

Orb Drive, Newport



Artists impression of Orb Drive Phase 3 - Adjacent Land

Design & Access Statement

Revision:

Issued on:



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1. INTRODUCTION



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1.1 Purpose

1.1.1 This document has been prepared in support of a Full Planning Application for the development located at Orb Drive, Newport.

1.1.2 The DAS has been prepared in accordance with the requirements of:

- The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended);
- Planning Policy Wales, Edition 11, published February 2021 (PPW);
- Technical Advice Note 12: Design, published July 2016 ('TAN 12');
- Design and Access Statements in Wales, published April 2017;
- Future Wales – The National Plan 2040, published February 2021 (FW); and
- The Wellbeing of Future Generations Act 2015.

1.2 Site Description

1.2.1 The Site is located to the east of Newport City Centre. The site has access via Orb Drive from Corporation Road and is currently a construction zone with development surrounding the site under construction and constructed houses.

1.2.2 The Site has an area of 0.97 ac.

1.2.3 The Site is 1.7 miles from Newport Town Centre.

1.3 Proposals

1.3.1 The proposed development will consist of 18 residential dwellings, associated infrastructure, public open space and landscaping.

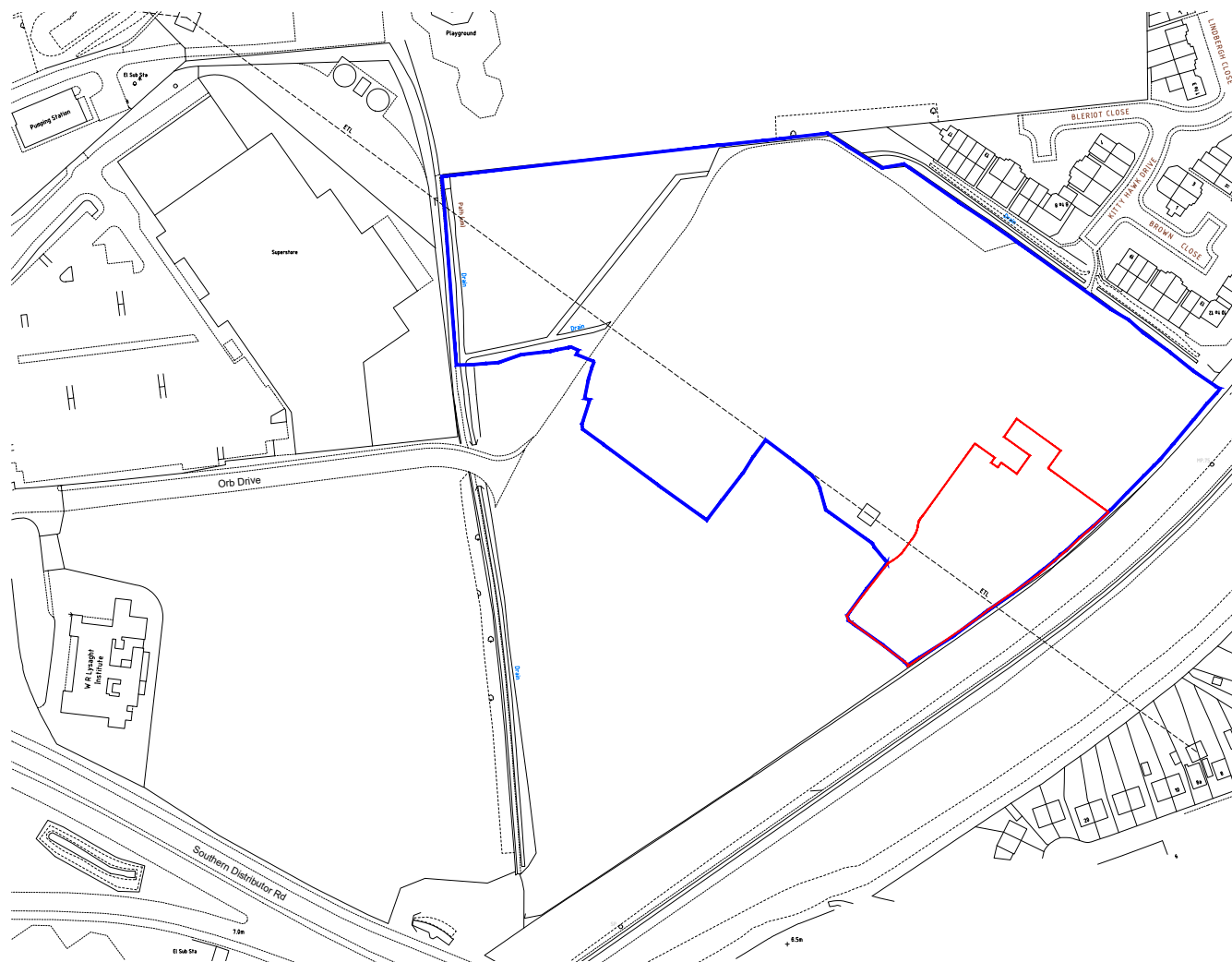
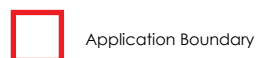


Figure 1: Site Location



1.4 Planning Context

1.4.1 Planning Policy Framework

Planning policy for the site is framed by Future Wales: The National Plan 2040, Planning Policy Wales

Edition 11 Feb 2021 along with associated Technical Advice Notes (TANs) and the Newport Local Development Plan January 2015 along with associated Supplementary Planning Guidance (SPGs).

1.4.2 Future Wales: The National Plan 2040

Future Wales – The National Plan 2040 is the national development framework, setting out the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system. Future Wales does not set out statements on all land use planning issues set out in Planning Policy Wales. Rather it has policies on issues where the Welsh Government considers them a national priority at this time or matters which are distinctly spatial and require national leadership.

