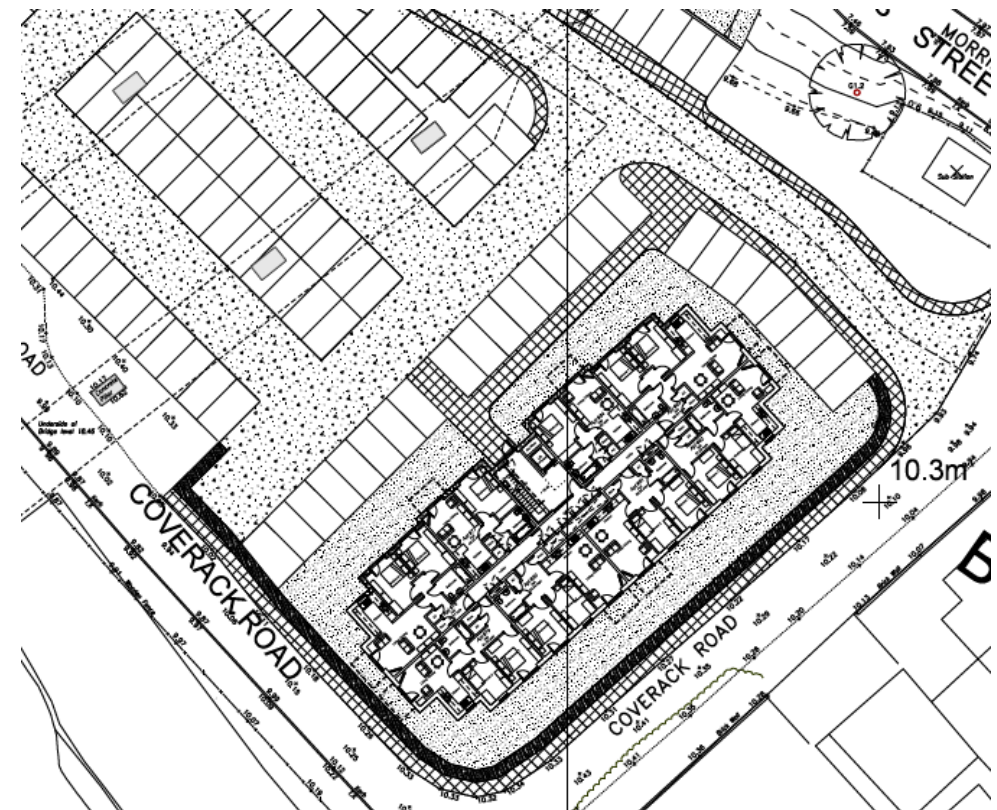
- To minimise the amount of maintenance required by the HA.

The following sections give more detail on how the proposed design has developed and meet the 5 Objectives of Good Design referred to in TAN 12: Design.

Design Development/Evaluation

In addition to responding to the constraints and opportunities identified in the site analysis due regard was taken of the pre application advice given to a previous proposal for the site.

This scheme was submitted in early 2020 and pre application advice was issued on 2nd July 2020 (ref PRELET/ P/20/00044). The extract below shows the site plan of the scheme originally submitted.



Whilst the pre app advice accepted the principle of the development, including the general scale and density, it did raise concerns regarding the orientation of the building and its relationship with the river frontage.

This has been addressed in the current proposal along with issues regarding landscaping and ecology as set out in the following sections.

Formal pre application advice was obtained for a new proposal (P/24/0058) in July 2024 and the current scheme has been developed to meet the additional and updated advice provided as set out generally below and detailed in section 4.0 Planning/Consultation.

Access

Refer to section 5: Access Statement of this document and the site and building layout sections below.

Movement

Refer to section 5: Access Statement of this document for details of movement to and from the site/building.

Character

Use

The proposal is to provide 100% affordable housing, owned and operated by an RSL, on an existing previously developed site in Newport. The proposed design has sought to maximise the potential of the site without overdeveloping it and is set out on the submitted drawings.

Further details of the tenure and evidence of housing need are included in the Planning Statement prepared by Asbri Planning that is part of the submission.

The site is in a generally residential area and pre application advice received has indicated that the proposed use is acceptable in principle subject to successful resolution of some matters raised. These are generally addressed in this and the following Planning Policy section.

The proposed site plan is shown below and is included in the application as drawing 1671:PA:04 and 05, both of which include elements of the site layout.

Amount

The scheme provides for 40 dwellings with a mix of two types

- 30 number 1 bedroom 2 person apartments (50.0m²)
- 10 number 2 bedroom 3 person apartments (60.0m²)

The overall area of the site is 1,741m² (0.17Ha, 0.43acres). This gives an overall site density of 235 units per hectare (93 per acre), which is in excess of the minimum density required by Policy H3 (Housing mix and Density) of the LDP which is 30 dwellings per Ha.

The inherently sustainable nature of the site in terms of access to public transport, local facilities and potential employment would encourage a higher density of development to take best advantage of the opportunities presented within the local area.

The proximity to local amenities and the City Centre together with the availability of public open space makes the local ideal for a denser development. In addition the use of Brownfield (previously developed) land for high density housing is an appropriate use of resources.

The apartment sizes are in line with established norms and are in full compliance with Welsh Design Quality Requirements (DQRs) Beautiful Homes and Spaces 2021, and Lifetime Homes, in terms of overall size and internal layouts.

The development is proposed to be 100% affordable with all of the proposed residential units to be secured as affordable in perpetuity. Hedyn's Housing department have carefully considered the housing mix to satisfy the demand in their housing register, and also looking at possible future needs.

A range of tenures may be explored by Hedyn to try and increase to diversity of prospective tenants.

The apartment sizes are in accordance with the Newport City Council New Dwellings SPG as shown on the extract below which sets out the minimum space standards for Common Access apartments (page 25).

In terms of amount, the number of dwellings proposed across the site is largely compatible with the surrounding area and the scheme sits comfortably within its residential context and the new developments along the eastern bank of the River Usk. Consequently, it would not have a negative impact on the existing built form.

Beds/bedrooms	Flat type			
	Studio	Converted	New	
			Common Access ²	Walk up ³
1	32	45	46	50
2	n/a	58	59	65
3	n/a	74	84	90
4	n/a	86	93	99

Site Layout

The shape and configuration of the site along with the detailed site analysis has informed site layout along with the comments of Planning Officers in pre app consultations for this project.

The main drivers on the site layout are:

- To provide a quality environment for residents,
- To ensure no excessive overlooking to or from adjacent properties,
- To ensure that suitable vehicular access is provided for residents and delivery and waste vehicles,
- To ensure a suitable SUDS drainage scheme can be designed,
- To ensure biodiversity of the site can be improved from the current situation,
- To minimise the impact of traffic noise from the adjacent George Street Bridge,
- To create a cohesive streetscape along the river bank that maintains the heights and densities of previous riverside developments, including Phase 1 to the North of the George Street bridge.

The site has been laid out to meet the above requirements and respond to the comments of the Planning Officer in pre app discussions.

The apartments are accessed by pedestrians from Coverack Road pavement via a path running parallel with the SE boundary behind the adjacent car parking. This path then becomes shared space across the car park to reach the dedicated entrance paved area which also accommodates the 4 number short stay visitor cycle spaces.

Access from on site parking spaces is via a shared space in accordance with manual for Streets principles.

The building itself is aligned NW/SE to address the River Usk, with 50% of the apartments having a view across the river. This addresses one of the concerns expressed regarding the scheme previously submitted for pre application advice.

This alignment enables a solid gable elevation to present to the George Street bridge which will reduce the impact of traffic noise on the apartments at that end of the building.

The opposite gable faces the adjacent development on Argosy Way. The lack of windows in this elevation ensures that there is no overlooking of the adjacent housing. However, should there be a requirement for a more active frontage to this elevation, high level or obscured windows could be provided as the adjacent housing is approx. 14m from the gable end.

