

# design and access statement

## land south of glan usk school, newport

december2013



### Cardiff

Asbri Planning Ltd  
1st Floor  
Westview House  
Unit 6 Oak Tree Court  
Mulberry Drive  
Cardiff Gate Business Park  
CF23 8RS

**T:** 029 2073 2652

### Swansea

Asbri Planning Ltd  
1A Axis Court  
Riverside Business Park  
Mallard Way  
Swansea Vale  
Swansea  
SA7 0AJ

**T:** 01792 776520

**F:** 029 2073 2670

**E:** [mail@asbriplanning.co.uk](mailto:mail@asbriplanning.co.uk)

**W:** [www.asbriplanning.co.uk](http://www.asbriplanning.co.uk)





**Description of development:**

Development of 248no. dwellings and associated works

**Location:**

Land south of Glan Usk School, Herbert Road, Newport

**Date:**

December 2013

**Project ref:**

12.259

**Client:**

Greenhill Construction Ltd.



	Prepared by:	Approved by:
<b>Name</b>	Lowri Hughson-Smith <i>Planner</i>	Jon Wilks <i>Associate Director</i>
<b>Signature</b>		
<b>Date</b>	December 2013	December 2013
<b>Revision</b>	--	--

planning design and access statement



**Asbri Planning Ltd** | 1st Floor | **Westview House** | Unit 6 Oak Tree Court | **Mulberry Drive** | Cardiff Gate Business Park | **Cardiff** | CF23 8RS  
**T:** 029 2073 2652 | **E:** mail@asbriplanning.co.uk | **W:** asbriplanning.co.uk | **F:** 029 2073 2670



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## 1.1 Introduction

This Design and Access Statement (DAS) has been prepared by Asbri Planning Ltd. on behalf of Greenhill construction Ltd. and accompanies a full planning application for the development of 248no. Dwelling and associated works at land south of Glan Usk School, Herbert Road, Newport.

The application site (hereafter the Site) is situated within Newport City Council administrative authority, north-east of the city centre, in a wholly urban area.

The Site lies immediately adjacent to the eastern banks of the river Usk and south of the M4 over bridge near to junction 25a, Glebelands Park and the recently developed Glan Usk Primary School. It is enclosed to the south by industrial estates and the west by the Newport to Hereford Railway line.

The main transport routes that serve the local area is the B4596 which runs to the east and south which leads to the M4 at junction 25 to the north-east and to the A4042 to the south- west. The A4042 leads to the A4052 to the west linking to junction 26 of the M4.

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The purpose of this DAS is to provide a clear and logical explanation of the various facets of design and access in relation to the proposed development. The DAS also acts as a method of demonstrating the details of a planning application in a way that can be read both by the professional and the public. The diagram below, extracted from the Welsh Government guidance on preparing a DAS, illustrates the various considerations to be taken into account when preparing such a document.



## 2.1 site analysis

### Site features

The Site measures 5.83 hectares and approximate National Grid Reference is 331718E, 189369N. The Site from the 1930s has been in industrial use and accommodated industrial units of various sizes over the years. All of the industrial units have now been demolished and the Site is devoid of any built structures. Given the previous use the Site is classed as a brownfield site.

The Site is an irregular shape comprising of three distinct land parcels. To the north of the Site are two larger land parcels which are accessed via the third land parcel which is a narrow strip of land that lies between the river bank and the adjacent industrial units and residential dwellings along Courtney Street and Morgan Street.

The Site has a right of way along the western edge of the Site, the location of the right is shown in the plan on page 5. The plan on page 5 indicates the location of the recorded right of way location is west of the formal, surfaced footpath that was established recently when Glan Usk School was constructed. The formal footpath is the route primarily used at the Site opposed to the recorded right of way.

The land parcel furthest north at the Site is a grassed area of land which is separated from the wider site to the south by a reen, known as Lottery's Reen. This parcel of land is well maintained with mown grass and was remediated during the development of the school to the north, under planning permission 00/0768 (outline) and 03/1531 (reserved matters).

The land parcel south of the reen is the site of a former factory. The buildings associated with the former factory have been cleared and the site is currently vacant scrub land interspersed with some hardstandings with overgrown shrubs.

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Lottery's Reen flows westwards from the eastern boundary to an outfall into the River Usk. Its steep northern bank is mostly fringed by bramble and Willow scrub, with Common Reed dominating the more open parts at its eastern end. The southern bank is bordered by a steep-sided scrub-covered bund at its eastern end, but the western part is more gently sloping.

The third parcel of land is a narrow strip of land and comprises grassed areas and the surfaced footpath. This area of the site is currently vulnerable to littering and the some overgrown shrubs.

The topography of the Site varies across it. The existing ground levels in the north-east portion of the site are around 6.9 metres AOD and rises to the east to approximately 7.4 metres AOD. The main expanse of the site varies from 7.0 metres AOD and 8.0 metres AOD. The ground running immediately adjacent to the River Usk along the western boundary of Site is generally higher, with levels rising from 9.0 metres AOD in the north to approximately 10 metres AOD halfway along the site, before dropping to 9.5 metres AOD at the southern extent.

The Site does not have any Tree Preservation Orders.

The Site is not within a Conservation Area and the land is not classified as agricultural land.

The Site does not have any ecological designations. It does, however, lie adjacent to the river Usk which is a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI). The Site does not have any landscape designations but the river Usk front is an important vista.

public right of way plan



## 2.2 site analysis

### Surroundings

The Site is bounded to the north by the Glan Usk Primary School, a recently constructed school with associated play grounds to the north. Adjacent to the north-eastern corner of the site is Bank Street allotments. Further north is the Glebelands Park which is an open green area with playing fields and is well used by local residents for dog walking and recreation.

The eastern boundary lies immediately adjacent to the Newport to Hereford railway line separated by a natural tree buffer. Beyond the railway line the land use is predominantly in residential and interspersed with typical mixed uses, for example, community halls, shops and places of worship.

The River Usk is immediately adjacent to the western boundary and although is no formal demarcation between the site and the river Usk to the top of the river banks are clearly defined. As mentioned on the previous page, the river Usk is a SAC and SSSI.

The south of site is bounded by industrial units and associated yards and the residential streets of Morgan Street, Courtney Street and Collier Street.

### Access

The main access to the Site is gained via an access point located at the convergence of the north of Collier Street and north-west of Courtney Street. A pedestrian only access to the site is available to the north via the Glebelands Park which is access via Bank Street.

site photographs



### 3.1 context analysis

#### Residential Context

The Site is located within the ward of St Julian's in the north of Newport, where the residential context is predominantly two-storey terraced town houses of varying facades.

Despite being bounded by Glan Usk primary school to the north, the river Usk to the west, industrial units to the south and the Newport to Hereford railway line to the west, residential use is the most predominant land use in the area and located beyond these land uses.

The residential dwellings at Margaret Avenue, located to the east of the railway line, are attractive east-facing bay fronted period houses offering three bedroom accommodation. The dwellings are accessed from the public road via a modest front curtilage with their rear curtilage facing onto the railway line.

Further residential dwellings are located north, along Stockton Road although access from Margaret Avenue is restricted by the dwellings at Orchard Street and Stafford Road. The properties on Stockton Road are also bounded to the west by the railway line and comprise of two-storey dwellings, albeit smaller than the aforementioned dwellings. The bay fronted windows are restricted to ground floor level and the external facade comprise of either rendered walls or red brick with yellow or white quoins around the windows and doors.

The residential dwellings to the south, beyond the industrial units which bound the application site are similar in appearance and scale to the aforementioned dwellings and the wider residential context. The dwellings along Morgan Street, Courtney Street and Turner Street are two-storey terraced houses with similar facade and streetscape to the aforementioned residential dwellings to the east of the Site. The

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dwellings at Collier Street, further south from the site are also two-storey however they do not encompass a front curtilage.

Located directly opposite to the access road into the application site at Herbert Road is the redevelopment of the Evans Halshaw garage comprising of 32 no. residential units consisting of 2, 3 and 4 bedroom houses and flats together with external works. The dwellings at this point obtain a more modern facade of cream render at first floor level and red brick at ground floor.

Pictures of the residential context are on page 9.

#### Local Land Use

Despite being predominantly residential, the ward of St. Julian's, to the north of the city incorporates an array of land uses, which is evident directly adjacent to the application site.

St Julian's has two primary schools, namely Glan Usk primary school, located directly adjacent to the north of the application site and St Julian's primary school, located approximately 500m to the east.

Recreational land is provided in the form of Glebeland Park, located to the north of Glan Usk primary school as well as Brecon Park and Woodland Park to the east. There is a local area of play located to the south of the Site central to the residential streets of Morgan Street, Courtney Street and Turner Street.

The land use to the south of the application site consists of several B1 and B8 industrial units with accompanying external storage areas that are currently in operation.

context photographs



Residential dwellings at Stockton Road, to the east of the application site



Residential dwellings at Margaret Avenue, to the east of the application site



Residential dwellings at Margaret Avenue, to the east of the application site



Residential dwellings at Courtney Street, to the south of the application site



Residential dwellings at Morgan Street, to the south of the application site



Residential dwellings at Collier Street, to the south of the application site



Residential dwellings at the Evans Halshaw site, to the south of the application site



Residential dwellings at the Evans Halshaw site, to the south of the application site



Rear curtilage of residential dwellings along Herbert Road

### 3.2 context analysis

Land use to the west of the application site is restricted by the River Usk, where as land use to the east comprises of residential dwellings beyond the Newport to Hereford railway line. The M4 motorway is located approximately 400m to the north of the application site.

Land along the river bank of the River Usk at Glebelands Park and the Site previously operated as a landfill site. Waste materials consisting of domestic, trade and industrial wastes contributed to raising this low lying part of Newport by some three to four metres.

#### Socio-economic Context

The ward of St. Julian’s within the city of Newport has a population of 8,675 consisting of 50% male and 50% female and a population density of 45 people per hectare. The wider Local Authority of Newport has a population of 145,736 and a considerably lower population density of 7.6. The ward has seen a decline of 0.5% in population over the previous 10 years, despite a wider population growth of 6% within the Newport local authority.

91.8% of the population of St Julian’s are of white ethnic backgrounds, 2% are of mixed/multiple ethnic background, 4.2% Asian/British Asian, 1.3% of the population are Black/African/Caribbean/Black British and 0.7 % are categorised as from other ethnic background.