Policy 1 identifies Cardiff, Newport and the Valleys as one of the National Growth Areas where there will be growth in employment and housing opportunities and investment in infrastructure.

Policy 2 – Shaping Urban Growth and Regeneration sets out that growth and regeneration of towns and cities should positively contribute towards building sustainable places than support active and healthy lives, with urban neighbourhoods that are compact and walkable. The providing of a variety of housing types and tenures is identified as a strategic placemaking principle.

Policy 8 – Flooding supports flood risk management that enables and supports sustainable strategic growth and regeneration in National and Regional Growth Areas. The supporting text is clear that the focus is on enabling the redevelopment of brownfield land within the growth areas.

Policy 12 – Regional Connectivity identifies the need to prioritise active travel i.e. prioritising walking and cycling for all local travel and the use of public transport over the private car. The supporting text also seek the transition to low emission vehicles.

Policy 33 identifies Cardiff, Newport and the Valleys as the main focus for growth and investment in the south east region. It advises that this status should be recognised in Strategic and Local Development Plans. The Welsh Government supports an increased strategic role for Newport as a focus for sustainable long-term growth and investment. The supporting text acknowledges that flooding from rivers and the sea is a major issue in the National Growth Area and states that growth aspirations will be coordinated with strategic decisions on managing flood risk

1.4.3

Planning Policy Wales Edition 11 February 2021.

Planning Policy Wales focuses on the importance of place making and good and sustainable design. In addition to emphasising the need to appraise context the policy, in particular identifies objectives of good design as follows:

- Character: Sustaining or enhancing local character / promoting legible development/ a successful relationship between public and Private space /quality, choice and variety /innovative design. (Para 3.9)

- Access: Ensuring easy access for all by addressing the issues of inclusivity and accessibility for all through making provision to meet the needs of people with sensory, memory, learning and mobility impairments, older people and people with young children. Provision should also be made for people to interact. Good design also must involve measures to address access to essential services, education and employment and should enable easy access to services by walking, cycling and public transport; (Paras 3.5 and 3.6)

- Movement: Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be easily accessible by sustainable modes. The need to utilise and maximise existing infra structure is also emphasised.



Figure 2: Phase 3 - Proposed Street Scene (adjacent planning application)

Para 3.51 identifies that previously developed land should, wherever possible be used in preference to greenfield sites. In settlements, such land should generally be considered for appropriate development where its re-use will promote sustainability principles.

Chapter 4 sets out policies in respect of Active and Social Placemaking in Wales. The key issues include:

- a need to ensure there is sufficient housing land to meet the need for new private market and affordable housing;
- to facilitate a range and choice of housing to respond to the change in household need;
- assisting in the delivery of cohesive communities which will meet the needs and are accessible to all members of society;
- reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people's health, by prioritising and increasing active travel and public transport.

Chapter 4 also addresses Active and Social Linkages and identifies the following as key policy components:

- enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green infrastructure, maximising opportunities for community development and social welfare;

- require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off-site sustainable transport infrastructure.

Paragraph 4.150 acknowledges that car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place. It continues at para 4.151 that parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.

Section 4.2 sets out the policies in respect of housing. In addition to providing advice in respect of a local authority's need to understand its housing market and projected needs through the Housing Requirement and Local Housing Market Assessments.

It further emphasises at 4.2.16 the aim to make the best possible use of previously developed land in preference to greenfield sites across the market area as a whole. It continues at 4.2.17 that maximising the use of suitable previously developed and/or underutilised land for housing can assist in regeneration and relieve pressure for development on greenfield sites.

Paras 4.2.25 to 4.2.34 address the topic of affordable housing. Para 4.2.25 confirms that a community's need for affordable housing is a material planning consideration which must be taken into account when determining relevant planning applications.

Section 5.8 states that the planning system should support new development that has very high energy performance, supports decarbonisation, tackles the causes of climate change, and adapts to the current and future effects of climate change through the incorporation of effective mitigation and adaptation measures. Para 5.8.3 states that Sustainable building design principles should be integral to the design of new development. Development proposals should:

- mitigate the causes of climate change, by minimising carbon and other greenhouse gas emissions associated with the development's location, design, construction, use and eventual demolition; and
- include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change.

1.4.4 Newport Local Development Plan 2011-2026

Within the adopted LDP the subject site form part of site H45 Lysaghts Parc and is identified for residential development. The following objectives of the LDP are particularly relevant to this proposal



Figure 3: Proposed Street Scene

1.4.5 Objective 1 - Sustainable Use of Land

To ensure that all development makes the most efficient use of natural resources by seeking to locate development in the most sustainable locations, minimise the impact on the environment and make a positive contribution to local communities.

1.4.6 Objective 2 - Climate Change

To ensure that development and land uses in Newport make a positive contribution to minimising, adapting to or mitigating against the causes and impacts of climate change, by incorporating the principles of sustainable design, changes to travel behaviour, managing the risks and consequences of flooding, and improving efficiency in the use of energy, waste and water.

The supporting text acknowledges that recent developments (which include the Orb Drive Site) have contributed to the improvement of flood defences on the east bank of the River Usk.