Part of the land in unknown ownership[has been included in the proposed scheme to provide an improved footpath and additional site landscaping.

This will improve the setting of building as well as improving the vista down Coverack Road to the Rover walk to the West.



Vehicular access to the site is from Coverack Road to the NE. A new vehicular entrance is proposed off the private road owned by Hedyn, that serves the previous Phase 1 development of Bankside and Tramway Houses.

The vehicular entrance gives access to the proposed car park for 32 cars, which will include a minimum of 10% electric vehicle charging points. Hedyn's policy may require this ratio to increase significantly.

The car park is connected to the existing parking areas that serve Tramway and Bankside Houses ensuring that any spare capacity in the existing car park is readily available to occupants of the new development should it be needed.

The parking numbers are below the maximum permitted by the relevant SPG and are deemed appropriate for the expected and proven usage at the site as set out in the previous section and the Access Statement.

All parking spaces are a minimum of 2.4m x 4.8m in line with the SPG and are located a min of 2m away from the building to comply with Lifetime Homes. The parking area is intended to be a shared space, in line with Manual for Streets.

The submitted Transport Assessment and Travel Plan provide support for the proposed number of parking spaces, which is deemed appropriate for the location and tenure of the proposed apartments.

Cycle storage is provided on site in a dedicated covered and secure cycle store as described in the Access Statement at the end of this document. The cycle storage is two tier, with assisting raising of bikes to the upper tier. The store will also benefit from a sedum roof to assist the SUDs strategy for the site.

The cycle storage is easily accessible from the on site pavement and the unmade footpath on the adjacent private highway which is an extension of Coverack Road.

Also accessible from the on site pavement is the dedicated bin store. This has been designed to accommodate the required number of bins as set out in the Waste SPG. There is safe access for residents to the bin store and also for waste collection operatives.

Areas of rain gardens and areas for SUDs drainage are provided around the site. In total 400m² of the overall site (23.0%) will be biodiversity areas. This compares with approx. 200m² (11.5%) of the existing site that is grassed or overgrown.

A full landscaping scheme has been prepared by a suitably qualified landscape architect (Messrs EDP) as suggested in the Pre application advice for the previous scheme. This landscaping scheme has been included in the application and gives details on the proposed species along with detailed planting and maintenance requirements.

As stated above the overall all area of landscaping is more than the existing situation and the mix of plant types will be increased to ensure that there is an uplift in biodiversity at the site as a result of the development. This will be enhanced by the addition of bat boxes and bird nesting boxes on the building as shown on the elevations.

Further details of the Green Infrastructure Strategy (GIS) are given later in this section.

All of the apartments have private amenity space, either terraces on the Ground Floor or balconies on the upper floors. These are described in the apartment layout section and are compliant with the New Homes SPG.

Communal Amenity space on site is limited due to the requirement to provide parking for the proposed number of apartments. Although the parking numbers have been reduced below the maximum permitted there is still limited space on site for communal amenity space.

The New Homes SPG (Table 12 opposite) states that communal amenity space for should be 11m² per person (90 occupants) or 990m², which is 57% of the overall site area.

The available landscaping area is below this requirement and provides approx. 4.4m² per occupant.

No of occupants	Square metres per occupant
1-20	15.00
21-40	14.00
41-60	13.00
61-80	12.00
81-100	11.00
100+	10.00

Figure 12: Desired standards for communal amenity space

However, as set out in the Site Analysis, the site is well connected to local public amenity space including the River walkway, Lysaghts Park to the SE and Rodney Parade and other leisure facilities to the North.

There are also a number of other areas of open space within easy walking distance of the site as set out in the earlier Site Analysis.

It is hoped that the availability of easily accessible open space will be considered as a factor to permit the reduction in on site amenity space. Given land costs and the requirement to achieve the densities set out in the housing allocation, the viability of the scheme would be compromised if additional onsite amenity space is required.

The site layout has been carefully considered to ensure there are no issues of overlooking either to, or from, the site and the proposals will have no adverse impact on neighbouring properties.

The Local Designing Out Crime Officer has been consulted and an application for Secured by Design certification has been made as required by Wales DQRs. The results of the consultation will be included in the full planning application.

Apartment Layouts

Detailed layouts are shown below and on the submitted floor plans 1671:PA:05, 06 and the extracts below:



As described in the site layout section above the main pedestrian entrance is accessed from the car park on the NE side of the site. Glazed entrance doors lead to a lobby which includes the main staircase and a lift.

The lobby leads to a corridor that runs the length of the building and provides access to the 8 apartments on the ground floor.

On the NE side of the corridor are 4 One bedroom (2 person) apartments while on the SW side are 2 One bedroom and 2 Two bedroom (3 person) apartments.

The main staircase provides access to the 4 upper floors, which stack vertically to ensure drainage and service risers can easily be accommodated.

A smoke shaft is located adjacent to the lift which runs full height to vent the internal corridor in the event of a fire. This is in full compliance with Part B of Building Regulations.

The upper floors match the Ground Floor in layout with a similar arrangement of apartments.

The plan layout of the apartments is consistent throughout the building with all one bed apartments the same, as are the two bed units.

All apartments have full height glazed doors with a balcony/terrace to the living/kitchen area to increase the available daylight and the feeling of space. The full height door also increases the area of natural ventilation should it be needed in warm weather.

The Ground floor apartments have private terraces to match the balconies of the upper floor apartments. The terraces have a low level brick wall and handrail to ensure they are private defensible space.

The balconies are all a minimum of 2.4m², for the one bed apartments and 3m² for the two beds which is in accordance with the New Homes SPG.

Suitable storage is provided in all apartments over and above the space required for building services.

The apartments are all electric using an electric hot water cylinder and wall mounted electric heaters. Each apartment will have a dedicated supply of solar power supply from the PV panels located on the roof. Consideration is also being given to providing battery storage to increase the energy efficiency of the apartments.

Given that the apartments benefit from solar power and will be designed to be air tight and well insulated, running costs and carbon emissions should be low. The apartments will all achieve an A rating on the SAP Assessment scheme.

The fabric of the building and the windows in particular, have been designed to ensure that any impact of external noise sources can be mitigated for residents. The Acoustic report submitted with the application includes measures to mitigate potential noise and these will be implemented in the design.

Detailed apartment layout drawings are shown on drawing 1671:DQR:01.

Scale

The scheme represents an efficient use of land and the development, as proposed, is designed to be proportionate to the scale of the surrounding area, and in particular the recent developments along the river frontage.

At storeys tall the building is the same height as Tramway House and a storey less than Bankside House, which are the two blocks in Phase 1 of this development to the NW of the George Street bridge.

This provides a gradual reduction in height from Bankside House to the 3 storey (with pitched roofs) blocks on Argosy Way to the SE.

The scale is appropriate to the location and the setting.

Appearance

The appearance of the building is shown on the submitted elevations and the images included below:



The materials selected have been carefully chosen to be sustainable and long lasting with minimum maintenance whilst still providing a visually significant appearance.

The style has been kept simple and functional and is intended to reasonably match the Phase 1 development of Tramway and Bankside House.

Given the depth of the building, which is needed to achieve the required density a flat roof has been chosen to avoid the bulk and massing that a pitched roof would create. To further reduce the perceived scale of the building the top floor is clad with a dark metal cladding system to create the sense of a roof and to create the impression of a four storey building with rooms in the roof.

The ground floor is generally a buff or red brick providing a solid 'plinth' on which the upper floors sit. To reinforce the effect the upper floors are clad in a lighter coloured material. This will be a combination of Marley Tectiva cladding system in chalk colour laid with varying height horizontal bands and off white silicon through coloured render as shown on the drawings and the materials section below.

Deep windows with low cills have been used to increase internal daylight but also to break up the facades and reduce the mass of the elevations.

The construction will be generally timber frame to speed up the construction period and provide high levels of insulation to improve the energy efficiency of the apartments.