62% of the ward’s population are economically active which is lower than the Welsh average of 66%. Of the economically active residents in the ward of St Julian’s, 39.5% of the residents are in full time work, 15.6% part-time and 5.9% self employed. The unemployment level within the ward stands at 5.2% which is marginally lower than the unemployment figure for the wider authority, which stands at 5.3%. Both figures are higher than the national unemployment percentage for Wales, which during the 2011 census stood at 4.3%.

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#### Planning History

Below is a table showing the recent planning history on the application site:

00/0768	Replacement Primary School, All weather pitch, soft & hard play areas & residential development.	Granted with Conditions
93/0901	Removal of wooden store shed and construction of replacement stores in permanent materials.	Granted
92/0765	Erection of new infants and junior School together with playing fields	Objection
03/1531	Erection of a replacement primary School, all weather pitch, soft and hard Play areas and residential development (pursuant to 00/0768).	Approved & Conditions
09/1119	Retention of 10no. 10m high flood-lights to multi use games area and artificial turf pitch.	Granted with Conditions
12/1011	Screening opinion for residential development.	Undetermined

## 4.1 planning policy

### **National Planning**

The planning policy framework for the determination of this application is provided by the content and scope of National Planning Guidance, together with the Development Plan.

### **Planning Policy Wales**

National planning policy is contained within the fifth edition of Planning Policy Wales (PPW), published November 2012. PPW is supported by 21 topic-based Technical Advice Notes (TAN's) which are also relevant. PPW is the Welsh Government's principal planning policy document and it sets out the context for sustainable land use planning policy, within which Local Planning Authorities' statutory development plans are prepared and development control decisions on individual applications and appeals are taken.

The main thrust of PPW is to promote sustainable development by ensuring that the planning system provides for an adequate and continuous supply of land available and suitable for development to meet society's needs in a way that is consistent with overall sustainability principles.

Planning Policy Wales advises, in terms of the location of development in paragraph 4.7.4, that:

***“Local planning authorities should assess the extent to which their development plan settlement strategies and new development are consistent with minimising the need to travel and increasing accessibility by modes other than the private car.”***

Paragraph 9.3.4 (Development Management and Housing) states that local authorities when determining new housing applications should ensure that the proposed development does not damage an area's character and amenity.

This section also establishes the importance of high

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quality design and landscaping standards which will enable high density developments to fit into existing residential areas.

Design is defined in paragraph 4.11.1 of Planning Policy Wales as:

***“The relationship between all elements of the natural and built environment. To create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationships to its surroundings.”***

PPW at paragraph 4.9 states that there is a preference for the re-use of brownfield land as opposed to greenfield sites.

Planning Policy Wales emphasises in paragraph 4.11.4:

***“Good design is also inclusive design. The principles of inclusive design are that it places people at the heart of the design process, acknowledges diversity and difference, offers choice where a single design solution cannot accommodate all users, provides for flexibility in use, and, provides buildings and environments that are convenient and enjoyable to use for everyone”.***

### **TAN 12: Design**

Technical Advice Note 12 provides advice on design considerations and, in relation to housing design it states that local planning policies and guidance should aim to:

- ***Create places with the needs of people in mind, which are distinctive and respect local character;***
- ***Promote layouts and design features which encourage community safety and accessibility;***
- ***Focus on the quality of the places and living environments for pedestrians rather than the***
- ***movement and parking of vehicles;***
- ***Avoid inflexible planning standards and encourage layouts which uses and plan forms, boundary treatments, local biodiversity, natural and cultural***

*resources and local distinctive features and traditions (also known as vernacular elements)."*

The TAN goes on to state that opportunities for innovative design will depend on the existing context of development and the degree to which the historic, architectural, social or environmental characteristics of an area may demand or inhibit a particular design solution. Thorough appraisal of context can provide design pointers, which help to inspire an innovative design response, which meets present and future needs. A contextual approach should not necessarily prohibit contemporary design.

**LOCAL PLANNING POLICY**

***Unitary Development Plan***

The Newport City Council Adopted Unitary Development Plan (UDP) 1996 - 2011 provides the strategic and detailed policy framework for the local authority and supersedes all previously adopted structure and local plans. The Plan sets out design and access principles within its policies to ensure sustainable development is pursued throughout the lifetime of the plan.

Policy SP2 of the Deposit Unitary Development Plan (Second Proposed Changes) requires high quality of design in all development proposals. New development should seek to enhance the site and the surrounding area and to provide benefit to the community as a whole.

Policy SP10 requires sufficient land to be made available for new housing. The land will be provided primarily on previously developed land, including new allocations set out in Policy H1, which allocates 2.8 hectares of land at the Glebelands for housing.

Policy CF6 encourages public access along the riverfront on both the east and west banks of the river. Joint use by pedestrians and cyclists will be implemented through appropriate design.

Policy CE6 only permits development which would affect a nationally designated site where the proposal would not have an adverse effect on the nature conservation interest of the site and the reasons for the development of the site clearly outweigh the value of the site itself.

Part of the Site is allocated as an environmental space under policy CE33 which states:

***CE33 in and adjoining the urban and village areas, and in areas identified for comprehensive development, sites having existing importance for their visual qualities, as wildlife habitats or for recreational or amenity purposes, will be safeguarded as "environmental spaces". Development in these spaces will be permitted only where:***

- i. The existing or potential environmental qualities of the site will be improved or complemented;***
- ii. No site recognised by the council as having special nature conservation interest is adversely affected;***
- iii. There is not a loss, without appropriate replacement, of a recreational, open space, or amenity resource for the immediate locality unless it can be demonstrated that there is an excess of provision or facilities can be enhanced through development of a small part of the site.***

Policy CE38 encourages good quality design in all forms of development. The following design principles will be addressed in the development proposal:

- i. Context of the site: All development should be sensitive to the unique qualities of the site and respond to the spirit and character of the area.***
- ii. Access and Permeability: All development should maintain the high level of pedestrian access and fine grain of existing townscape;***
- iii. Preservation and Enhancement: Where possible***

*development should reflect the character of the locality but avoid the replication of neighbouring architectural styles. The designer is encouraged to display creativity and innovation in new contemporary design;*

- iv. Scale and Form of Development; New development should appropriately reflect the existing human scale of adjacent townscape.***
- v. Materials and Detailing: High quality, durable and preferably renewable materials should be used to complement the site context. Detailing should be incorporated as an integral part of the design at an early stage and not used as a superficial motif;***
- vi. Sustainability: New development should be inherently robust, energy and water efficient and adaptable, thereby facilitating the flexible re-use of the building."***

Policy CE39 requires proposals for new residential development to respect or complement existing surroundings and neighbouring buildings in terms of scale, design, materials, siting, layout and density. Developments should seek to reinforce local distinctiveness and make a positive contribution to the local character.

Policy CE40 relates to Infill Development and requires that development respects the existing character and scale of the surrounding area.

Policy CE44 which is the Unitary Development Plan's policy relating to access arrangements states:

***"Adequate arrangements for securing an accessible environment for everyone will be required in development proposals, especially where the public would reasonably expect to have access."***

Policy T14 encourages recreational and sustainable transport initiatives, including safe walking and cycle routes.

Policy U13 states that proposals affecting a site that is known to be contaminated will need to be the subject of a comprehensive site assessment in order to establish the nature and extent of the problem. Development will not be permitted unless effective measures are taken to ensure that occupiers of the development along with adjacent uses are not exposed to unacceptable risk, and the contamination of any watercourse or aquifer does not occur. Usually contamination should be treated on site. Remedial measures must be agreed as the first step in the carrying out of development.

***Supplementary Planning Guidance***

The relevant Supplementary Planning guidance to this application include:

- Accessibility Design Guide
- Newport Parking Standards
- Newport Public Realm Strategy
- Outdoor Play Space Provision
- Planning Obligations
- Residential Design Guide
- Wildlife and Development
- The River Usk Strategy

***Local Development Plan***

A Deposit Local Development Plan is currently being consulted on up to the 20th of December 2013. Full adoption of the plan, according to the Delivery Agreement, is anticipated in early 2015.

The previous UDP residential allocation at Glebeland is an existing commitment for residential development within the Deposit Local Development Plan. An additional 2.4 hectares of residential land at Herbert Road & Enterprise House are allocated.

## 4.2 planning policy: appraisal

Newport City Council's (NCC) key to the overall plan strategy is its emphasis on the regeneration of 'brownfield' sites. Newport had a considerable amount of regeneration sites, a large proportion of which have now been developed, and their redevelopment was a key aim to the plan. The Site is a brownfield site and therefore accords with the NCC's strategy.

The planning policy section at 4.1 of this document outlines the back drop of important policy that is relevant to this planning application. Namely that new development should accord with the adopted Newport UDP.

In the adopted UDP the Site largely corresponds with proposed housing site H1 (5) Glebelands (2.83 hectares, 153 dwellings). It is identified as an existing commitment as the planning permission originally granted for the primary school to the north (now implemented) included the site as a residential component associated with the Private Finance Initiative which aimed to cross subsidise construction of the school.

The relevant planning permission for the school and residential development mentioned above is covered by outline permission 00/0768 and reserved matters application 03/1531. The school has been built and is now open as the Glan Usk Primary School which represents the implementation of planning permission 03/1531 and therefore that permission remain extant.

The principle of residential development at the application site is established by virtue of planning policy and the extant planning permission. The housing scheme proposed in this application therefore is acceptable subject to detailed design.

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Notwithstanding the established principle of development it is important to discuss the current allocation of part the Site under Policy CE33 in the UDP and its allocation in the emerging LDP.

In the UDP the western edge of the Site extending from the south to the Glebelands Park to the north is allocated under policy CE33 which relates to environmental spaces.

Policy CE33 is a criteria based policy which seeks to protect environmental spaces and development of land allocated under this policy is only permitted if the following can be shown:

- The existing or potential environmental qualities of the site will be improved or complemented
- No protected site is adversely impacted
- There is not a loss of recreational space

The development of the site will not adversely impact on the environmental quality of this area. Public right of way that currently crosses the site will be maintained and enhanced and the riverside location complemented with landscaping including trees lining walkway for its whole stretch. The existing right of way is informal, unlit with no beneficial surveillance. This scheme proposes to widen the path to 3 metres wide to enable its use by pedestrians and cyclists and provide street lighting. The safety of the path will also improve by the increase overlooking from the proposed dwellings. It is without doubt the development will improve and complement the area allocated under policy CE33.

The allocated area is located adjacent to the River Usk SAC and SSSI and therefore it is acknowledged that any future development must not undermine or adversely impact upon these areas. There is no development pro-

posed within the designated areas. Special measures to protect the SAC and SSSI are proposed as part of the development including ecology friendly lighting and native planting and bunds to prevent pedestrians and dogs accessing the protected areas. It is considering the scheme will have a beneficial impact on the designated areas.

The scheme will not result in the loss of recreational spaces and the right of way will be enhanced through its formalisation, resurfacing and widening proposed as part of this development.

Furthermore, the provision of the riverside walkway will promote Newport City Council's vision for the River Usk which is to increase accessibility to the river by providing a continuous attractive walkway the adjacent to the banks for its whole stretch throughout the Newport administrative authority. The provision of the riverside walkway at the Site supports this vision and provides an attractive, safe recreational route linking to key facilities within the locality. This provides additional recreational facilities accords with the principle of CE33.

It is considered the development of the site as proposed would protect and enhance the environmental space and meets the criteria as outlined in policy CE33 and is therefore is acceptable.

The LDP is not yet adopted and adoption is expected early 2015 therefore its policies are not material considerations to this application. Despite this the proposed allocation of the application site does not include any part of the site as an environmental space.

It is considered the development of the site accords policy CE33 and other relevant current planning policy

and emerging policy and is wholly acceptable. Chapter 5 of the ES which accompanies this application details the planning policy and provides a more in depth discussion that demonstrated the development of the application is in accordance with national and local planning policy.

## 5.1 Involvement

### Involvement

Early consultation with the LPA has been important to the applicant and contact with the LPA in relation to the application was commenced on 19<sup>th</sup> October 2012 when a screening and scoping opinion was submitted to the LPA requesting for opinion as to whether the development of the site for residential development was considered to be a development requiring an Environmental Impact Assessment.

The LPA responded on the 26<sup>th</sup> November 2012 stating the development was EIA development and any future planning application submission would require an Environmental Statement addressing the issues outlined in the Scoping Opinion issues by the LPA which included:

- Ecology
- Landscape Impact
- Air Quality
- Noise Assessment
- Potential for Site Contamination
- Transportation Impacts
- Flooding and Drainage
- Socio-Economic Impact

An ES has been completed in respect of this application and accompanies this application submission.

It was also considered necessary given the potential environmental impacts of the development that key third party consultees were consulted within during the preparation of the ES.

The Environment Agency and Countryside Council for Wales (now merged under the organisation Natural Resources Wales) were consulted to discuss issues relating to flooding and ecology. Dwr Cymru Welsh Water was also contacted to discuss the drainage

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strategy at the application. The ongoing correspondence has ensured the ES chapters are as robust as possible in terms of indicating existing conditions at the site and realistic mitigation measures to address the potential impact of the proposed development.

Further consultation has included a site meeting and a pre-application meeting with the LPA. The LPA highlighted their main concerns, aside from the issues identified through the scoping opinion discussed above, includes:

- The design of the narrow section of the site to the south
- Retain openness at site entrance and along riverside walkway
- Landscaping particularly along the riverside

The development of the site layout has addressed the LPA's concerns which are demonstrated in the Character section of this DAS.

A public consultation was held on the 4<sup>th</sup> and 7<sup>th</sup> December 2013 at Glan Usk Primary School to inform local residents of the plans to develop the site and gain feedback in terms of issues they may have.

The consultation was helpful in highlighting concerns the local residents had in relation to the scheme and provided local residents with an opportunity to make suggestions to improve the scheme. The applicant, as far as possible, sought to react to residents' concerns and ideas. For example, the addition of a pedestrian access off Morgan Street was included following the requests of local residents along this street.

The findings of this consultation are reported in the

## 6.1 design involvement

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The information gathered relating to the application site through surveys undertaken at the site, involvement with key stake holders and the applicant's aspirations for the development have led to the evolution of the site layout in its current form.

The early consultation indicated the following features should be considered as part of the final design:

- Raising land to address flooding
- Retention and improvement of Public Right of Way
- Integrated landscaping plan to complement riverside location, landscape impact and reduce visual impact of development
- Inclusion of bund to provide protection for otters and the river bank habitat
- Retention, enlargement and inclusion of lottery's reed within residential scheme
- Provision of residential dwellings including a mix of houses and apartments
- Provision of parking
- Adoptable standard road network

The site layout is shown on page 19 and indicates the scheme as proposed for the purposes of this planning application.

The following section entitled Character describes the scheme.

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*proposed site layout plan*



## 6.1 character: *access*

The proposed scheme has three access points, one of which is to provide vehicular access.

The vehicular access point is located at the corner of Collier Street and Courtney Street, in the same location as the existing access. It is proposed to improve this access to enable it to support the development site. The improvements include the re-grading of land create a more level access and include a roundabout junction. This will provide access to vehicles and pedestrians and represents the primary access to the site. A plan indicating this access is shown on page 21.

Two pedestrian access points are proposed to the north of application which link to the existing pedestrian network. It is proposed to link retain the existing right of way route and link it to the right of way network at the Glebelands Park to the north. The proposed footpath within the scheme will also link to the existing footpath that stretches along the north of the application site and links to the subway which leads underneath the railway line onto Charnwood Road.

A pedestrian access is also proposed where application site meets the south of Morgan Street in the form of a minimal steps and a winding path which connects to the footpath adjacent to the proposed internal road.

An improved vehicular access will be provided, via the site, to the Sea Cadets hall located to the east of the narrow strip of land to the at the south of the application site. The current lane which provides access is proposed to be included as part of the development.

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It is proposed to provide a link with the turning located adjacent to the northern boundary with the school to maintain an emergency access for the school via the application site.

The site has an existing right of way located across it which leads from the south stretches alongside the river Usk linking to the Glebelands in the north, a plan indicating the right of way is included on page 5. The plan indicates where the right of way is located however the existing hard surfaced path located along the western boundary of the site is the path used by users of the site. This path will be retained and improved as part of this application to provide a 3 metre wide path which will be tree lined, further details of the landscaping adjacent to the retained right of way is included within the Landscaping and Biodiversity section.

The site is located in a highly sustainable location and a sustainability assessment was carried out, in accordance with Newport City Council Parking Standards 2012, which confirmed the application site scored sufficient sustainability points to justify a reduction in parking requirements. This was confirmed by Newport City Council Highways Department and it was confirmed that 1 parking space per apartment and 2 parking spaces per house was satisfactory to serve the proposed scheme.

A total of 348 parking spaces are proposed for the whole department which equates to the 240 parking spaces for the houses providing 1 parking space per two bedroom house and 2 parking spaces per 3 bedroom houses. The proposed apartments have 1 space per unit which equates to a total of 108 parking spaces. This is considered sufficient parking for the proposed application and has been accepted by Newport City Council Highways Department.

6.1 character: access plan



## 7.2 character: *movement*

The proposed development is reasonably well served by public transport, with a number of scheduled bus services connecting Newport with destinations such as Cardiff, Cwmbran, Pontypool and Monmouth. Existing bus stops are located on Caerleon Road, both north east bound and south west bound and are within easy walking distance (approx. 400m) of the site access which facilitates movement within Newport and to neighbouring settlements. The number 26A and 26C bus route offers direct and efficient transport links from the ward of St Julian's into Newport Bus Station, via the Barnadtown bus stop on Caerleon Road.

The site is also accessible by rail, with the nearest rail station, Newport Railway Station, located approximately 1.3km from the south west of the site access, which is within the preferred maximum walk distance of 2km (for commuting purposes). The station is situated on the Great Western Mainline, The Valleys Lines and the Welsh Marches Line, with services to Cardiff Central (to the west), Hereford (to the north) and Bristol Parkway/Templemeads (to the East).

The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities. The Chartered Institution of Highways and Transportation (IHT) guidelines 'Providing for journeys on foot' indicates that the desirable walking distance for commuting/school journeys is 500 metres, the acceptable walking distance is 1.0km and 2.0km is the preferred maximum.

Local amenities within walking distance of the site

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include comparison and convenience goods in the form of retail, Primary School, places of worship and a Post Office, thus limiting the need to travel. There are no formal cycle facilities within the immediate vicinity of the site. However, there are a number of routes to the west of the River Usk, that are within easy cycling distance of the site, including:

- National Cycle Route 47 (Celtic Trail East);
- National Cycle Route 49 (Monmouthshire and Brecon Canal – Newport); and,
- National Cycle Route 88 – providing a link to Caerleon.

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Furthermore, this area of the application site is located immediately adjacent to existing Crawford Industrial Estate and therefore apartments are the most suitable type of dwellings given private amenity space is not required. This was recommended in the noise assessment carried out by for the purposes of Chapter 12: Noise of the ES.

Parking to the apartments units along this parcel of the application site is primarily proposed to the site and rear to enable increased green, landscaping areas along the primary access to the development.

The wider parcel of the site, as mentioned earlier in this DAS, is split into two distinct parcels which had dictated how these areas have been designed.

The furthest land parcel to the north has a mix of apartments and houses. The apartments are proposed along the north eastern boundary separated from the railway line by the existing trees and vegetation which provides a convenient natural buffer from the site.

The apartments are proposed in this location to prevent any overbearing or dominating relationship between these units and Glan Usk Primary School. These apartment blocks are however considered key to providing overlooking to the footpath being retained along the northern boundary. This footpath, leading to the subway which connects the site to the wider area at Charnwood Road, is a known area for anti-social and criminal activity and therefore increased overlooking will improve the local area.

The houses in this location are proposed further west on this parcel of land combine a mix of terrace and

**7.3 character: amount, scale and layout**

The scheme proposed 248 no. units comprising a mix of 1 and 2 bed apartments and 2 and 3 bed houses with associated amenity space and parking. The site layout plan is shown on page 19.

The scale of the proposed dwellings is two, three and four storeys which have been designed specifically to remain in context with the surrounding context. All of the proposed houses will be two storey and the proposed apartment blocks will be three and four storey.

The layout of the site has largely been influenced by the site shape and constraints however it has been designed to complement the existing urban grain of the area by providing linear rows of houses in perimeter blocks served by an interlinked road network.

Access point of the site at the most southern, narrow portion of the site has been designed specifically to retain the open, green nature of the entrance to the site to ensure it is a welcoming environment which invites local residents to access and use the existing right of way. This also protects the amenity of Morgan Street and Courtney Street. The access arrangement is shown on page 21.

Further north along the narrow portion of the site modest, three and four storey apartment blocks (three in total) are proposed. The linear nature of location of the application site lends itself well to the development of flats since they require less amenity space.

The narrow parcel of the application site widens further north and larger apartment blocks are proposed, again, this is a suitable location for such units given the lesser amenity space required.

semi-detached dwellings. These dwellings are proposed in a perimeter block formation lined by an almost loop road, which to the south is adjacent to the reën and to the north adjacent to the school boundary. These roads do not connect and are each terminated by a turning head.

This area has been designed with particular consideration of the school and all dwellings are orientated, as far as possible, away from the school. It is acknowledged four dwellings face towards the school however these are orientated at an angle to ensure direct views to the school are avoided whilst also ensuring there is suitable overlooking to the footpath along this boundary.

The housing furthest west on this parcel of land are orientated towards the river Usk to take advantage of the views of the river and expanse of open green area in this area leading to the Glebelands.

The land parcel to the north is separated from the land parcel to the south by Lottery's Reën.

The proposed layout incorporated Lottery's Reën and enlarges it to enhance and protect its ecological value whilst also providing green break within the development to enhance the visual amenity of the scheme. The improvements to Lottery's Reën will be discussed in more detail under the Landscaping and Biodiversity section of this DAS.

The land south of Lottery's Reën is the largest land parcel of the application site and features predominantly linear blocks of development in perimeter form inspired by the existing local urban grain served by a series of interlinking loop roads.

The dwellings located to the west of this area are orientated towards the River Usk to take advantage of the views and providing a good level of overlooking to the proposed river side walkway. These dwellings include predominantly houses with two apartment blocks located on the corner of the perimeter block.

It is proposed to development a row of housing along the eastern boundary (plots 152- 180), adjacent to the railway line. These dwellings comprise of a mix of two and three bed units within a range of terrace and semi-detached units. The units are set away from the railway boundary by a minimum of 16.5 metres to a maximum of 32 metres but the retained vegetation and proposed rear gardens. These dwellings will be separated from the railway line by tree planting and native scrub planting. It is considered the relationship between the proposed dwellings and the railway line is acceptable. The noise generation from the railway line has been assessed and it is considered not to cause an adverse impact on the future residents, for further details please refer to chapter 12 of the Environmental Statement.

These proposed dwellings set between approximately 39 to 54 metres from the properties the other side of the railway which is far beyond the standard privacy distances and therefore considered acceptable.

Plots 103-107 and plots 148- 151 are located adjacent to the boundary of the site with the Crawford Industrial estate to the south. This has been assessed in the noise assessment and is considered an acceptable arrangement.

In terms of amenity of the future occupiers the pro-

posed layout ensures that the proposed dwellings have an acceptable relationship with each other and there is no adverse impact in terms of overlooking, amenity and that there are no overbearing relationships. It is acknowledged that sections of the site have dwelling facing dwellings, see map extract below, however distances of at least 21 metres are achieved which are in accordance with the standard privacy guidelines.

The layout also retains the public right of way along the riverside which stretches from the main entrance of the sit at Collier Street/Courtney Street to the Glebelands to the north. The path is 3 metres wide to encourage pedestrians and cyclists to use the path and tree lined for its full length. It is well overlooked by the plots along the west of the site all of which, as mentioned above, are orientated towards the path.

It is considered the amount, scale and layout has been carefully designed to take advantage of the site opportunities and address the constraints as far as possible. The layout responds to the opportunities and constraints and represents a well design solution. The amount and scale are considered acceptable and in keeping with the local area.

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## 7.4 character: appearance and materials

The appearance and materials for the proposed dwellings have taken design cues from the surrounding residential area in particular from the scheme recently approved at the corner of Turner Street (planning permission: 11/0843 which granted consent for 32no. dwellings including a mix of houses and apartments).

The proposed houses have simple, flush front elevations with fenestration typical to the area comprising a front door and window at first floor level and two windows to the upper level. The roof pitches and types are also in keeping with the existing development within St. Julians.

All of the proposed dwellings have a small area of defensible space to the front which is typical to the majority of dwellings in the local area.

Roof pitches of the proposed scheme include both pitched and hipped roofed dwellings which are similar to that already in the area.

The proposed houses are two storeys height and are designed similarly to the existing residential development. There are no comparable apartment blocks within the immediate vicinity to take design inspiration from however other riverside residential schemes, for example, the scheme at Lysaght Village to the south of Newport. Furthermore, the apartment blocks are finished in similar materials to the proposed dwellings.

The materials palette has been selected to include materials typical to the area and includes:

- Walls – red brick, buff brick and off white render
- Roofs – grey and red concrete tiles

- Windows- white UPVC

Elevations and floor plans of the proposed dwellings are have been submitted with the application. Extracts of the elevations are shown on page 27.

The housetypes have been designed following a review of the local character to ensure they complement and remain in keeping with the wider St. Julians area. The appearance of the proposed scheme is enhanced by the use of a sympathetic materials palette. It is considered the appearance and materials of the proposed dwellings extremely high quality and wholly acceptable.

*extracts of elevations for the proposed houses and apartments*



## 7.5 **character:** *landscaping and biodiversity*

A landscaping plan has been submitted with the application. The design philosophy which influence the landscaping plan is discussed below.

Along the River Usk care has been taken to ensure that the landscape proposals avoid disturbance of the riverbank/SAC habitats. Manipulation of landform between the footpath and the top of the riverbank allow the area to be maintained as open grassland with areas of native scrub whilst discouraging walkers from entering these sensitive habitats. The planting proposals achieve a balance between maintaining separation between the proposed development and the Special Area of Conservation (SAC) along the River Usk whilst creating an attractive route for pedestrians.

The planting proposals along the river edge of the development help to integrate the development into its surroundings and filter views of the proposed built development from the west. Planting will help to break up the outline of the houses in views from the west. The proposals avoid the creation of continuous or dense screen planting that would cause shading of the retained grassland habitats. It aims to maintain views towards the river from the development. Informal groups of trees help to soften the appearance of the development from Shaftesbury Park and the west.

The proposed ecological enhancement of Lottery's Reen and the green space to the south maintains an attractive 'natural' space within the development. Wetland planting with areas of scrub compensates for the reduction in the length of the reen, but the approach also reflects the existing semi-natural habitats along the river.

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The development of the riverside park with public footpath and cycleway along the River Usk provides an enhanced connection for pedestrians and cyclists in a north-south direction along the river. This would have a minor beneficial impact on landscape/townscape amenity, linking the residential area to the south with the Primary School and the parkland to the north. This linkage would also benefit future residents of the site who would be able to access the existing equipped play areas to the north and south of the proposed development.

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code for sustainable homes, pre-assessment report summary table

Dwelling Type	% Score	Code Level
3bed Greenhill End terrace / semi-detached houses (BASE SPECIFICATION)	58.67%	3
3bed Greenhill Mid-terrace houses	58.31%	3
3bed Seren houses	62.66%	3
2bed Greenhill Mid-terrace houses	58.33%	3
2bed Seren houses	60.78%	3
1and 2 bed Greenhill flats	58.03%	3
1 and 2 bed Seren flats	58.61%	3
2bed Greenhill luxury flats	58.05%	3

## 7.6 **character:** *community safety and environmental sustainability*

### **Community Safety**

The community safety of the scheme has been a key consideration in designing the layout and house types.

Natural surveillance is encouraged through the site layout by virtue of the positioning and orientation of dwellings towards key routes through the site including the riverside walkway and the footpath to the north. Window orientation has also been designed to ensure parking areas are well overlooked in both public parking areas that serve the apartment blocks and semi-private parking areas associated with the dwellings.

The perimeter block formation avoids back alleys and secluded areas which could attract crime and anti-social behaviour.

Moreover, the site development brings currently vacant site back into beneficial use which enhances the safety for the users of the Glan Usk Primary School, pedestrians that use the existing right of way and the existing industrial uses to the south.

A public consultation was held prior to the submission of this application and a number of residents informed the development team of anti-social behaviour at the site and within the subway between the application and Charnwood Road. The scheme will discourage criminal and anti-social behaviour by increasing the activity at the site and increasing the natural surveillance across the whole site.

### **Environmental Sustainability**

The dwellings on site are required to attain a minimum of Level 3+ under the Code for Sustainable Homes, including a mandatory 1 credit requirement for Ene 1 – Dwelling Emission Rate. This is in line with the requirements of the Welsh Government's guidance in Planning Policy Wales at section 4.11.4.

Therefore, assumed and targeted credits are liable to alter, though the development team will strive to attain as high a score as practicable.

In this regard, a Code for Sustainable Homes Pre-Assessment has been which accompanies this planning application submission and indicates all dwellings achieve a score of 58% or above, which is code level 3+ thus meeting the Welsh Government's required standard. The Pre-Assessment outlines the credits that are being targeted and predicts the score each dwelling type is likely to achieve. The conclusion table detailing the predicted scores is shown on page 30.

## 8.1 conclusion

This Design and Access Statement (DAS) has been completed by Asbri Planning Ltd. on behalf of Greenhill construction Ltd. and accompanies a full planning application for the development of 248no. Dwelling and associated works at land south of Glan Usk School, Herbert Road, Newport.

The Site lies immediately adjacent to the eastern banks of the river Usk and south of the M4 over bridge near to junction 25a, Glebelands Park and the recently developed Glan Usk Primary School. It is enclosed to the south by industrial estates and the west by the Newport to Hereford Railway line.

The Site is allocated as a housing allocation in the UDP and has an extant planning permission for residential development thus the principle of development is established. The proposed scheme is considered to be in accordance with all relevant national and local planning policies in particular policy CE33 of the UDP.

It is considered the amount, scale and layout has been carefully designed to take advantage of the site opportunities and address the constraints as far as possible. The layout responds to the opportunities and constraints and represents a well design solution. The amount and scale are considered acceptable and in keeping with the local area and promote community safety.

The appearance and materials of the proposed housetypes have been designed following a review of the local character to ensure they complement and remain in keeping with the wider St. Julians area. The appearance of the proposed scheme is enhanced by the use of a sympathetic materials palette. It is considered the appearance and materials of the proposed dwellings extremely high quality and wholly

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acceptable. The proposed dwellings have also been designed to meet code level 3+ of the Code for Sustainable Homes in accordance with Welsh Government requirements.

The proposed landscaping plan helps integrate the proposed dwellings with the exiting urban area whilst also ensuring the riverside location is complemented. The landscaping scheme also successfully incorporates Lottery's reen.

In conclusion the proposed scheme represents a high quality, sustainable and accessible residential development and it is respectfully requested this application is approved.