1.4.7 Strategic Policy SP1 states :

PROPOSALS WILL BE REQUIRED TO MAKE A POSITIVE CONTRIBUTION TO SUSTAINABLE DEVELOPMENT BY CONCENTRATING DEVELOPMENT IN SUSTAINABLE LOCATIONS ON BROWNFIELD LAND WITHIN THE SETTLEMENT BOUNDARY. THEY WILL BE ASSESSED AS TO THEIR POTENTIAL CONTRIBUTION TO:

- i) THE EFFICIENT USE OF LAND;
 - ii) THE REUSE OF PREVIOUSLY DEVELOPED LAND AND EMPTY PROPERTIES IN PREFERENCE TO GREENFIELD SITES;
 - iii) PROVIDING INTEGRATED TRANSPORTATION SYSTEMS, AS WELL AS ENCOURAGING THE CO-LOCATION OF HOUSING AND OTHER USES, INCLUDING EMPLOYMENT, WHICH TOGETHER WILL MINIMISE THE OVERALL NEED TO TRAVEL, REDUCE CAR USAGE
- AND ENCOURAGE A MODAL SHIFT TO MORE SUSTAINABLE MODES OF TRANSPORT;
- iv) REDUCING ENERGY CONSUMPTION, INCREASING ENERGY EFFICIENCY AND THE USE OF LOW AND ZERO CARBON ENERGY SOURCES;



Figure 4: Phase 3 - Illustrative View (adjacent planning application)

- v) THE MINIMISATION, RE-USE AND RECYCLING OF WASTE;
- vi) MINIMISING THE RISK OF AND FROM FLOOD RISK, SEA LEVEL RISE AND THE IMPACT OF CLIMATE CHANGE;
- vii) IMPROVING FACILITIES, SERVICES AND OVERALL SOCIAL AND ENVIRONMENTAL EQUALITY OF EXISTING AND FUTURE COMMUNITIES;
- viii) ENCOURAGING ECONOMIC DIVERSIFICATION AND IN PARTICULAR IMPROVING THE VITALITY AND VIABILITY OF THE CITY CENTRE AND DISTRICT CENTRES;
- ix) CONSERVING, ENHANCING AND LINKING GREEN INFRASTRUCTURE, PROTECTING AND ENHANCING THE BUILT AND NATURAL ENVIRONMENT;

The subject site is a brownfield site in a sustainable location in close proximity to shopping and community facilities.

Strategic Policy 10: House Building Requirement states:

PROVISION IS MADE FOR 11,623 UNITS TO DELIVER A HOUSING REQUIREMENT OF 10,350 UNITS OVER THE PLAN PERIOD. THE AFFORDABLE HOUSING TARGET FOR THE PLAN PERIOD IS SET AT 2,061 UNITS. THE LAND WILL BE PROVIDED PRIMARILY ON PREVIOUSLY DEVELOPED LAND IN THE FOLLOWING WAYS:

- i) SITES WITH PLANNING PERMISSION, INCLUDING SITES UNDER CONSTRUCTION;
- ii) THE EASTERN EXPANSION AREA;
- iii) ALLOCATIONS SET OUT IN POLICY H1; AND

Policy H1 list a number of housing sites which together will contribute to the housing target. Site H45 Lysaghts Parc of which the subject site forms a part, identifies a balance of 100 units to be delivered during the plan period to 2026.

Policy SP 13 sets out the council's policy regarding Planning Obligations.

1.4.8 Supplementary Planning Guidance

The following Supplementary Planning Guidance have been considered:

- | | |
|----------------------------|--------------------------------|
| • Sustainable Travel | • New Dwellings |
| • Planning Obligations | • Waste Storage and Collection |
| • Affordable Housing | • Parking Standards |
| • Wildlife and Development | • Trees Woodland, Hedgerows |

2. CONTEXT



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Figure 6: Phase 1A - Constructed by Link Cymru



Figure 8: Phase 1B and 2 - Under Construction



Figure 10: Phase 3 - Planning (application ref. 21/0895)



Figure 7: Phase 1A - Constructed by Link Cymru



Figure 9: Phase 1B and 2 - Under Construction



Figure 11: Phase 3 - Planning (application ref. 21/0895)

2.2 Transport, Access and Amenities

Local Services

- 2.2.1 The nearest supermarket/ cafe to the site is located 320m to the south west, with the local pub being 270m. There are a range of local employment facilities provided within walking distance to the site e.g the industrial estate. The nearest school is Liswerry Primary School, located 1.6km from The Site.

- 2.2.2 Newport town centre, industrial park and retail park offers a wide range of shops, supermarkets and service opportunities and is easily accessible via bus or bicycle (all within 2.8km of The Site).

Public Open Space

- 2.2.3 The nearest open space is Black Ash Park, which is about 800m to the north (6 minute walk).

Bus and Train Services

- 2.2.4 Bus services operate in the vicinity of The Site, along Corporation Road with the nearest bus stop (serving various bus routes) located 480m away. Newport train station is 3.7km away which connects to Cardiff and Bristol city centres.

Car

- 2.2.5 The Site is adjacent to Orb Drive via Corporation Road. The centre of Newport can be reached by car in about 6 minutes. Cardiff and Bristol can be reached via the M4 in approximately 23 and 36 minutes respectively.

Pedestrian & Cycle

- 2.2.6 There is a footpath along Corporation Road and Orb Drive leading to the site.
- 2.2.7 National Cycle Route 4 is located 400m from the site. This is a long distance route between London and Fishguard which is a traffic free route on the National Cycle Network. Route 88 is also a national coastal route between Newport and Margam County Park.

