

DESIGN & ACCESS STATEMENT

**Land South of Glan Usk Primary
School,
Herbert Road, Newport**

August 2018



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Description of development:

The development of 195 no. residential units, internal road network, parking and associated infrastructure works

Location:

Land South of Glan Usk Primary School, Herbert Road, Newport

Date:

August 2018

Asbri Project ref:

17.104

Client:

Pobl Group



Asbri Planning Ltd

Unit 9 Oak Tree Court
Mulberry Drive
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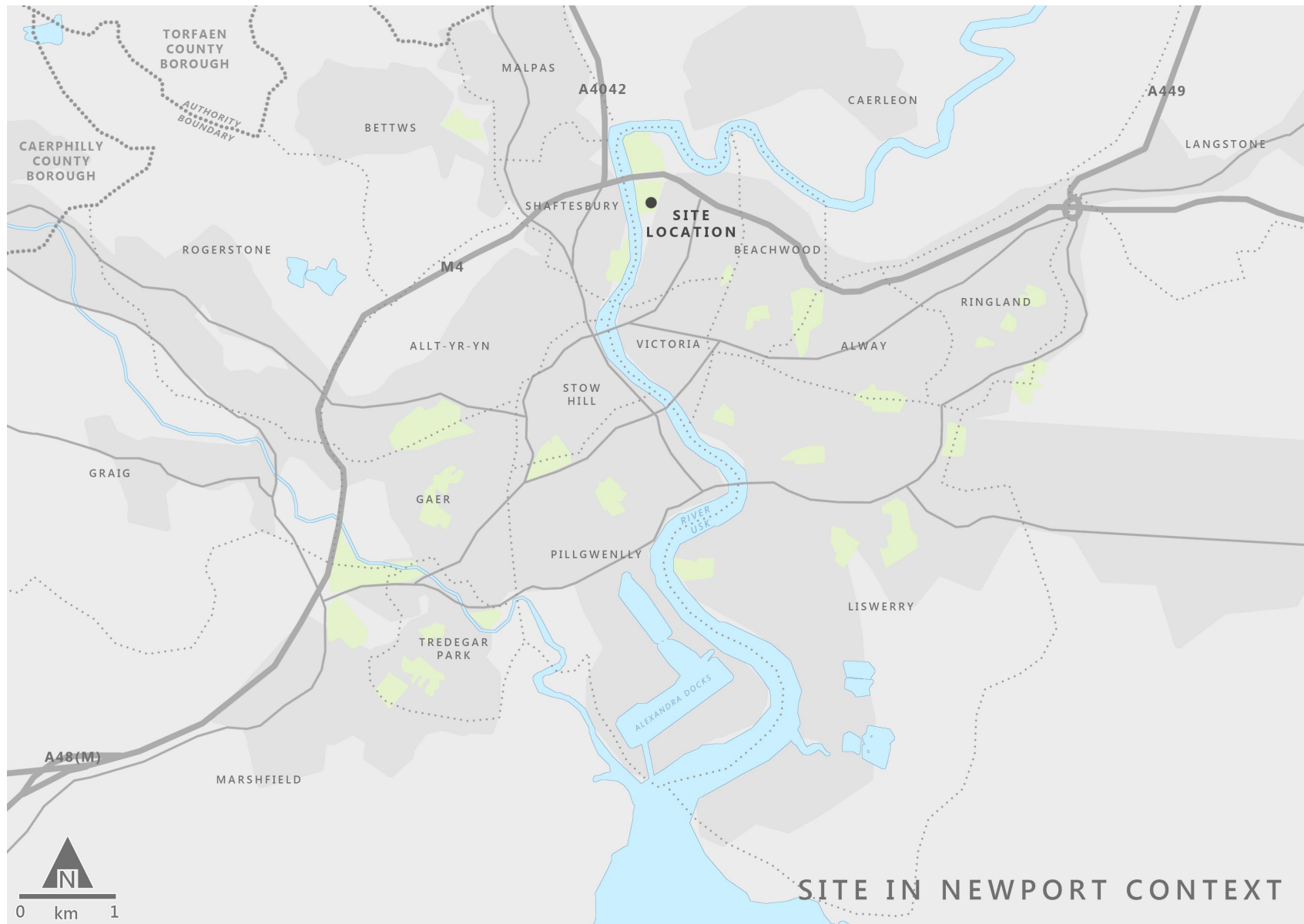
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Date	August 2018	August 2018
Revision	A	A

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INTRODUCTION

1.1 The purpose of a Design & Access Statement (DAS) is to provide a clear and logical document to demonstrate and explain the various facets of design and access in relation to the site and to appraise the proposed development against relevant planning policies. It also presents the details of a planning application in a way that can be read both by professionals and the public.

1.2 The diagram below, extracted from Chapter 4 of Planning Policy Wales, summarises the five objectives of good design that should be taken into account when preparing a DAS. The circular nature of the diagram represents the equal weightings that need to be given to each of the 5 Objectives of Good Design: Access; Movement; Character; Environmental Sustainability and Community Safety.

1.3 The submitted Design and Access Statement adheres to guidance embodied in the Welsh Government publication, Design and Access Statements in Wales, published in June 2017.

1.4 The statement is subdivided into eight sections, commencing with a brief summary of the proposal in section 2. Section 3 outlines the brief and vision for the project, whilst Section 4 provides a brief overview of the site context and analysis. Section 5 interprets and applies the context of the brief and vision for the site, whilst section 6 summarises how the design has developed following consultation. Section 7 sets out the proposal, explores the relevant design and access facets associated with the application and provides a response to planning policy. The document then concludes, under section 8 with an appraisal of the

development against the relevant policies, justifying why it should be granted permission.



SITE IN LOCAL CONTEXT



SUMMARY OF THE PROPOSAL

Document	Prepared by
Application Form	Asbri Planning
Environmental Statement Volume 1 - 3	Asbri Planning
Planning Statement	Asbri Planning
Design and Access Statement	Asbri Planning
Acoustic Fence Data Sheet 12	Procter Contracts
Email 9 th June 2017 – Height of Acoustic Fence	Asbri Planning
Stone Facing Information Sheet	Hy-Ten Gabion Solutions
Specification of Gabion Fill	Hy-Ten Gabion Solutions
Herbert Road Retaining Walls Plan (Boundary Treatment only)	Keepmoat
Image - Stone	Keepmoat
Otter Mitigation Strategy	David Clements Ecology
Surface Water Calculations: Reen Sizing Rev A	SMA
Phasing Plan	Keepmoat (Engie)/ POBL
Materials Schedule	EOS
Delivery Programme	Keepmoat (Engie/Pobl)
Construction Environmental Management Plan	Keepmoat (Engie)/ Pobl
Piling Strategy	SMA

2.1 This Design and Access Statement (DAS) has been prepared on behalf of Pobl Group to accompany a full planning application for the development of 195 no. residential dwellings and associated works at land to the South of Glan Usk Primary School, Herbert Road, Newport. It is worth noting at this point that the site has extant full planning permission for 251 units on the site.

2.2 The application is supported by a site layout plan, floor plans and full elevational plans as well as technical supporting documents including an Environmental Statement which demonstrates that the site is capable of accommodating the development and its associated works, including access and landscaping.

2.3 The first phase of the extant permission is currently being built out (i.e. 20 flats to the south of the site as well as the remediation works, capping and ecological works (i.e. the bund)). The proposed application therefore relates to the replan of phases 2, 3 and 4 of the original consent.

2.4 Pobl Group, who now acquire the site, considered that there is an opportunity to provide a betterment in terms of the parking arrangement, the layout, and the density of the development, hence the reason for this application.

Site History

2.5 The relevant planning history is noted below.

13/1279 Development of 251 dwellings and associated works including boundary treatments, retaining walls, vehicular access, parking, pathways and landscaping affecting public right of way 407/1. Granted on 11 August 2015

15/1231 Non-material amendment to earth embankments to east granted permission under application 13/1279. Granted on 10 December 2015

The relevant conditions for phase 1 from the 13/1279 application have been discharged.

SITE LAYOUT



THE BRIEF AND VISION

3.1 Eos Architects were approached by Pobl Group in late 2016 with a brief to review an existing site layout proposal for the site.

3.2 Although the site layout for 251 units had been submitted in support of planning application 13/1279, for which planning permission was granted in August 2015, it was felt that the proposal did not represent best practice in terms of townscape design and therefore may not provide the kind of sustainable development legacy that Pobl aspire to deliver in Newport.

3.3 The existing site layout was characterised by a density driven layout that resulted in numerous unsatisfactory features:

- River frontage overly dominated by site access road and car parking
- Extensive rows of frontage car parking dominated all street scenes
- Overall numbers of parking spaces did not meet current Newport City Council parking standards
- Little attention paid to creation of focal points and street vistas
- Layout dominated by hard surfacing with little opportunity for strategic street landscaping

3.4 Arbitrary architectural style with no reference to local traditions or sense of place

3.5 The brief developed by Eos Architects and Pobl was therefore to provide a different kind of vision for the site

that aimed to deliver new homes with high quality streetscapes that that would be pleasant to live in and experience and that would draw on and reinterpret the distinctive architectural heritage of Newport.

3.6 A study of Newport's rich early Victorian architectural heritage revealed an architectural language rooted in classical proportion and the use of simple forms and detailing that would be perfectly suited to a contemporary reinterpretation. This architecture is characterised by:

- Strong vertical emphasis to fenestration
- Simple detailing with little or no ornamentation
- Mostly render, juxtaposed with facing brickwork
- A hierarchy of scale between low ranking, mid ranking and grander houses but unity of form, materials & detailing
- Shallow pitched roofs
- Elegant bay windows with light detailing often with flat roofs

3.7 The architectural vision developed for the site was therefore to use this architectural language in a contemporary idiom and within a townscape framework that would provide opportunities for safe and legible pedestrian and vehicular movement, street vistas, landscaping, integration of routes and spaces, integration of car parking so that streets are not dominated by the council car parking standards and a sense of place that provides continuity with Newport's architectural heritage and its relationship with the river.



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

SITE CONTEXT AND ANALYSIS

Route No.	Route	Frequency
10C	Newport – Christchurch via St Julians	Mon-Sat, 09:50-17:50, every 2 hours after 11.56am

Arriva Trains Wales	Great Western Railway Services	Cross Country
North Wales South Wales Service	Portsmouth Harbour	Nottingham
Maesteg to Cheltenham Spa	Taunton	Manchester Piccadilly via Bristol Temple Meads
Marches Line	London Paddington	

Location

4.1 The site sits on a plot which lies immediately adjacent to the River Usk. The B4596 and the M4 motorway are located some 650 m to the north of the site. It is bound to the south by industrial estates and to the east by the Newport to Hereford Railway line.

4.2 The site is centred on grid co-ordinates E: 331721, N: 189362. Its location within the context of Newport is shown, on page 5.

Site Features

4.3 The site measures approximately 5.2022 hectares. Historically the site has been in industrial use and accommodated industrial units of various sizes. However these units have since been demolished, and remediation and capping has been delivered under the extant permission. Given the site's previous use it is classed as a brownfield site. The site doesn't have any Tree Preservation Orders.

4.4 A review of Natural Resources Wales Development Advice Maps shows the site as being located within Flood Zone C1 which is served by significant infrastructure including flood defenses.

4.5 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 is an important vista.

4.6 There aren't any CADW scheduled ancient monuments or CADW Listed Buildings within close proximity of the site.

Access

4.7 There is a new vehicular access leading from Courtney Street which has been constructed under phase one of the extant permission. In terms of public transport, a bus stop is located approximately 50m from the site, at Commercial Street. The bus services run on a regular basis as shown on the table on the left of this page.

4.8 Furthermore, Newport train station is situated approximately 0.9 miles to the south-west of the site. The station provides frequent services to many locations, serviced by 3 main operators. The station has four platforms and parking facilities.

4.9 There are no public rights of way within the site; however, a designated footpath is located alongside the western boundary of the site. A diversion order to move the PRW slightly westwards to allow for a wider vehicular access route into the site was confirmed in December 2017. The width of the footway will vary, however to the north of the site, the PRW will be widened to 3 meters to promote cycling within the vicinity. National Routes 47 and 88 of the National Cycle Network are located approximately 700m east of the site.

4.10 There is a footway which runs beneath the railway line and connects Charnwood Road with Glan Usk Primary School and the footpath along the western boundary.

PRECEDENT IMAGES



PRECEDENT IMAGES





DEVELOPMENT IN THE CONTEXT
OF NEWPORT

ILLUSTRATIVE PURPOSES ONLY

SITE CONTEXT AND ANALYSIS

Surroundings

4.11 Glan Usk Primary School lies to the north of the site. Adjacent to the site to the west is the River Usk. To the east, beyond the railway line, the character is decidedly residential, comprising mainly of rendered terraced properties.

4.12 To the south the character is more industrial in nature, with large industrial units characterising the landscape. Beyond this area, further south, the character becomes residential.

4.13 The River Usk which runs alongside the western boundary of the site is a designated Special Area of Conservation (SAC's), the river is also a Site of Specific Scientific Interest (SSSI's). However, there are no Conservation Areas situated in close proximity to the site.

Residential Context

4.14 The surrounding residential context comprises of predominately linear rows of two storey terraced properties, with narrow gardens to the rear and small gardens to the front. Parking is generally provided to the front of all properties with the majority being off-site allocations. Windows are mainly of UPVC material.

4.15 The overall appearance and character of the residential context within the vicinity of the site is commensurate to the wider built form throughout this area of Newport, where terraced properties account for a large proportion of the housing stock.

4.16 The surrounding façades consists of rendered buildings for the majority, however, the residential context is not limited, with alternative design and materials, including a finish of pebbledash and brick included within existing dwellings in the immediate and wider streetscape.

Local Facilities

4.17 The site is situated in an inherently sustainable location due its relative proximity to Newport city centre. Its location within the St Julians area of the city means the site is close to local amenities such as:

- Tesco Express – Junction Road (approx. 400m from site)
- Proximity to Caerleon Road (approx. 400m) – busy street with useful amenities such as newsagents, food outlets, barbers, florist, pharmacy and public house and is a designated District Centre in the LDP.

4.18 There are a number of primary/secondary/special schools in the surrounding circumference of the site which include;

- Glan Usk Primary School
- St Julian's School
- Maindee Primary School

4.19 Each of these schools is easily accessible from the site either by walking or vehicular travel.

4.20 The Royal Gwent Hospital is located 2.5km to the south west of the site, which has an Accident and Emergency department as well as a new Cardiology Unit, Medical Day Case Unit, Medical Admissions Unit, and Paediatric A&E.

PROPOSED CGI



INTERPRETATION

Proposed CGI Note: The C+D unit showing white render protruding bay has now been amended to a yellow brick bay

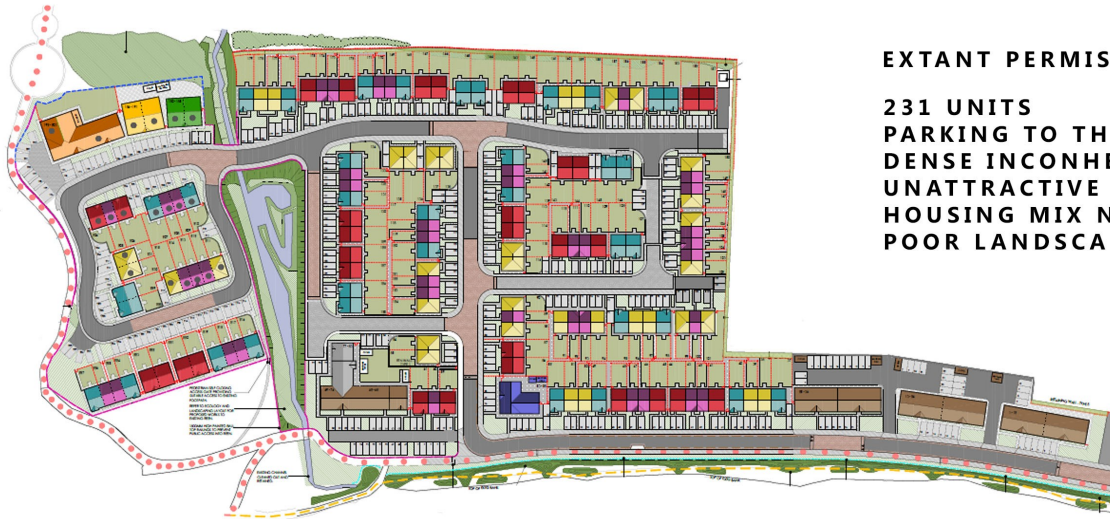
5.1 Opportunities

- **Extant Permission** - The site benefits from an extant permission for 251 homes, therefore there is an opportunity as part of this application to refine the scheme to improve the visual approach to the scheme, reach the needs of the local community and improve the workability of the site. There is a 'fall back' option of the extant permission should the client/council wish.
- **Vacant site allocated for housing within LDP** – the site is a brownfield site which is allocated for housing within Newport's LDP.
- **Residential context** – Residential properties surround the site to the east and south. Accordingly, residential use of the application site is considered to be a conforming land use.
- **Sustainable location** – the site is within walking distance of an array of services and facilities at Caerleon Road and Newport City Centre, this enhances the site's sustainable credentials. The site lies close to local bus stops, the closest being at Caerleon Road. The closest train station is Newport station, located less than a mile from the site.
- **Phase 1** - The site has been remediated and capped and has commenced on site.
- **Improved Layout** - Opportunity to provide a more coherent layout than the previously approved scheme. The new layout provides improvements in terms of design and parking provision and is a betterment to the fallback consent.

5.2 Constraints

- **Special Area of Conservation** – The River Usk abuts the site at its western boundary. The river is designated a SAC and is an important ecological considerations in terms of the development. However, the site's allocation for housing demonstrates that the principles of development are justified.
- **Site of Specific Scientific Interest** - The River Usk abuts the site at its western boundary. The river is a designated SSSI therefore there are important ecological considerations in terms of the development. However, the site's allocation for housing demonstrates that the principles of development are correct and justified.
- **Flooding** - The site is located within a C1 flood zone. Due to this constraint, an updated Environmental Statement has been produced which has modelled the proposed risk of flooding on the development.

DESIGN DEVELOPMENT - EXTANT PERMISSION VS NEW SCHEME

**EXTANT PERMISSION**

231 UNITS
PARKING TO THE FRONT OF DWELLINGS
DENSE INCONHERENT LAYOUT
UNATTRACTIVE ENTRANCE TO SITE
HOUSING MIX NOT SUITABLE
POOR LANDSCAPING

**NEW SCHEME**

195 UNITS (REDUCTION IN UNITS)
MORE COHERENT LAYOUT
BETTER FRONTAGE TO THE SOUTH OF THE SITE
NO 'SEA OF PARKING' FRONTING THE RIVER USK
HOUSING MIX TO REPRESENT POBL AFFORDABLE HOUSING DEMAND
INCREASED LANDSCAPING
ASSIMILIATES AND ENHANCES LOCAL CHARACTER
MORE PARKING PROVISION PROVIDED (I.E. PER UNIT)
ATTRACTIVE RIVERSIDE WALK PROVIDED

DESIGN DEVELOPMENT

Pre-application discussions

6.1 Formal Pre-Application discussions were held on the 20th of February 2017, and a second meeting was held in October 2017 to discuss the proposed replan of phases 2, 3 and 4. The initial discussions confirmed that the principle of the replan was acceptable. The second meeting presented further layout changes and specific detail for comment. Specific comments were made with regards to parking, noise, flooding and the EIA. These comments were incorporated into the design, and a more detailed record of the technical solutions/mitigation can be found in the Environmental Statement.

6.2 A Statutory Pre-Application Consultation (PAC) exercise has been undertaken and a PAC Report which summarises the responses received is submitted as part of the full application

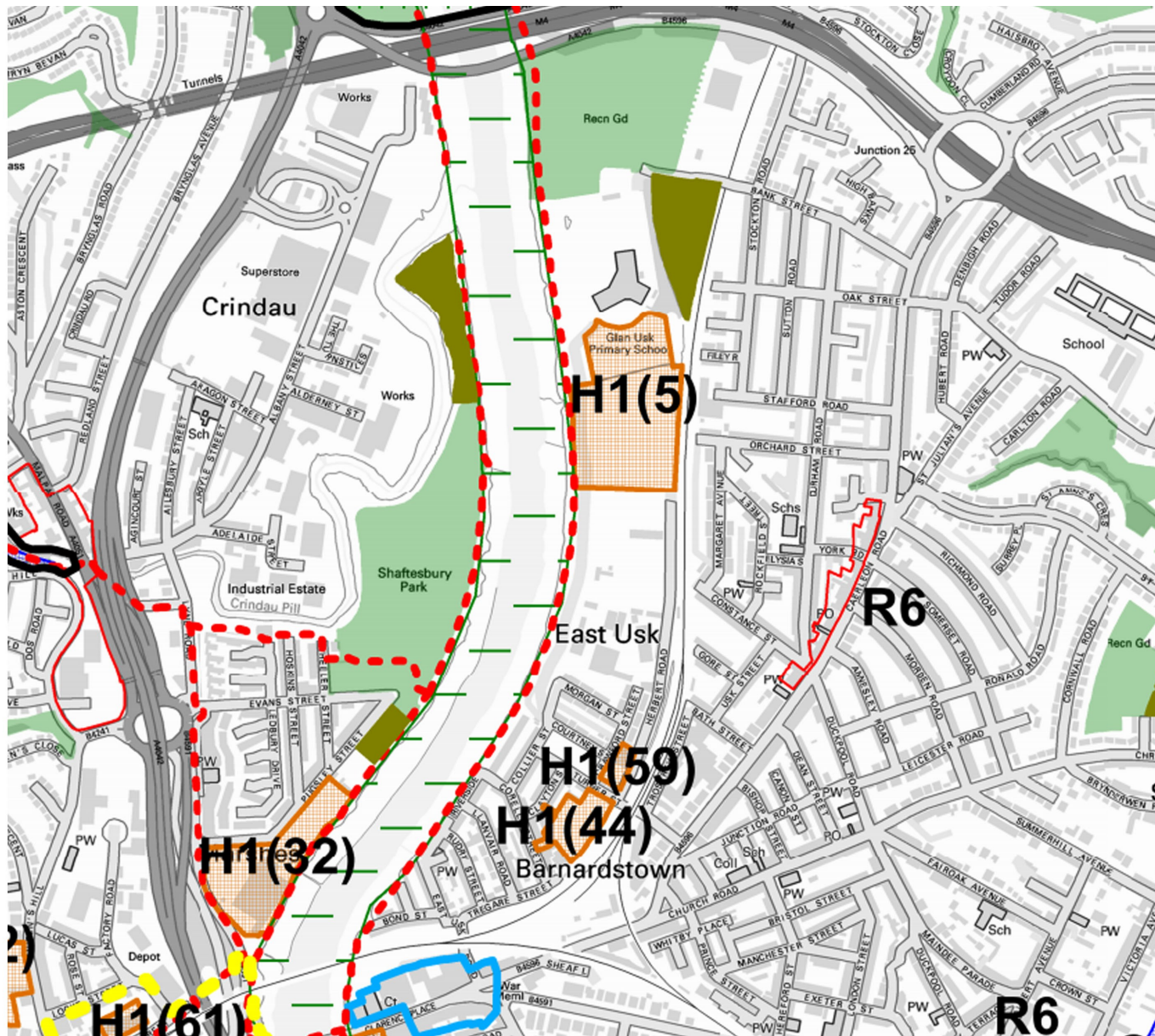
Pre-Application Consultation

6.3 As mentioned above, in accordance with Part 1A of 'The Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016" (DMPO 2016), all major development are required to be subject of pre-application consultation, prior to the Planning Application being validated by the Local Planning Authority. A full comprehensive summary of the pre-application consultation is to be included within the accompanying Pre-Application Consultation Report, following responses received by statutory consultees as well as local councilors and residents.

Public Engagement Events

6.4 A Public engagement event was held on the 7th of March 2018 at Gwent Bridge Academy in order to present the proposals to local residents. These responses are summarised in the PAC Report and is submitted as part of the full planning application.

LDP PROPOSALS MAP EXTRACT



THE PROPOSAL

Policy reference	Relating to
Strategy Policies	
SP1	Sustainability
SP3	Flood Risk
SP9	Conservation of the Natural, Historic and
SP13	Planning Obligations
General Policies	
GP1	Climate Change
GP2	General Amenity
GP5	Natural Environment
GP6	Quality of Design
GP7	Environmental Protection and Public
Housing Policies	
H1	Housing Sites H1(5) Glebelands
H2	Housing Standards
H3	Housing Mix and Density
H4	Affordable Housing
Environmental Policies	
CE2	Waterfront Developments

Policy

7.1 The planning policy framework for the determination of this application is provided by the content and scope of National Planning Policy, which is contained within the ninth edition of Planning Policy Wales (PPW) and its associated Technical Advice Notes (TANs), together with the Local Planning Policy and its supplementary planning guidance. The planning policy context for this application is provided in detail in the Planning Statement that accompanies this application. For a full review of pertinent policies, please refer to the Planning Statement. A summary of the relevant national and local policy is as follows.

Planning Policy Wales

7.2 National planning policy is contained within the Ninth edition of Planning Policy Wales (PPW), published by the Welsh Government in November 2016. PPW is supported by 21 topic-based Technical Advice Notes (TANs), which are also relevant. PPW is the Welsh Government's principal planning policy document, setting out the context for sustainable land use planning policy, within which Development Plans are prepared and development control decisions are taken.

Technical Advice Notes

7.3 This application has been prepared in deference to the latest version of TAN 12 (Design), which was updated in March 2016, and the suitability of the proposals in this design context are demonstrated in this Design and Access Statement. TAN 18: Transport and TAN 15 Flooding have also been considered in the preparations of this application.

Wellbeing of Future Generations Act

7.4 The adopted Wellbeing of Future Generations Act 2015 highlights the importance of 'future proofing' and utilizing planning as a mechanism to reach the need of current and

future generations. The proposals will provide essential housing which will provide residency for the people of Newport both in the short and long term, and is therefore considered to be a sustainable, positive use of the land.

Local Development Plan

7.5 The development plan for the purposes of Section 38 (6) of the Planning and Compulsory Purchase Act 2004 is the Newport City Council Local Development Plan – adopted January 2015.

7.6 On the LDP Proposals Map the application site lies wholly within the settlement boundary for the city of Newport. The site is allocated for housing purposes. The following policies are considered relevant to the proposed application:

Supplementary Planning Guidance (SPG)

7.7 The following SPG documents are considered to be relevant in the consideration of this application:

- Affordable Housing SPG - provides guidance on the delivery of affordable housing. The guidance states that the preferred method for the delivery of affordable housing is for the units to be provided on-site by a developer as a result of Section 106 agreements.
- Wildlife and Development SPG – considerations for the possible effect of any development on wildlife features should be considered at the first stage of any proposal. Failure to do so will result in an invalid application and likely delays in the planning process.
- New Dwellings SPG – intended to ensure that occupants of new dwellings have reasonable living conditions, ensuring that those residing in existing-dwellings are not deprived as a result of new dwellings, to ensure the protection of character and appearance of the natural and built environments.

MOVEMENT PLAN



THE PROPOSAL

Overview

7.8 This chapter is to explore the relevant design and access facets associated with the application and will assess the planning merits associated with the scheme.

7.9 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.

Access

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

7.11 The vehicular access point is located at the corner of Collier Street and Courtney Street, and has been built out as part of phase one. It is proposed to improve this access to enable it to support the development site.

7.12 Two pedestrian access points are proposed to the north of the application site which link to the existing pedestrian network. Please note that a PRW diversion order has been agreed for the PRW running along the west of the site, and will connect to the existing line to the north of the site at Glebelands Park. The PRW also runs eastwards between the application site and the existing Glan Usk primary school and

continues under the railway line onto Charnwood Road. A further application to widen the PRW to the north of the site to 3m will be made in due course.

Movement

7.13 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 Julians into Newport Bus Station, via the Barnadtown bus stop on Caerleon Road.

7.14 The site is also accessible by rail, with the nearest rail station, Newport Railway Station located proximately 1.3km from the south west of the site access, which is within the preferred maximum walk distance of 2km (for commuting purposes).

7.15 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/Temple Meads (to the East).

7.16 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.

PROPOSED CGI



THE PROPOSAL

Proposed CGI Note: The materials have now been adjusted to include houses that are half brick and half render. All render houses have been omitted from the scheme.

Character

Amount Scale and Layout

7.17 The number of units proposed (195) is significantly less than the extant permission (251). The density proposed is considered to be much more appropriate considering the surrounding residential context and the desire to provide high quality residential development. Reducing the density provides an opportunity to provide more soft landscaping on the approach to the site as well as providing more space between dwellings which will improve the feel of the development. The number of car park spaces has also been reduced in line with the number of properties, and they have also been relocated to the rear of the dwellings in order to improve the visual approach to the site. The extant permission had parking spaces to the end of the main vehicular access which isn't considered to be a particularly attractive, however the revised/proposed layout will provide soft landscaping which will provide a much more attractive approach to the development. Furthermore, the level of parking has increased when compared to the extant consent.

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

7.19 The narrow portion of the site is proposed to provide 36 flats in three clusters of 12 apartments. Further northwards the access road turns eastwards with one perpendicular block paved private drive and two drives constructed in tarmac to adoptable standards providing

access to the dwellings to the centre of the development, and further dwellings to the north. Apartments are provided on the frontage to the River Usk. The access road continues northwards past the reen.

7.20 The northmost parcel provides a circular road with dwellings to the centre of the road and flats along the periphery. These flats have been sensitively located to reduce any overlooking issue that may occur.

Appearance and Materials

7.21 The appearance and materials for the proposed dwellings have taken design cues from the surrounding residential area as well as traditional dwellings in the area whilst also aiming to provide contemporary dwellings which in line with local demand.

7.22 The development provides over 11 different house / apartment types which provides an unique and interesting streetscape to the development. Key/prominent buildings within the streetscape have been identified and have been carefully designed to provide interest (i.e. the side elevation of apartment block 76-81 will be prominent, therefore this will have particular architectural accord). The layout has also considered the key vista of the River Usk, and now provides a strong frontage (as the road is now located to the rear) which will improve the appearance from the public right of way which runs along the western boundary and from the opposite side of the river.

7.23 The apartments are a mix of red brick, yellow brick and render and are up to 3 storeys in height.

PROPOSED HOUSETYPES



Front Elevation

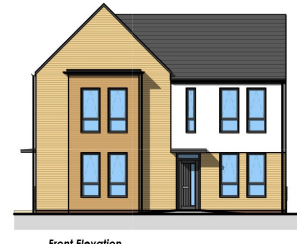
Elevations
House Type 'I & J'

Materials Schedule

- Concrete interlocking tiles (Russell 'Galoway' Anthracite or similar)
- Through colour render (Parex 'Natural White' or similar)
- Grey, 7016 colour coated UPVC windows, doors & fascias
- Clay facing bricks (Wieneberger 'Cranbrook Red' or similar)
- Clay facing bricks (Wieneberger 'Staffordshire Smooth Crimson' or similar)
- UPVC R-W goods - Black

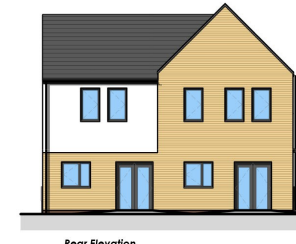


L.H.S. Elevation



Front Elevation

Elevations - Type.1
House Type 'C&D'



Rear Elevation

Materials Schedule

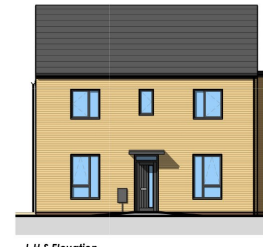
- Concrete interlocking tiles (Russell 'Galoway' Anthracite or similar)
- Through colour render (Parex 'Natural White' or similar)
- Grey, 7016 colour coated UPVC windows, doors & fascias
- Clay facing bricks (Wieneberger 'Kemley Yellow' or similar)
- Clay facing bricks (Wieneberger 'Staffordshire Smooth Cream' or similar)
- Clay facing bricks (Wieneberger 'Staffordshire Smooth Crimson' or similar)
- UPVC R-W goods - Black



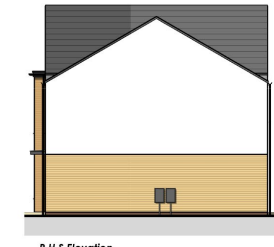
Rear Elevation



R.H.S. Elevation



L.H.S. Elevation



R.H.S. Elevation



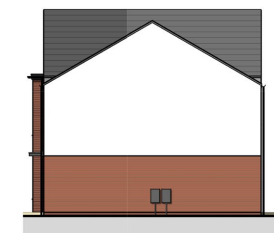
Front Elevation



Rear Elevation



L.H.S. Elevation



R.H.S. Elevation

THE PROPOSAL

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

Walls - Clay facing brick (Wieneberger 'Cranbrook Red', 'Staffordshire Smooth Crimson' 'Kemsley Yellow' or similar);
Cedral Click Weatherboard (Marley 'Slate Grey' or similar);
Through colour render (Parex 'Natural White' or similar)

Roof - Concrete interlocking tiles

Other - UPVC Rain Water goods (Black)

Boundary Treatments - Close boarded fence and railings

Windows - UPVC

Doors - Steel SBD doors to houses; Aluminium SBD doors to communal apartments and blocks.

Vehicle Access - Tarmac; Block Paviments

Community Safety

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

7.26 Natural surveillance is encouraged throughout the site by virtue of the position and orientation of the 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 spaces are well overlooked in both public (for the apartments) and the semi private parking areas associated with the dwellings.

7.27 The scheme is to be developed to Secure by Design standards, thus will ensure a positive relationship between private and public space. In this respect, the provision of the dwellings in their current location and orientation enables enhanced natural surveillance of the wider surroundings which will be beneficial for the safety and welfare of the prospective residents as well as the neighbours. The perimeter block formation avoids back alleys and secluded areas which could attract crime and anti-social behaviour.

7.28 Moreover, the site development brings a current vacant site back into beneficial use which enhances the safety for the users of Glan Usk Primary School, Pedestrians that use the Public Right of Way and the existing industrial uses to the south.

Environmental Sustainability

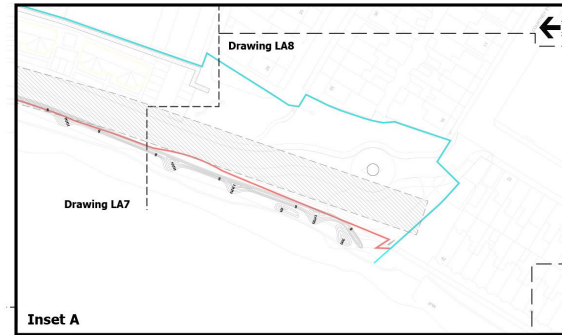
7.29 As identified within Technical Advice Note 12, the objectives that developers need to respond to in respect of Environmental Sustainability include that of achieving efficient use and protection of natural resources, enhancing biodiversity and designing for change.

7.30 The site is situated in an inherently sustainable location by virtue of its position close to Caerleon Road District Centre and due to its close proximity to public transport routes and local facilities (as described in the Movement section), thus minimising the use of the personal car.

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

LANDSCAPING SCHEME

LANDSCAPING SCHEME



- Key**
- Multi-stem tree planting
 - Single-stem tree planting
 - Shrub planting
 - Specimens
 - Hedge/grass as hedge
 - General grass areas
 - Species rich grass
 - Wildflowers
 - Phase 1 boundary. Refer to drawing TDA.2281.01 Detailed Soft Landscape Proposals for landscape layout
 - Site boundary
 - Easement

THE PROPOSAL

Landscaping

7.32 Increased landscaping was one of the key objectives of revising the scheme as it is acknowledged that the public realm is essential to provide an attractive residential development and a pleasant place to live.

7.34 Increased landscaping has been provided along the western boundary of the site, alongside the River Usk and across the site. It is considered that this softer landscape would greatly improve the sense of place associated with the development.

CONCLUSION

high.

Conclusion

8.1 This Design and Access Statement has been prepared by Asbri Planning Ltd. on behalf of Pobl Group and accompanies a full planning application for the development of 195 residential dwellings and associated infrastructure works at land to the south of Glan Usk Primary School, Herberth Road, Newport.

8.2 The Site lies immediately adjacent to the eastern banks of the river Usk and south of the M4 overbridge 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 Herefordshire line.

8.3 The site is allocated as a housing allocation in the LDP and has extant planning permission for 251 no. residential dwellings thus the principle of developing the site is considered to be established. The proposed scheme is considered to be in accordance with all relevant national and local planning policies.

8.4 It is considered that the amount, scale and layout has been carefully designed to take advantage of the site opportunities and address the constraints as far as is practicably possible. The layout is considered to provide a betterment in relation to the extant permission, as it is providing a more suitable density of development, more coherent layout with a better parking arrangement and will have a more attractive entrance to the site due to additional landscaping.

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