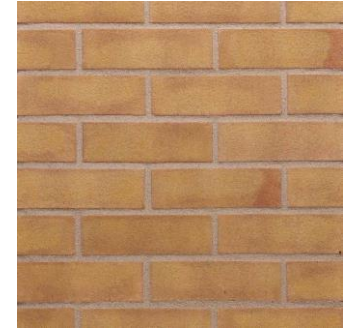
The flat roof will enable maximum use of solar panels which can be orientated in the optimum position to maximise efficiency. These will not be visible from the ground due to the small parapet around the edge of the roof.

Proposed materials

Brick: Weinberger Tawny Buff bricks (or similar) will be used as the ground floor plinth and the gable end vertical panels.

The bricks will have a light coloured mortar and will match those used on the Phase 1 development.

Windows will have precast stone cills to match the local character.



Windows and Glazing: All windows to the apartments will be grey powder coated aluminium or UPVC to complement the vertical cladding and reduce the visual impact of the frames on the elevations.

The will have slim profiles to maximise internal light levels.

Roof/top floor cladding: The top floor cladding will be a Hardie VL plank or a Marley Cedral Plank system laid horizontally. The colour will be a light mist grey.

The flat roof will be a single ply membrane with solar panels on ballasted supports as shown in the photograph below.



Middle floor cladding: The cladding to the upper floors (2-4) is Marley Tectiva (Chalk) horizontal planks in varying heights

The colour is shown in the left image and an example of the coursing in the right image.



Product Links are included below:

<https://www.cedral.world/en-gb/cladding/our-products/cedral-click/>

<https://www.equitone.com/en-gb/materials/tectiva/>

<https://www.jameshardie.co.uk/en/cladding/hardieplank>

<https://www.wienerberger.co.uk/product-range/bricks/tawny-buff.html#product-1>

<https://www.uk.weber/colour-charts/weberpral-m>

3D Images showing the proposed development in its context with the Listed George Street Bridge have been included opposite:



Landscaping/Ecology

To meet with the requirements of the relevant Local and National Planning Policies and the Biodiversity aspects of SUDS drainage, areas have been allocated for enhanced biodiversity within the site.

These areas will provide a location for planting of appropriate plant species.

The total area of landscaping in the proposed scheme is greater than the existing situation and the areas will be planted with a more diverse planning mix to increase the net gain in Biodiversity.

The existing site had 0m² of landscaped area to provide for Biodiversity, the proposed development has over 400m² of landscaped area, which is a significant increase on the existing.

All proposed planting will be hardy and low maintenance and suitable for use in a rain garden environment. The areas will act as a swale and/or rain garden and will be incorporated into the overall SUDS drainage strategy as shown on the submitted drainage layout plans.

A full landscape scheme (edp8348_d003---Detailed Soft Landscape Plan) prepared by a suitably qualified landscape architect has been prepared and is included in the application.

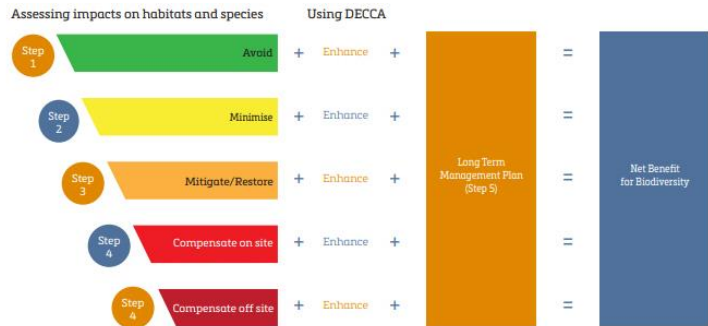
The scheme clearly sets out the proposed plant species and planting densities and is deemed to be an appropriate response to the site and the brief provided.

Biodiversity and GI Strategy

The need to address biodiversity and geodiversity during the design process as set out in the relevant SPG is recognised. During the design the impact of the proposals has been assessed to ensure that there are no adverse impacts on local biodiversity and that the proposed development will provide a net gain in terms of biodiversity.

The guidance documents set out a Stepwise approach to biodiversity improvement that should be adopted within a GIS as shown on the diagram opposite.

The following sets out how the proposals have been developed in line with this Stepwise approach:



Avoid

There is no planned removal of any existing significant ecological features. Currently the site has limited ecological value with small areas of scrub that have grown through the concrete surface that covers most of the site.

Protect Existing features

No existing significant biodiverse features are being removed as part of the development, nor are there any that require protection.

Minimise

There are no existing features that are being removed or affected. No harm is being caused and as such the harm does not need to be minimised.

Mitigate/Restore

Whilst there is no loss of existing ecological features, and as such no requirement to mitigate, there are proposals to increase and improve the range of ecological features and opportunities on the site.

Reinforce existing features

There are no significant features that would benefit from reinforcement or improvement.

Introduce New Habitats and Features

The proposed landscaping strategy for the site introduces a large area of new formal landscaping with a range of new species of plants and trees which will significantly increase the biodiversity of the site.

The provision of new bat boxes to the elevations in line with the recommendations of the PEA is an increase in ecological features and is a further net gain in Biodiversity for the site.

Compensate

As there is no loss of features and a proposed increase in biodiversity there is no requirement to compensate and the stepwise approach has been satisfied.

In order to achieve a net gain in Biodiversity the proposed scheme has included areas of landscaping associated with the Sustainable Drainage solution which will increase the flora on the site and potentially encourage insects and birds to the site. In addition, the building itself will incorporate bat and bird boxes within its façade to encourage new species to the site. These are indicated on the submitted elevations.

The design process has adopted the step-by-step approach to assessing biodiversity and the combination of the landscaped areas and the bat/bird boxes will provide a net gain in terms of biodiversity in accordance with the relevant planning policies and SPGs.

Community Safety

TAN 12 suggests that community safety can be achieved via design solutions that can aid crime prevention. These include providing natural surveillance, improving safety by reducing conflicts in uses, and promoting a sense of ownership and responsibility.

The proposed scheme has been designed to meet Secured by Design standards and a formal application is being submitted. Consultation is taking place with the local Designing Out Crime Officer (DOCO) and their recommendations will be included in the site and building design.

The development has been designed to protect property and ensure the community's and individual's safety by allowing for natural surveillance of all parts of the site. The nature of the proposed development will ensure activity on site throughout the day which is a natural deterrent to crime and anti-social behaviour.

There are no adjacent properties adversely affected by the proposed development.

If required CCTV coverage will be included to protect vulnerable parts of the building.

Air Quality

The Air Quality SPG includes a questionnaire that provides requirements to mitigate any adverse effect the development may have on existing air quality. By following the questionnaire the development is deemed to be a Scenario 4: Major Developments and Traffic Emissions, which requires a simple Air Quality Assessment (AQA) to be carried out.

A formal Air Quality Assessment is being prepared and will be submitted with the full planning application.

Given that the projected car ownership and usage is limited (see parking section) the trips generated by the development will be relatively low.

To reduce the impact of the cars that will use the site the RSL is encouraging the use of electric vehicles. To facilitate this, 10 electric vehicle charging points have been included. This is more than the amount required by the Sustainable Travel SPG which suggests 10% of parking spaces, or 4 charging points.

In addition infrastructure will be included to enable all spaces to have access to charging points in the future. These will be fed from the landlords supply and operated using an app that will be available to residents. The landlords supply will benefit from PV electricity generation with tenants cars acting as suitable storage for any excess energy created.

The initial findings suggest that the air quality impacts at existing sensitive properties as a result of additional traffic generated by the proposed development will be insignificant.

A further reduction in parking numbers, and associated car use, has been considered. However, it is unlikely that any further reduction would be supported by the Highways Officer.

A large, secure cycle store is included in the scheme and Hedyn will encourage the use of cycling, walking and public transport as part of their management strategy. This will be set out in a Travel Plan which will be prepared as part of a full planning application.

The net result of the actions taken is a significant reduction in private car and HGV trips to and from the site and the potential reduction in emissions from those vehicles that do use the site.

It is contended that the requirements of the Air Quality SPG have been satisfied.

It is not anticipated that the proposed development will have any negative impact on Community Safety.

Environmental Sustainability

As identified within Technical Advice Note 12, Developers are required to achieve efficient use of and protection of natural resources, to enhance biodiversity and to design for change.

The site is situated in an inherently sustainable location by virtue of its position within Newport and its close proximity to public transport routes and local facilities (as described in the following Access Statement), thus minimising the use of the personal car.

The site will be developed to accord or exceed with the latest Building Regulations standards. The overall sustainability principles of the development therefore are considered to be high.

In line with WG funding requirements the dwellings will achieve a SAP/EPC Rating of A.

The Proposal has been designed with its impact on the environment a key factor. The sustainability of the buildings in construction and use has been considered.

Materials

The proposed materials for the Proposal have been sourced with sustainability in mind. The walls, floors and internal finishes all achieve an A or A+ rating in the Green Guide to Specification (published by BRE).

Wherever possible, recycled aggregates will be used in the construction of the floor slab make up and sub base.

Energy Efficiency

The proposal will seek to contribute to energy efficiency and carbon reduction by being net zero carbon in operation. This will be achieved by:

- The use of an extensive array of Solar PV panels on the roofs with battery back up to make best use of electricity generated,
- Landlord's electricity supply linked to PV array and used to power electric vehicle charging points,

- High efficiency, all electric heating to make best use of on site generated electricity,
- The use of Modern Methods of Construction (MMC) wherever possible,
- The installation of Mechanical ventilation possibly with Heat Recovery to all apartments,
- Achieving U values in excess of Building Regulations to improve the energy efficiency of the dwellings and they will be constructed to ensure minimum air leakage to further improve efficiency.
- Ensuring that the design and construction achieves air permeability rates below the minimum required for Building Regulation compliance,
- The specification of the glazing includes low e glass to reduce heat loss in winter and solar controlled glass to reduce heat gain in summer,
- The use of energy efficient lighting throughout the development,

Transport

The Access Statement below confirms that the location is well served by public transport and this will have an impact on the sustainability of the development as a whole.

Noise

Traffic noise from the George Street Bridge has been identified as a potential issue, particularly for the upper floor apartments.

A Noise survey has been carried out to assess the current daytime and nighttime levels. The Report from Hunter Acoustics has identified that standard construction methods and ventilation strategies will provide sufficient noise attenuation to ensure that occupants' amenity is not compromised.

Waste

A dedicated recycling storage space area is provided to each kitchen in both the apartments and the houses in accordance with DQR standards.

There is a dedicated external bin store for the apartment block which has been designed to accommodate the size and number of bins required by the residential Waste Storage and Collection SPG. The bin store is located in an accessible location for both residents and refuse collection operatives with a safe and level access.

As shown on the site plan (1671PA-04) the bin store has sufficient space to accommodate the following number of bins as set out in the Waste Storage and Collection SPG (table 1, page 7).

The bin store has a gate which is locked with a keypad to restrict access to residents and waste collection operatives and is overlooked by the apartments to the front to improve security and prevent unauthorised use.

Waste Minimisation Strategy

It is key that we ensure finite resources are used responsibly by minimising waste, maximising recycling opportunities and by promoting the use of materials with less environmental impact.

Waste minimisation will be considered in all stages of the development, from demolition through to construction. Some of the measures at all stages have been listed below:

- Use of materials that could be re-cycled in the future including masonry, brick and aluminium,
- Standard components and opening sizes used where possible to minimise off-cuts and wastage.
- High quality robust materials used to minimise need for future replacement and future waste,
- Promote responsibly sourced, low embodied energy and local sourced components where possible to minimize environmental impact and wasted energy use in manufacture and transport,
- Investigate using materials with a higher recycled content, such as aggregates, bricks, blocks, mortar etc.
- On site minimization of site waste and promote recycling on site during construction,
- Promote recycling ethos for building users by providing large, well located, bin store areas with easy access for residents and collection services.

Drainage

A detailed Drainage Strategy and design has been commissioned and will be submitted as an application to the local SAB in conjunction with the Full Planning application.

The exposed paved and parking areas will have a permeable surface to enable water to infiltrate to the carefully installed sub base which will be wrapped to provide appropriate attenuation volumes and the water will be positively drained to the main surface water sewer at an agreed run off rate via a suitable hydro brake.

The roof drainage will be piped from the roof to ground where it will be transferred to the rain garden/biodiversity areas. At this location it will either permeate into the ground (if permeability allows) or, after filtering through the rain garden be piped separately back to the main sewer in Coverack Road at an appropriate run off rate. The rain garden substrate will be designed to accommodate the appropriate volume of water to enable suitable run off rates to be achieved.

4.0 Planning Policy/Consultation

This Section identifies the National and Local Planning Policies that apply to the proposed development and briefly states how the proposals meet these Planning Requirements.

National Planning Policy

National Planning Policy is set out in Planning Policy Wales (Edition 12, February 2024), Ministerial Interim Planning Policy Statements (MIPPS) and 21 Technical Advice Notes (TANs).

The following TANs are believed to apply to the proposal and have been considered during the design process:

- TAN 5: Nature Conservation and Planning
- TAN 11: Noise,
- TAN 12: Design
- TAN 15: Development and Flood Risk,
- Tan 16: Sport Recreation and Open Space
- TAN 18: Transport,
- TAN22: Planning for Sustainable Buildings.
- TAN24: Historic Environment



Planning Policy Wales

Planning Policy Wales – Edition 12 (November 2024) is the principal document, which sets out the land use policy context of the Welsh Government, for the consideration and evaluation of all types of development.

PPW refers to The Well-being of Future Generations (Wales) Act 2015 which places a duty on public bodies (including Welsh Ministers) to carry out sustainable development. In carrying out this duty, actions which public bodies must take include:

- setting and publishing objectives (“well-being objectives”) that are designed to maximise its contribution to achieving each of the well-being goals; and,
- taking all reasonable steps (in exercising its functions) to meet those objectives.

The Act puts in place seven well-being goals to help ensure that public bodies are all working towards the same vision of a sustainable Wales. These include the need for cohesive communities which are attractive, viable, safe and well-connected.

“Sustainable development” in Wales is defined as the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

This chapter recognises the important function of urban areas where priority is to ‘secure environmentally sound and socially inclusive regeneration to those urban areas which require it, so that they become more desirable places to live and work’ (Para 4.6.1).

Subsection 4.9 states the Welsh Government’s preference for the re-use of land. It mentions that brownfield sites in built-up areas will ordinarily be considered suitable for development, as they accord with sustainability objectives.

Chapter 8 deals with Transport and places emphasis on locating development to minimise the need to travel, particularly by private motor vehicle.

Paragraph 8.1.5 lists a series of transport objectives that the Welsh Government wishes to achieve through development planning, of which the most relevant to this application reads as follows:

- reducing the need to travel, especially by private car by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling.”

Paragraph 9.2.3 states that local planning authorities must ensure that sufficient land is genuinely available or will become available to provide a 5-year supply of land for housing.

PPW clearly identifies the need to deliver well designed and sustainable development within settlement boundaries and preferably on previously developed or brownfield land.

This proposal meets those aspirations and further requirements included with the various advice notes that support PPW

Technical Advice Notes:

Technical Advice Note 1 (2015): Joint Housing Land Availability Studies, highlights the importance of joint studies, with emphasis on a plan-led system which requires adopted LDPs to be in place. The TAN sets out guidance on JHLA preparation and continues to emphasise the need for local authorities to maintain a 5-year land supply

TAN 12: Design, sets out 12 objectives of good design and it is contended that this proposal meets all of these requirements, which are:

- Ensuring ease of access for all
- Sustaining or enhancing local character
- Promoting legible development
- Promoting a successful relationship between public and private space
- Promoting quality, choice and variety
- Promoting innovative design
- Ensuring attractive, safe public spaces
- Security through natural surveillance
- Achieving efficient use and protection of natural resources
- Enhancing biodiversity
- Promoting sustainable means of travel.

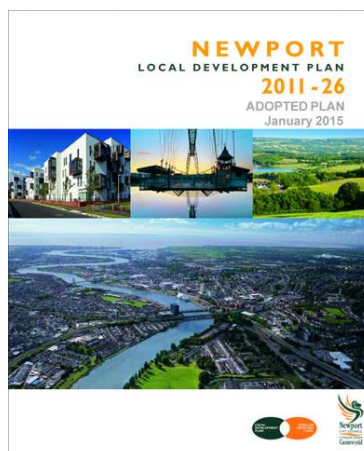


TAN 18 – Transport (2007) provides advice on transport related issues when planning for new development including integration between land use planning and transport, location of development, parking and design of development. Paragraph 2.1 relates to the integration between land use planning and transport, it states: “*An efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society.*”

Local Planning Policy

The relevant Local Planning Policy is the Newport Local Development Plan 2011 - 2026, adopted January 2015. The Proposal has been designed to adhere to the aims and Objectives of the Core Policies set out in the LDP generally and with specific policies where relevant.

On the LDP Proposals Map the site lies within the urban area boundary but is not allocated for any specific use purposes.



Key Policies

The following Objectives and Strategic Policies set out in the LDP are deemed to apply to the Proposal and have been adhered to. These are the Policies that have been identified as relevant in the Pre Application Advice notes. The appropriate section of this document is referenced in blue in the following table:

Ref	Title	Summary
Newport LDP 2011-2026, adopted January 2015		
SP1	Sustainability	 proposals will be required to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within an identified settlement boundary. Refer to: The principal of Development and Access Statement
SP3	Flood Risk	 Development will only be permitted in flood risk areas in accordance with national guidance. Where appropriate a detailed technical Assessment will be required to ensure that the Development is designed to cope with the threat and Consequences of flooding over its lifetime. Sustainable Solutions to manage flood risk should be prioritised. Refer to: The principal of Development
SP10	House Building Requirement	Sets out the requirement for new houses delivery in the Authority on previously developed land and infill, windfall and small sites Refer to: The principal of Development
SP13	Planning Obligations	Proposals of this scale may be required to provide or make contributions to local infrastructure. Refer to: Planning Obligations
SP18	Urban Regeneration	Sets out how proposals that assist in the regeneration of areas will be supported. Refer to: The principal of Development
GP1	Climate Change	To ensure that developments can withstand climate change over the lifetime of the development Refer to: The principal of Development, and Sustainable Design
GP2	General Amenity	Policy to ensure that there is no significant adverse effect on the amenity of the existing or new community. Refer to Principle of Development and Communal Safety
GP3	Services Infrastructure	Policy to ensure justification of the suitability of the services infrastructure required by the proposal, e.g. sewerage. Refer to Principle of Development and Services Capacity
GP4	Highways & Accessibility	The proposal must not detrimentally affect the highways capacity. There must be adequate public access and any new roads must be compliant with the Councils design scheme Refer to Sustainable Design & Parking

Ref	Title	Summary
GP5	Natural Environment	Development must be designed to protect and encourage biodiversity and encourage connectivity and ensure that there are no negative impacts on protected habitats Refer to Landscape, nature Conservation and Ecology
GP6	Quality of Design	All new developments must ensure that they are to achieve good design. Refer to Principle of Development & Design Considerations
GP7	Environmental Protection & Public Health	Policy to ensure that there is no unacceptable harm to health from a development. Refer to: Principle of Development & Design Considerations
H2	Housing Standards	Policy states that residential developments should be built to high standards of environmental and sustainable design. Refer to: Design Considerations
H3	Housing Mix and Density	Residential development of 10 dwellings or more 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. Refer to: The principal of Development
H4	Affordable Housing	On site provision of affordable housing will be required on all new housing sites of 10 or more dwellings in the urban area. The Authority will seek 20% provision on sites in East Newport where the application site is located. Refer to: Planning Obligations
T4	Parking	Policy requires adequate levels of parking in accordance with the relevant SPG. Refer to Transport
T5	Walking & Cycling	A network of safe walking and cycling routes will continue to be developed and protected. Refer to Transport
W3	Waste Management Facilities in Development	Where appropriate, provision will be sought in all new development for facilities for the storage, recycling and other management of waste Refer to Waste

Ref	Title	Summary
Supplementary Planning Guidance documents		
SPG	Planning Obligations (2015)	Sets out guidelines for any Planning Obligations required as part of the Planning process: Refer to all sections
SPG	Affordable Housing (2015)	Sets out guidelines affordable housing contributions either on or off site: Refer to Principle of Development and Planning Obligations
SPG	New Dwellings (2015)	Establishes the criteria required for improving community Safety and designing out crime: Refer to Community Safety
SPG	Car Parking Standards	This document sets out the standards and level of parking for vehicles and cycles required for developments. It is based on the Welsh Parking Standards 2010. Refer to Transport
SPG	Sustainable Travel	This document sets out measures to ensure that sites are sustainable as possible in terms of pedestrian and other links to local amenities. Refer to Transport
SPG	Wildlife and Development	Sets out how biodiversity should be conserved and enhanced throughout the development control process Refer to Landscape, nature Conservation and Ecology
SPG	Waste Storage and Collection	Sets out the requirements for the storage and collection of recycled material and general waste from developments Refer to Waste
SPG	Outdoor Play Space	Sets out the requirement to provide or contribute to the provision of outdoor play space in the vicinity. Refer to Planning Obligations
SPG	Air Quality	Refers to the requirement to ensure air quality and the tests to establish if an air quality assessment is needed Refer to Community Safety

Supplementary Planning Guidance

The following Supplementary Planning Guidance Documents are deemed to apply to the development generally and have been adhered to in the design of the building as referred to elsewhere in this document, particularly the Design Statement in Section 3: Design Analysis:

Planning Appraisal

The previous chapter identifies the relevant planning policies that should be taken into account in developing the design and assessing the Planning Application. Accordingly, this chapter provides an appraisal of the proposed development against this planning policy framework and other material considerations to demonstrate the acceptability of the proposals in Planning terms.

The key issues have been identified as:

- Principle of Development
- Planning Obligations
- Design considerations
- Sustainable design
- Transport
- Services Capacity
- Flood Risk
- Communal safety
- Landscape, nature Conservation and Ecology
- Loss of Existing Community facility
- Waste

The Principle of Development

The development proposal is to provide 40 number 100% affordable apartments, comprising 30 one bed and 10 two bed units in a designated residential area on a previously developed site.

The site lies in an urban area, close to local amenities and public transport. These include a range of community and retail facilities located within easy walking distance of the site all in accordance with Policies SP1, GP1, GP2, GP3 and GP4.

PPW presumes in favour of sustainable development and the proposed development would satisfy PPW's objectives of achieving sustainable development by ensuring that local communities have sufficient housing for their needs and promoting access to employment, shopping and other facilities.

The redevelopment of brownfield sites within sustainable locations is supported by both national and local policies. The site lies within the urban boundary as defined on the Local Development Plan Proposals Map and the proposed development housing is compatible with LDP Policies GP5, GP6, H2, H6 and T4.

The proposals are of a reasonable density to make maximum use of the sustainable location on a brownfield site all in accordance with Policy H3.

All as confirmed in the Pre application advice received (PRELET/ P/20/00044).

Planning Obligations

The Applicant is aware of the Planning Requirement for Affordable Housing as set out in Policy H4.

The proposal is for 100% affordable housing which satisfies the requirements of Policy H4 and the Affordable Housing SPG.

It is not anticipated that Education contributions will be required for the one bed apartments. However, there may be other contributions required.

As there is no capacity on site, if required, the applicant would seek to make a financial contribution in lieu of on site provision of outdoor play space in accordance with the relevant SPG.

The number of occupants calculated using the table on page 19 of the SPG is 65. This would result in the following requirements for outdoor space:

Type of Provision	Occupants	Area/occupancy (m ²)	Total (m ²)
Designated equipped playing space	65	2.5	162.5
Informal playing space	65	5.5	375.5
Outdoor Sport	65	16	1,040
Total	65		1,392

Design Considerations

This Design and Access Statement and plans submitted clearly demonstrate that the scheme will make a positive contribution to the local environment, in terms of its relationship with the surrounding area, and will effectively improve the character and legibility of this part of the river frontage whilst providing much needed Social rented accommodation.

The proposed scheme responds to the local character, referencing the existing residential developments in the area to ensure that the overall site has a legible architectural character, which is easy to navigate and creates a sense of community and enclosure.

A palette of materials has been selected which complement the site context, with sustainability at the forefront, particularly energy efficiency, noise and sound insulation.

The design has responded to comments made in the pre application advice and is considered to be entirely in accordance with Policies GP2, GP6, GP7 and H2 and also in accordance with the New Dwellings SPG.

Sustainable Design

The design has been developed with sustainability at the core of the process. The site is in an inherently sustainable location (see Access Statement and Site Analysis) and is accessible by public transport, cycles and pedestrians.

The Environmental Sustainability chapter in the previous section demonstrates the sustainable nature of the building in construction and operation.

The dwellings will benefit from modern efficient technology to improve efficiency and sustainability whilst future proofing for upcoming changes in domestic energy policy.

The sustainable design and location of the proposed development meet the requirements of Policy GP1: Climate Change.

Transport

The proposed development is in a sustainable location and is easily accessible by, foot, cycle, car and Public Transport. There is a bus stop in close proximity to the development which provides access to services to Newport Town Centre and the wider Public Transport network beyond. The Sustainable location of the site meets the requirements of SP1, GP1 and GP4.

On-site parking provision for cars and cycles is in accordance with Policy T4 and the adopted SPG for Parking and. A reduction is sought on sustainability grounds and to reduce emissions and improve air quality.

Cycle Parking is provided and there are a number of local amenities located within reasonable walking distance of the site. See Section 5: Access which sets out how the proposals are in accordance with the Sustainable Travel SPG.

Electric charging points are provided on site to encourage use of electric cars to further promote carbon reductions and improve air quality.

Detailed information is given in Section 5: Access Statement (Parking) and elsewhere in this document.

Services capacity

There is suitable capacity in the existing foul sewer system to accommodate the development as confirmed by Dwr Cymru/Welsh Water. All other services are present adjacent to the site and have sufficient capacity to serve the proposed development. The Proposal does not have any negative impact on local infrastructure facilities and is in accordance with Policy GP3.

Flood Risk

As set out in Section 2 the site is within Flood Zone B. Although not specifically required under TAN15, a detailed Flood Consequence Assessment (LNA-JBAU-XX-XX-RP-Z-0001-S3-P01-Coverack_FCA) has been prepared by Messrs JBA Consulting.

The document, which is included in this application, concludes that:

"We concluded that on the grounds of flood risk the proposed development site is in compliance with Planning Policy Wales and TAN-15, meeting the requirements set out in the Justification Test, Acceptability Criteria and using the actions set out in the Severn Estuary SMP for managing future flood risk."

The FCA also sets out the parameters required to ensure that the design meets the technical requirements of TAN 15 and that the safety of occupants and residents, as

well as the wider community, is protected. Details of the measures taken are included in the previous design analysis section.

The proposals therefore meet the requirements of TAN15 and Local Policy SP3

Communal Safety

Provision is made for existing and future residents with the adoption of measures incorporating recognised designing out crime principles to ensure compliance with Policies GP2, GP6 and GP7. The design has been registered with Secured by Design, reference number NCC/SBD/6/22. (as referred to in Section 3: Design Analysis/Communal Safety). The project will be registered for Gold Award, as required for Grant funded affordable housing, and all requirements of the Designing Out Crime Officer will be included in the final design.

The site is subject to potential noise from the adjacent George St bridge, as addressed in the site analysis section. The design will mitigate the impact on potential residents as set out in the design analysis section and in accordance with the recommendations of the submitted acoustic report.

The development's impact on air quality is not deemed to be detrimental as set out previously and the requirements of the Air Quality SPG have been met along with Policy GP7.

The proposals will not have an adverse impact on neighbouring properties. There are no perceived implications for noise, air or light quality from the proposed development.

Landscape, Nature Conservation and Ecology

The site currently has no Ecological value. The proposed design will include a comprehensive Landscaping scheme which will improve and enhance the biodiversity of the site and meet the requirements included in the SUDS regulations.

Additional Biodiversity improvement measures including the use of bird and bat nesting boxes will be included in the development.

This will meet the requirements of Policies GP1, GP5 and the Wildlife and Development SPG.

Waste

Suitable provision has been made for the storage of recyclable materials and general waste within the apartments.

A dedicated external bin store is provided to accommodate the number and sizes of bins required by the Waste SPG. The bin store is located to enable easy collection by waste operatives and within easy reach of both entrances to the building.

The proposals meet the requirements of Policy W3 and the Waste Storage and Collection SPG.

Consultation

Flooding NRW

The Environment Agency web site and Development Advice Map has been consulted and it has been identified that the site lies in Flood Zone B. See Site Analysis and Design Analysis sections for details.

Pre-Application Advice

The application site has been subject to a number of pre-application enquiries submitted to Newport City Council in recent years. Two pre-app enquiries were submitted to the LPA on behalf of Jehu Group in March 2020 and June 2021, for the delivery of 48no. units and 40no. units respectively. Formal pre-application responses on these were issued by Newport City Council in July 2020 and August 2021 (ref: PRELET/P/21/0161 and PRELET/P20/00044). The responses received raised comments relating to matters including density, scale, and design, and set out what would be required as part of a formal planning application for the redevelopment of the site. This is discussed further within the Design Evolution section of this Design & Access Statement.

Following the transfer of ownership of the site to Hedyn, a third pre-application enquiry was submitted in May 2024 (P/24/0058), which comprised the proposals put forward within this planning application. The proposals put forward within this pre-application enquiry also incorporated a number of the matters raised by the Council on the previous pre-application enquiries submitted, including matters relating to scale, density, design, and landscaping. This pre-application enquiry was allocated to Geraint Roberts as case officer at the LPA.

Initial written pre-application advice was provided in June 2024, containing comments received from the relevant Council consultees (Ecology, Highways, Arb, Public Rights of Way). A subsequent meeting was held with Geraint Roberts, along with the LPA's Heritage Officer, in order to discuss the broad range of comments received, including heritage matters and concerns around a potential negative impact being generated on the Grade II* Listed George Street Bridge. A comprehensive summary of the matters discussed as part of these pre-application discussions is provided within the accompanying planning statement. At the time of writing, a full, formal written response has not been received.

In terms of the Pre Application advice received the following matters were raised and have been addressed in the proposed scheme:

Massing & Impact on neighbouring amenity

Whilst the general massing of the proposal was deemed acceptable concerns were raised regarding the potential for shading and overbearing on properties adjacent to the site.

The Context elevations prepared post advice clearly show that as the properties in Coverack Road are in excess of 50m from the proposed building, overshadowing and/or overbearing are not an issue.

The only potential for overshadowing is in late PM during Winter months and this is limited to a very short period just prior to sun set.

The adjacent property on Argosy Way is to the South of the proposed building and has a blank gable wall facing the site. There is no overlooking of private space or habitable windows and overshadowing is not an issue.

The proposed building has been located on the site to minimise the impact on adjacent residents and the George Street Bridge (see later).

Proposed Design & Materials

Concerns were raised regarding the use of render panels and their propensity to discolour. The render panels on the riverfront elevation have been removed and replaced with the rainscreen cladding panels on the submitted proposal.

The Main entrance is sign posted by the upper floor cladding material being brought down to First Floor level above the entrance door. This provides a strong visual pointer to the entrance when the site is approached from Coverack Road.

Amenity of future Occupiers – internal and external space

The internal arrangements and sizes of the apartments were considered acceptable as were the balconies.

Whilst the level of on site amenity space is limited the advice accepted that there is sufficient accessible public open space close to the site including the River Walk, or Usk Corridor, and Lysaght's Park to the South.

Parking levels

Parking levels were questioned. However, the evidence provided in this DAS and the submitted Transport Statement clearly demonstrate that the proposed number of parking spaces will be appropriate and in accordance with National and Local Planning Policy.

The sustainability calculations demonstrate that the site is in an inherently sustainable location and a Travel Plan is included in the submission to support the reduction in parking numbers. This reduction in parking numbers enables greater landscaping and thus biodiversity as well as minimising any potential impact on local air quality.

Waste Management

The proposals for an on site bin store and management of collection is clearly set out in the previous section of this document. The provision is entirely in accordance with the adopted SPG.

Noise

A Noise assessment has been carried out and advice provided on measures needed to ensure the amenity of residents. These measures have been included in the proposed design as set out in the relevant sections.

Flooding (containment)

The submitted FCA shows that the proposals are compliant with TAN15 and the site is protected from flooding. No significant design measures are needed to manage the risk of flooding given the location of the site.

Relationship with the public realm / River Usk

The advice suggested that any boundary treatments along the river walkway boundary would need to be high quality.

The proposal includes for a low level powder coated hoop top fence along this boundary. This will maintain a feeling of openness along the river walk whilst providing defensive space between the ground floor apartments and the public realm.

Heritage Assets

The advice, and subsequent discussions raised concerns regarding the impact of the building on the adjacent George Street Bridge. It was suggested that alternative building orientation on the site were considered.

The design team were united in their view that the proposed building location had the least impact on the adjacent bridge and maintained views of the bridge that enabled viewers to appreciate the scale and engineering quality of the design.

Massing studies were prepared (drawing 1671PAC-13) which clearly demonstrated this and detailed information is included in the Heritage Impact Assessment included with the planning submission.

Given the above it is felt that the proposed development has addressed any concerns raised in the pre application process and should be supported by the Local Planning Authority.

Pre-Application Consultation (PAC)

Section 17 of the Act and the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (DMPWO) as amended by the 2016 Order requires formal Pre-Application Consultation to be carried out for all major developments. A major development is defined as residential scheme that includes more than 10 houses and as such this scheme is subject to this requirement.

Guidance on carrying out the pre-application consultation requirements within the Act has been provided by the Welsh Government set out in Article 1 of the Town and Country Planning DMPWO (Amendment) 2016 'Guidance on Pre-application Consultation'.

Following the initial pre application advice being received, the proposals were refined and before the commencement of the PAC process.

Statutory pre-application consultation (PAC) was undertaken between the 16th December 2024 until the 20th January 2025 inclusive. This comprised the erection of two site notices (bilingual) at the application site, the issuing of letters to all adjacent landowners (statutory consultees) and nearby identified residents, and the issuing of letters to all identified specialist and other consultees.

In addition, as part of PAC a public engagement event was held at Rosier's Dojo, 1 Witham Street, on Wednesday 8th January between the hours of 15:00 to 18:00. Here, the local ward members (Victoria), in addition to local residents living nearby and consulted as part of PAC, were invited to review the accompanying plans and provide their views on the proposed development and make representations. Members of the client team were also in attendance to address any questions had by those in attendance.

Any person who wished to make representations about the proposed development must have completed a Consultation Response Form, either online or as a hard copy, and issued to Asbri Planning by the 20th January 2025.

Further information on the pre-application consultation undertaken, in addition to all responses received as part of the consultation, can be viewed in the accompanying PAC Report.

5.0 Access Statement

This section explains how the proposed access arrangements make reasonable provision for all users have equal and convenient access into the site from its boundaries, within the site itself and also within the building.

The following legislation and guidance have been referred to during the design process and have influenced the design in terms of access:

- The Disability Discrimination Act 1995
- Building Regulations Part M (Access to and Use of Buildings)
- BS8300:2001 (Design of Buildings and their approaches to meet the needs of disabled people)

A summary of the site's accessibility in terms of public transport links, walking and cycling connections and access to local facilities is included below.

Movement to and from the Site

The Proposal is designed to be accessible to all. The site is accessible by car, cycle, walking and is close to public transport connections providing a range of transport options for potential residents. The site is also close to local amenities reducing reliance on the car and the number of trips generated by the proposed development, all in accordance with Policies of the Local Plan.

The following sections set out the current situation and any measures proposed as part of the proposal to reduce dependence on the private car.

Pedestrian Access

The site is in a sustainable location and is located close to many local amenities and facilities as well being well connected to the public transport network as described in detail in the site analysis section.

Maindee Primary School is located an easy 300m walk along the river to the North of the Site, Eveswell and St Andre's Primary Schools both with 1km. All are within acceptable walking distances as defined by Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' and are the local catchment schools for the site.

Corporation Road District Centre is less than 200m walking distance to the NE of the site along Coverack Road. The District Centre has a range of local amenities including convenience stores, health facilities and a Post Office.

Newport City shopping Centre and Friar's Walk is less than 1km walking distance to the Northwest of the site and provides a range of facilities including retail outlets, a large Supermarket, public transport access, cultural and leisure activities along with a range of employment opportunities.

The site is close to a number of leisure and sports facilities such as Rodney Parade, Dragons Rugby and Newport Squash and Rackets Club to the North. Lysaght's Park, which provides public amenity space, along with dedicated play and sports areas, is within 600m to the Southeast.

Coverack Road has pavements on both sides that connect to the wider footpath network.

There is an Active Travel route immediately adjacent to the site which runs along the eastern river bank and connects to the city centre, and beyond into Newport's commercial sectors.

The extract from Newport Maps included in the Site Analysis section shows these routes:

The majority of roads within the vicinity of the proposed development have footway provision on one or both sides of the carriageway.

The Chartered Institute of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum.

The guidelines also indicate that walking trips for other purposes have a desirable walking distance of 400m, acceptable distance of 800m and the preferred maximum of 1.2km.

CHIT Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

The table in the Site Analysis section shows the local facilities/amenities within walking distance of the proposed development.

Given the reasonably good pedestrian links there are no additional proposals necessary to increase accessibility for pedestrians other than the ongoing promotion of walking as an environmentally friendly and healthy alternative to the private car.

Cycle Access

The site is readily accessible by cycle and cycle storage is provided as part of the design in accordance with the Parking SPG.

The Local Authority Active Travel Plan (see Site Analysis) shows an Integrated Route adjacent to the site along the banks of the River Usk.

Cycle Storage

Cycle storage for the development in accordance with the Sustainable Travel SPG, is located in a secure lockable external cycle store as shown on the drawings. The total number of cycles required by the Sustainable Travel SPG for the apartments is 1 space per 2 bedrooms long stay and 1 space per 20 bedrooms short stay. As there are 50 bedrooms in total this would equate to 25 long stay cycle parking spaces in total.

The drawing shows that there are a total of 26 Secure cycle spaces over two tiers shown for the development, exceeding the requirements of the SPG.

The cycle storage will be a bespoke size Premium Amazon cycle shelter with a sedum roof supplied by The bike storage company.

The cycle store will be locked with a keypad controlled gate and will have a sedum roof to prevent unauthorised access to the cycles, as well as assisting with the SUDs strategy.

<https://www.thebikestoragecompany.co.uk/product/premium-amazon-cycle-shelter/>

Short stay cycle parking is provided by 2 stainless steel Sheffield hoops, providing 4 spaces, located adjacent to the entrance to the apartments.

Vehicle Access

The site is located on Coverack Road, which connects to the wider road network in Newport. Coverack Road links directly with Corporation Road which connects to Caerleon Road (B4596) which provides links to the M4 to the North (Caerleon Interchange) and Newport Town Centre to the West.

Although well connected Coverack Road itself is a relatively quiet road that offers safe crossing for pedestrians to the walking routes along the river to the West. The site is well served for vehicle access with all local roads being suitable for both car and commercial vehicle access.

The site includes an appropriate number of parking spaces in accordance with the Parking Standards SPG (see below) and electric charging points will be provided for in excess of the 10% of spaces required by the Development Management Air Quality SPG (refer to Air Quality section above).



Public Transport Access

There is a bus stop within 250m of the site entrance on both sides of Corporation Road with a range of additional bus stops within an 800m radius of the site.

More details are provided in the Movement and Infrastructure section of the Site Analysis assessment previously.

The site is well served by Public Transport that provides regular connections to the City Centre and nearby amenities. All of these public transport facilities are well within recognised walking distances as set out in national guidance documents such as the CHIT 'Providing for Journeys on foot' referred to above.

Movement within the site and buildings

The development is generally accessible to all. The buildings will be designed to fully comply with the requirements of Part M of the Building Regulations.

The internal layouts of all of the dwellings have been designed to ensure access for all. All have been designed to meet the Requirements of Part M of the Building Regulations and Lifetime Homes.

A level approach is provided to all dwellings with an appropriate low rise threshold included to enable disabled access.

All internal doors will be appropriately sized to accommodate disabled users and will be finished to ensure they are visible to those with partial sight.

A lift has been provided to give access to all upper floors and the raised Ground Floor.

Sustainable Travel

The Sustainable Travel SPG sets out guidance on linkages with the wider area and requests that all planning applications for Major residential development set out how the proposed development will link with its surrounding community and environment. To support the application and to show compliance with the SPG the following information is offered in conjunction with the previous section:

The previous plan shows the facilities listed in the SPG, Schools, Healthcare, Parks and Leisure and Public Transport Services. The following sets out how people will travel sustainably to these facilities:

Catchment Primary School

The Catchment Primary Schools are St Andrews Primary School and Ysgol Gymraeg Caesnewydd.

St Andrews Primary School is 1000m walking distance from the site on safe and accessible pavements.

The Welsh Medium Primary School, Ysgol Cymraeg Caesnewydd is approx. 2.7Km walking/driving distance from the site.

Catchment Secondary School

The Catchment English Medium Secondary School is Lliswerry High on Nash Road to the South of the site. This is approx. 2.8km walking distance on safe and level pavements.

There is also a bus service to the School (74) which can be accessed on Maindee Square.

The Catchment Welsh Medium Secondary School is Ysgol Gyfun Gwent Is Coed on Dyffryn Way. This is a considerable distance but the School is served by the YG1 and YG2 bus which can be caught from the City Centre which is easily accessible by bus from the site.

Healthcare Provider/ GP Surgery

The nearest GP Surgery is The Rugby Surgery on Kelvedon Street and is a 360m walk from the site. This is within the acceptable walking distance on the table above.

There is a pharmacy adjacent to the Surgery (Well Pharmacy) and also in the District centre.

Parks/Leisure Facilities/Open Space

There are a number of Parks and Leisure facilities within the area which are easily accessible from the site. Lysaght Park is within 600m of the site which includes a children's play area and a basketball area.

Rodnety Parade, Newport Squash Rackets Club and Newport Athletic Club are conveniently located as easy 750m walk along the riverbank to the North.

The site is well connected to public open space.

Public Transport Services

There are a variety of bus stops and modes of public transport within the site's vicinity. There are bus stops within 250m and Newport Train station is less than 1.5km walking distance from the site.

The bus stops provide access to a range of bus services including the 42, 43, 5, 9A and 9C at Corporation Road (250m away).

The buses also provide an easy connection to the main bus station and train station within Newport City Centre, which provides access to regional and national connections.

Given all of the above the proposed site will meet the test of accessibility set out in the Sustainable Travel SPG. This should enable the requirement for parking at the site to be waived.

Sustainability Calculation/Parking

Car parking provision for the proposed development is required in accordance with Newport City Council Parking Standards, March 2015, which is supplementary planning guidance of the Local Planning Authority.

The parking standards also refer to the use of Travel Plans and the sustainability of new developments.

The parking standards quotes paragraph 8.4.2 of Planning Policy Wales which states: *'Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have been generally achieved in the past. Minimum parking standards are no longer appropriate.'*

The document also notes that: *'These parking standards will inform observations made by the Highway Authority at Newport City Council on applications received for Planning Permission.'*

The adopted parking standards introduced a system of zones for parking and the standards 'lay out six such zones, each with differing designated levels of parking requirement for development management purposes.'

It is considered that the proposed development site is located in a Zone 4 urban location as per the definition detailed in the parking standards.

Car parking provision for the proposed development will be provided in accordance with Newport's adopted maximum parking standards as set out below.

For Residential new build and Conversions in Zones 2-6, the Parking Standards require 1 space per bedroom with a maximum of 3 for each dwelling, with 1 visitors' space for every 5 dwellings.

The following is the parking requirement if the SPG guidance is applied:

Apartment Type	Number	Maximum Parking Standards	Maximum spaces
1 bed apartment	30	1 space per bed	60
2 bed apartment	10	1 space per bed	20
Visitors		1 space per 5 dwellings	8
TOTAL	40		88

Based on this calculation a maximum of 88 spaces would be required for the dwellings including 8 visitors' spaces.

However, as set out in the previous sections the site is highly sustainable in transport terms and has scored 13 points in the sustainability calculations. This enables a reduction to a **maximum** of 1 space per unit.

In addition, the parking survey and Transport Assessments have clearly indicated that there is parking available in the existing car park that serves the previous developments of Bankside and Tramway House.

The parking demand and suggested car ownership at these developments is 0.62 cars per apartment and 0.44 cars per bedroom.

It is worth noting that one of the blocks is private market housing which is likely to have higher car ownership than the affordable units.

These figures seem to be in line with the census figures quoted in the previous pre app submission, where census information suggested 61% car ownership for social rented accommodation.

The 32 spaces provided on the site give approx. 0.8 spaces per apartment or 0.4 spaces per bedroom, which is in line with the expected usage based on the traffic survey.

However, when combined with the spare capacity in the adjacent car park the ratio changes to 0.94 spaces per apartment, which is well above what the expected demand will be.

It is suggested that the level of parking provided is entirely appropriate for the site location and tenure. As the numbers are less than the maximum permitted by the SPG to parking provision is entirely in accordance with the Parking Standards and Sustainable Transport SPGs.

6.0 Summary and Conclusions

The current proposal is for the development of 40 high quality affordable dwellings on the river frontage in Newport. The project meets the following requirements:

- The completed development will be managed by a recognised Registered Social Landlord delivering high quality affordable accommodation for the people of Newport.
- The proposal is for a high-quality development to address an identified need for new affordable housing.
- The site is in an accessible and sustainable location with easy access to many local facilities and public transport options.
- The proposal has minimal impact on adjacent occupiers and has no impact on their amenity.
- The proposal respects the setting of the adjacent Listed George Street Bridge and ensures that views are available from Coverack Road,
- The dwellings will be sustainable in their construction and operation.
- The proposal includes a significant increase in on site biodiversity and has no negative impact on existing biodiversity either on or off site,
- The proposal is in line with all policies identified in National Planning Guidance, the adopted Local Plan and Supplementary Planning Guidance.

For these reasons it is felt that this is an appropriate development that will meet with the approval of the Planning Officers and the Local Authority Planning Committee'