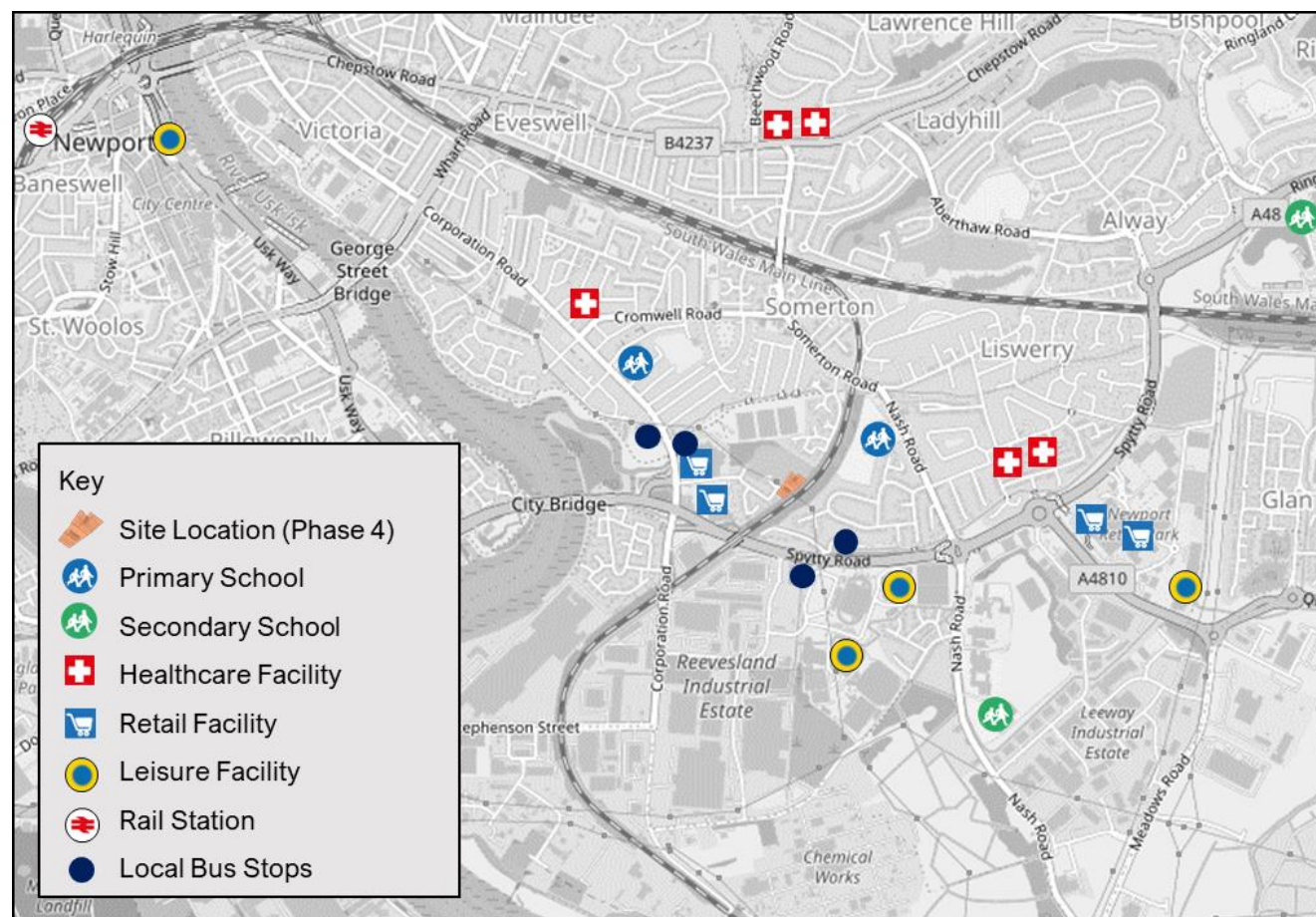


Figure 12: Local Amenities

2.3 Approved Scheme

2.3.1 The context is set by the approved scheme 09/0216.

2.3.2 The approved layout is shown to the right.

2.3.3 The approved scheme contains ;

- limited and very minimal landscaping and areas of public open space.
- large area of complete hard scaping which is entirely car dominated and thoroughly paved.
- a dead end private drive with no pedestrian links restricting site connectivity and placemaking.
- a dead end private drive which is surrounded by high brick boundary walls which aren't screened with landscaping. This is poorly designed and creates an unwelcoming environment.

Large area of complete hard scaping,
Contains no landscaping to soften the
area.

Dead end private drive with no
connectivity or landscaping along
boundary wall.



Limited and restricted area of
public open space.

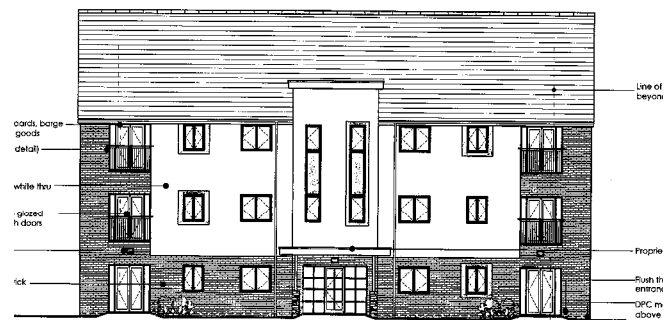


Figure 13: As Approved - Typical Elevation

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3.1 Site Description

3.1.1 The Site is defined by the following boundaries:

North

3.1.2 The northern boundary is a future construction site for Phase 3 at Orb Drive.

East

3.1.3 The eastern boundary consists of existing retaining hedgerow and a train line beyond that.

South

3.1.4 The southern boundary is defined by existing development constructed by Linc Cymru.

West

3.1.5 The western boundary is currently a construction site for the construction of Phase 1B.



Figure 14: Photo Locations



3.2 Site Photos

3.2.1 The map presented on the right indicates the approximate camera location and directional view of each photo. The photos are the current site photos.

View 1

3.2.2 View showing the eastern boundary and retaining trees/hedgerows. Currently used as material storage for surrounding construction site.

View 2

3.2.3 View west showing Phase 1B, currently under construction.

View 3

3.2.4 View to the south east showing the northern boundary and existing tree line.



3.3 Opportunities and Constraints

3.3.1 The key design opportunities and constraints on The Site are shown on the next page and described below.

Opportunities

- 3.3.2 Create a strong positive frontage overlooking the road to the western boundary and new areas of public open space.
- 3.3.3 Provision of a legible pedestrian network linking the site to surrounding development to improve site connectivity.
- 3.3.4 Deliver SuDS basin to manage on site surface run-off and to act as an area of public open space.
- 3.3.5 Provision for strong landscaping integration into the scheme. Strong landscape framework along the eastern boundary in the form of retaining hedgerows and trees.

Constraints

- 3.3.6 Overhead lines with 25m building and tall planting exclusion zone.
- 3.3.7 Good quality trees and hedgerows to be retained and enhanced where possible. Root protection areas to be respected and lined with tree protective fencing.
- 3.3.8 Orientate buildings in such a way as to limit any potential impact of the privacy and amenity of houses while providing natural surveillance to the public open space and by maximising solar gain.

Key

	Site Boundary		Surrounding Development
	Overhead Lines With Exclusion Zone		Phase 3 - Not yet approved
	Tree Protective Fencing		Proposed Access
	Existing Trees To Be Retained		Provision For Footpath Links
	Root Protection Zone		Railway
	Existing Hedgerow		Active Frontage
			Natural Surveillance Overlooking Public Open Space



Figure 15: Opportunities and Constraints NTS

3.4 Ecology

Desk Study

- 3.4.1 Habitat survey was initially categorised as a mixture of bare ground and ephemeral/short perennial vegetation with some smaller areas of swamp and marshy grassland.
- 3.4.2 The targeted reptile and amphibian surveys undertaken in 2009 identified the presence of a 'low' population of Common Lizard at the site and also established use of ditches and ephemeral pools at the site by common amphibian species including Common Frog and Palmate Newt.
- 3.4.3 The desk study confirmed that the site does not hold any designation for nature conservation.

Field Survey

- 3.4.4 The areas formerly categorised as bare ground have naturally recolonised to form areas of scattered/ dense scrub, short perennial vegetation and smaller patches of poor semi-improved grassland and marshy grassland.
- 3.4.5 There is also a small ephemeral pool located towards the south-east corner of the site. The pool contains limited vegetation with only submerged Creeping Bent, unidentified mosses and liverworts and occasional stands of rush present.
- 3.4.6 The majority of the site is now occupied by areas of short perennial vegetation and scattered scrub consisting of immature stands/ saplings of Dogwood and Goat Willow as well as tall stands of Common Reed.
- 3.4.7 There are also wet ditches present along the southern and northern site boundaries. The ditch at the southern boundary is >1 m in depth and contains banks overgrown with Bramble scrub. The water quality also appears to be poor with cloudy water and a visible film layer.
- 3.4.8 The survey did not identify any trees with potential to support roosting bats within the immediate site boundary.

Current Position

- 3.4.9 The site has now been cleared for construction.



Figure 16: Habitat Plan dated January 2020 (note the site has been cleared for construction)

3.5 Arboriculture

- 3.5.1 The layout minimises tree impact and is designed to retain and enhance the existing trees/hedgerows on the eastern boundary.

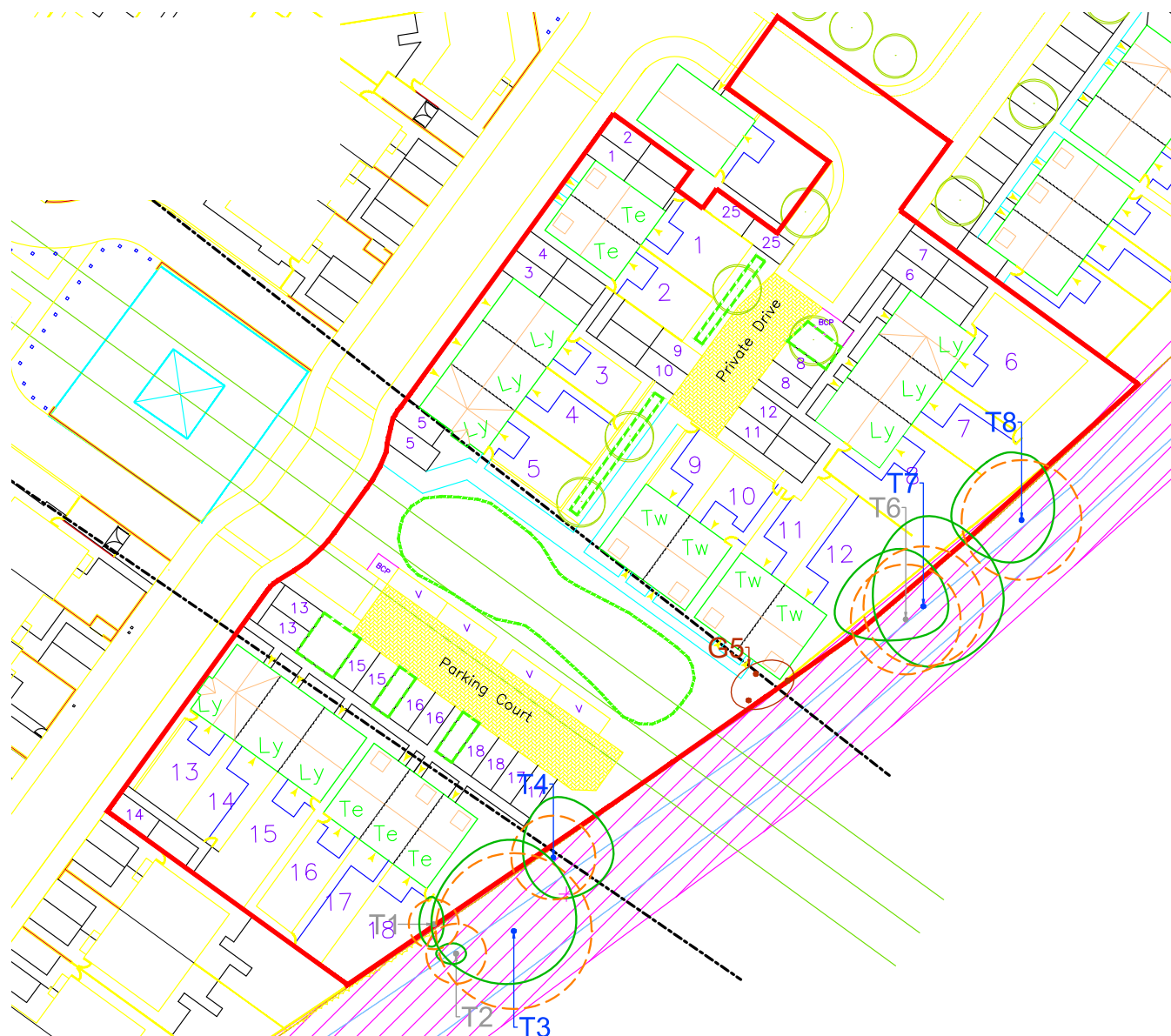


Figure 17: Tree survey

3.6 Acoustics

- 3.6.1 Site benefits from a significant amount of screening from the A48, afforded by the Morrisons building as well as the completed phase 1A development.
- 3.6.2 Mitigation measures including boundary fencing, acoustically specified thermal double-glazing and ventilators have been proposed. The acoustic performance of the external building fabric would be fully determined as the design progresses.
- 3.6.3 Measured levels of vibration have been found to be within acceptable limits.

4. EVOLVING THE CONCEPT



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4.1 Design Aspirations

- 4.1.1 The development will provide a residential environment to the next phase at Orb Drive, making a positive contribution to the area.
- 4.1.2 The scheme takes account of the context, constraints and planning policies to achieve a welcoming residential environment. The scheme is also designed in accordance with the Placemaking Guide, providing a central public open space area to create a positive welcoming scheme.

4.2 Design Principles

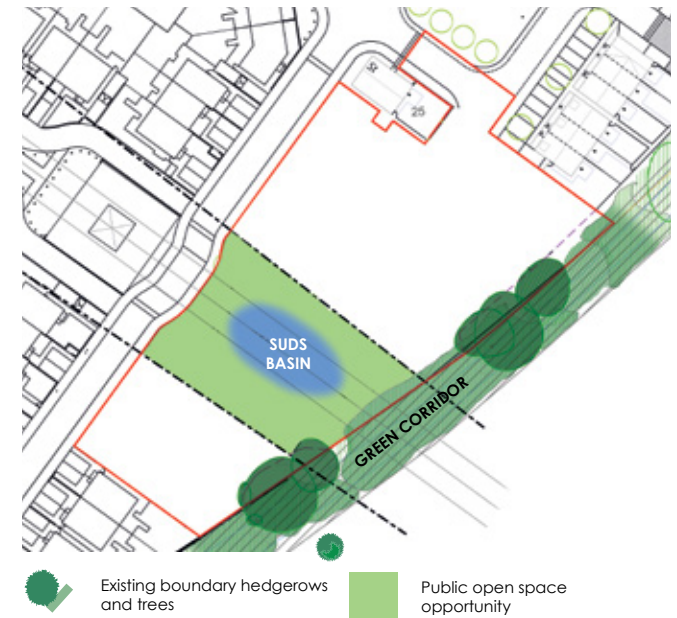
- 4.2.1 The development will be designed in accordance with the following design principles:
 - Create a sense of place, with an identity to Orb Drive.
 - Select a materials palette that works with the existing character of the development at Orb Drive.
 - Provide adequate area of public open space.
 - Create a legible, permeable layout that allows people to easily access and navigate through the development to the wider area.
 - Design streets to encourage low traffic speeds.
 - Provide direct physical pedestrian links to surrounding area.
 - Maximise the connection between the site and surrounding development.
 - Make policy compliant provisions for car parking without adversely dominating street design.
 - Use buildings and landscaping to create new focal points which enhance legibility and distinctiveness.
 - Support and enhance biodiversity by creating new wildlife habitats, as well as linking to the wider green network.
 - Retain existing trees and hedgerows where possible.
 - Provide attractive, accessible public open spaces and green corridors that connect to the wider green network.
 - Use Sustainable Drainage Systems to control surface water run-off.
 - Ensure that public routes and spaces are well overlooked.
 - Provide ecological enhancement and new tree planting.

4.3 Character

- 4.3.1 A shared architectural language throughout the development will create a cohesive identity and sense of place. The character of the development is informal and low density in nature with the units being semi-detached or terraces of 3.
- 4.3.2 Boundary treatments will be shrubs/hedges around key spaces. Elevations will use a materials palette that references the surrounding built environment e.g. stone, render and brick.

4.4 Scale and Density

- 4.4.1 The density of the development has referenced the scale and density of new developments surrounding the site at Orb Drive. The development has also been designed represent an efficient use of land. The development consists of semi-detached and small terraces, which is the prevailing characteristic of the surrounding environment of Orb Drive.



Landscape - Existing GI and Opportunities

- 4.2.2 Vehicular access points are shown above with footpath connections to increase site connectivity.
- 4.2.3 Public open space to be created for the community in form of a central green. This focal point will include an attenuation pond for a sustainable drainage system.
- 4.2.4 Positive active frontage overlooking the public open space providing natural surveillance and community cohesion.
- 4.2.5 The existing trees and hedgerows on the eastern boundary will be retained and protected providing a green corridor to the proposal.



- Natural Surveillance
- Access Roads
- Active Frontage
- Footpath Connections
- Primary Access Road



- 2 storey
- 2 storey + attic



- Defining frontage along Orb Drive with recessed parking
- Secondary Street - Frontage to Green Space/Private Drive with front or rear parking
- ✱ Nodal Buildings

Links and Street Hierarchy

- 4.4.2 Residential development will be located over most of the Site.
- 4.4.3 The proposals take advantage of opportunities to link the surrounding area for increased site connectivity.
- 4.4.4 The proposal follows the existing road pattern which is clear and safe.
- 4.4.5 Pedestrian access to areas of open space are provided. These spaces benefit from high levels of community surveillance. Pedestrian connectivity connects to the surrounding phases of Orb Drive.

Structure and Scale

- 4.4.6 The built form has been designed to provide active frontage, natural surveillance and footpath connectivity to the surrounding area.
- 4.4.7 The open space is designed for community benefit and the structures are designed positively to frame this space.
- 4.4.8 The block structure continues to provide active frontage onto the access road as the existing development.
- 4.4.9 The units provide natural surveillance to the pedestrian links and the central open space.
- 4.4.10 Scale of the development meets that of the adjacent

Legibility

- 4.4.11 The placing of public spaces, key buildings and frontages will help to orientate people and create a legible environment.
- 4.4.12 Dwellings will be ordered to create formal frontages onto key public spaces creating a series of clearly defined spaces to aid legibility.
- 4.4.13 Key spaces within the scheme will be emphasised through the use of materials and / or surface treatment.

5. DESIGN PROPOSALS



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5.1 Final Masterplan

5.1.1 The Final Planning Layout (see Figure 19) is the result of an evolutionary process that started with an understanding of the allocation and the policy background (see section 1), informed by the suite of design guidance offered by the supporting design documents (see Section 2), conceived with an understanding of the site constraints and supporting technical work (see section 3) and evolved via an iterative process that culminated in a solid concept plan (see Section 4).

Layout & Scale

- Layout has been designed around the site constraints and designed to the same scale as the surrounding development on site.
- Built form arranged to clearly define and articulate areas of public open space.

Landscape & Biodiversity

- Significant amount of new tree / hedge / shrub planting will ensure a green residential environment.
- Existing trees and hedgerows are protected and retained.
- Areas of new open spaces are carefully integrated with sustainable drainage proposals and informal play spaces.
- A new public open space has been designed as the focal point of the development, this space will be heavily landscaped including an attenuation pond for a soft break between housing.

Streets & Connectivity

- Primary Route naturally follows the existing access from the surrounding phases of development at Orb Drive.
- High levels of pedestrian connectivity, within the site and the surrounding built and urban environments.

5.2 Housing Mix

- 5.2.1 The approved scheme had 18 x2 bed apartments. 18x2 bed apartments left of the 176 approved, allowing for the houses constructed in phases 1A (76 houses), 1B (36 houses), 2 (36 houses) and the houses proposed in phase 3 (25 houses)
- 5.2.2 A detailed breakdown of the proposed housing mix is set out below:

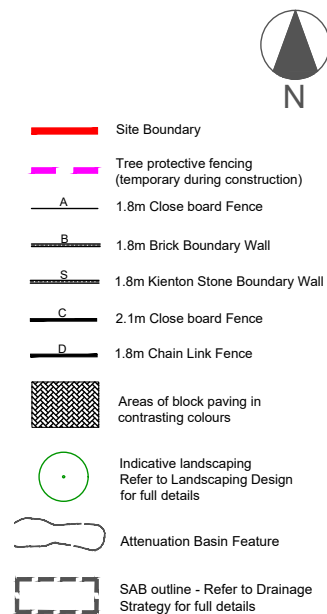
Orb Drive Phase 4 (18 units)				
Unit Type	Storey	Ref	Beds	No. Units
Lysaght	2	Ly	2	5
Tetford	2 (+ attic)	Te	2	9
Tadlow	2 (+ attic)	Tw	2	4
			Total	18



Figure 18: Proposed Layout

5.3 Boundary Treatments

- 5.3.1 Ownership boundaries and boundaries between public and private spaces will be clearly defined.
- 5.3.2 Adjacent rear gardens will be divided using 1.8m high timber close board fence.
- 5.3.3 Where rear gardens adjoin the public realm, the boundary treatment will be a 1.8m fence and planting or brick screen walls.
- 5.3.4 Front gardens will generally be defined by soft landscaping in the form of shrub planting and / or hedge planting.
- 5.3.5 The root protection areas will be lined with tree protective fencing for construction.
- 5.3.6 Where gardens side / back onto the existing hedgerows along the south western boundary, 2.1m close board fence will form the boundary.



Refer to External Finishes Sheet 5006 for details of enclosures.



Figure 19: Boundary Treatments

5.4 Materials Plan

- 5.4.1 The scheme will integrate with the surrounding built environment in terms of scale, massing and architectural design features.
- 5.4.2 The homes on site will consist of buff brick, cream render and stone façades to match the approved materials for phases 1B, 2 and those proposed for phase 3.
- 5.4.3 Stone has been used for gable ended terraces to highlight key elevations and to highlight the entrance to the public open space.
- 5.4.4 All houses will have grey tiled roofs and light grey door and window surrounds.
- 5.4.5 All materials and details used replicate the surrounding development on Orb Drive.

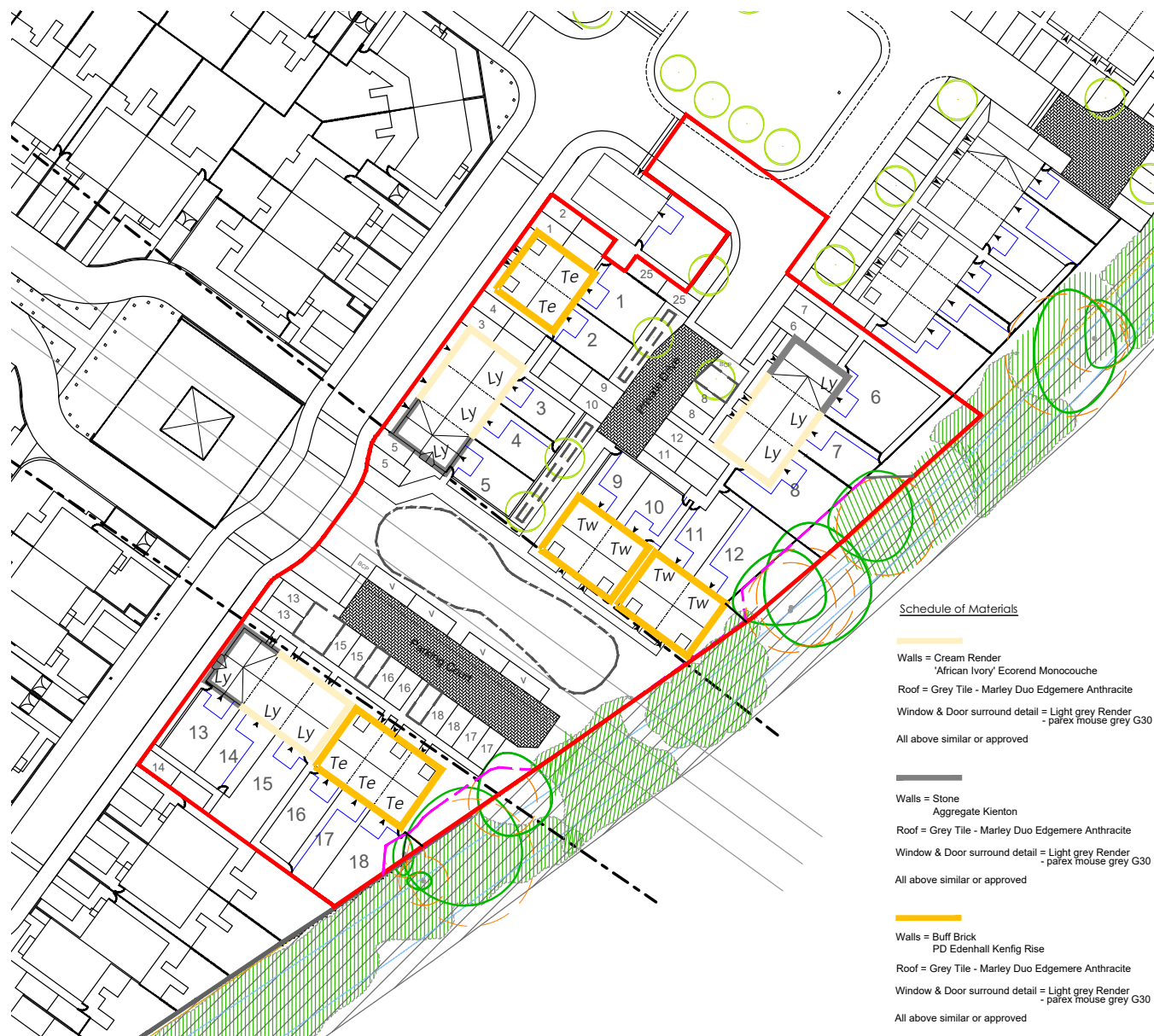


Figure 20: Materials Plan

5.5 Green Infrastructure

- 5.5.1 Main feature is a large area of public open space for the community in the centre of the scheme.
- 5.5.2 Parking spaces are broken up with landscaping to and trees to green the street scene.
- 5.5.3 Retaining trees and hedgerows are retained and protected.

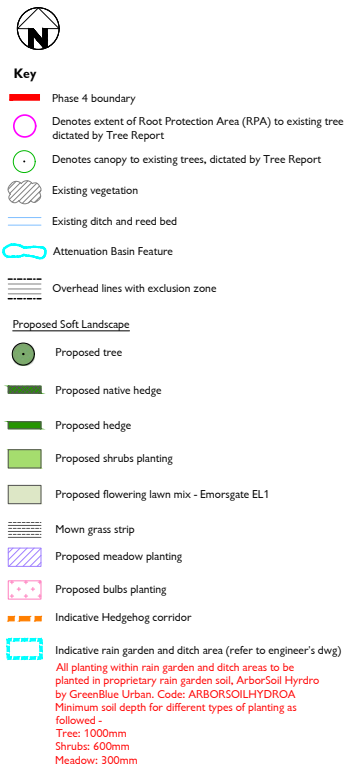


Figure 21: Landscape Plan

5.6 Appearance

- 5.6.1 The scheme will integrate with the surrounding built environment in terms of scale, massing and materials.
- 5.6.2 The design of the houses will combine a traditional aesthetic with traditional material and details which reflect the surrounding built environment.



Figure 22: Typical Elevation - