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Green Infrastructure Statement

15 Ridgeway, Newport

12.05.26

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LAIRD BAILEY
LANDSCAPE ARCHITECTS

Planning

Management

Design

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Introduction

- 1.1. This Green Infrastructure Statement (GIS) has been prepared by Laird Bailey Ltd on behalf of Powys ('the Applicant'). It accompanies an outline application for the construction of a dwelling and double garage at 15 Ridgeway, Newport, NP20 5AF (referred to herein as 'the Site').
- 1.2. The purpose of this document is to identify the local Green Infrastructure (GI) network both within and surrounding the Site, illustrating how the development proposals have been designed to avoid, minimise, mitigate, and, where required, compensate for the loss of local GI in line with Chapter 6 of Planning Policy Wales (Edition 12).

Development Description

- 1.3. The development proposals comprise the removal of an existing garage and shed and the construction of a new driveway, parking area, double garage and single detached dwelling with associated landscaping.

Existing Green Infrastructure

- 1.4. The Site comprises a parcel of land to the rear of dwellings off Ridgeway. Dwellings off Ridgeway front the Site to the south with the wider settlement of Newport beyond. A block of woodland is located to the north, with pasture land associated with an equine facility lying beyond. A garage and shed are located along the western boundary, with a portion of land associated with the garden of 15 Ridgeway located between them. This area includes concrete, paving, and rough ground. The northern portion of the Site features a grass lawn with a double line of tree stumps running through its centre to the rear of the plot. The boundaries to the northern portion of the Site are lined with tree and shrub planting, with the adjacent woodland lying beyond the site to the north. Further south within the Site, the western boundary features include metal post and chain link fencing and wooden post and panel fencing.

Stepwise Approach

Avoidance Measures

- 1.5. The proposals allow for the retention of existing trees and shrubs along the Site boundaries as far as is practicable. This has been achieved by locating the built development within the centre of the Site. The required amount of grassland removal to facilitate the proposed development has been reduced, as the proposed access route runs along an area largely consisting of existing hardstanding. Furthermore, hard landscaping surrounding the building (patio) has been minimised to avoid a wider impact on the retained grassland.

Minimisation

- 1.6. Impact on the existing GI network has been minimised throughout, with the siting of the proposed dwelling to the south-west towards the existing development and set back from the boundary vegetation and woodland to the north-east. The design minimises the required vegetation loss by reusing existing hardstanding areas for the proposed access route. However, a portion of the

existing lawn to the rear of the Site would need to be removed to facilitate the proposed development.

Mitigation/Restoration

- 1.7. The loss of grassland is unavoidable in order to facilitate the construction and siting of the dwelling. The proposals seek to offset this loss through the addition of new landscaping in the location of the removed garage within the frontage of the Site and to the front of the proposed dwelling.

Compensation

- 1.8. The proposed rear garden is in private ownership and will be under the control of the future occupier. The domestic garden will contain portions of retained and reestablished grass lawn so that this portion of the Site can continue to function within the GI network as previously within the baseline. The network of gardens within the settlement edge are connected and provide links to the wider GI network.
- 1.9. The area where the existing garage is to be removed would partially form the access driveway. The remaining area will incorporate new soft landscaping associated with the wider garden of 15 Ridgeway. There is an opportunity to incorporate new shrub planting to the front garden of the proposed property, which could incorporate flowering and fruiting species to provide habitat and foraging opportunity, and support pollinators, as well as providing amenity value for residents.

Conclusion

- 1.10. The loss of GI features as a result of the proposed development is minimised by the utilisation of areas of existing hardstanding and built form in the proposed layout of the driveway access. There would be some loss of the existing vegetation to the rear of the Site to facilitate the construction of the proposed dwelling; however, the remainder of the existing lawn area would be incorporated into the rear garden of the proposed dwelling and would continue to function as previously within the baseline situation. An additional area of soft landscaping would also be created along the proposed access, replacing a portion of the existing garage. The successful maintenance and establishment of additional landscape features to the frontage of the dwelling would integrate into the wider GI network and provide both amenity and biodiversity benefits.
- 1.11. A stepwise approach was followed during the development design. Given the avoidance, minimisation, mitigation and off-site compensation measures outlined above, it is considered that the proposed scheme complies with Chapter 6 of Planning Policy Wales (Edition 12), which sets out the policy for biodiversity and nature.



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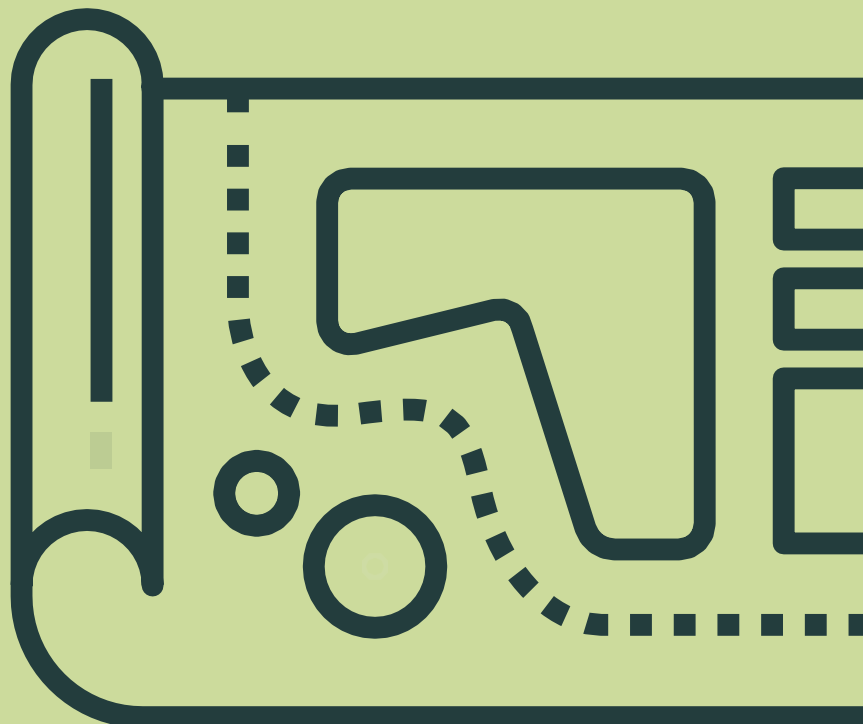
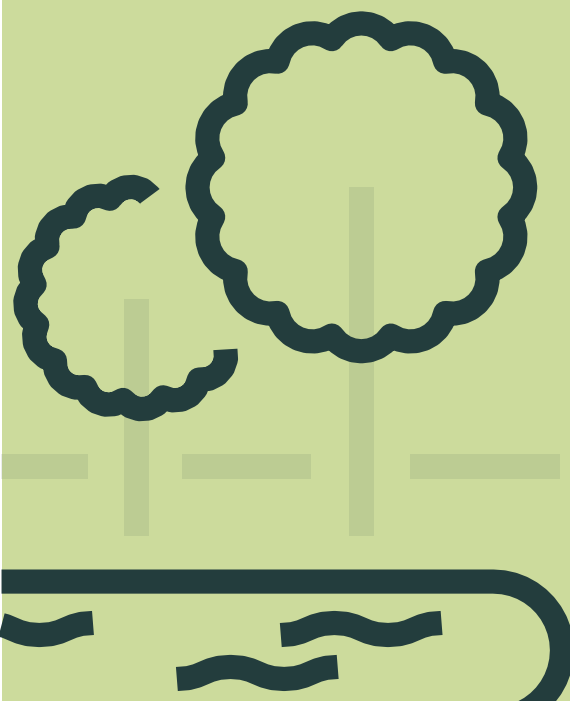
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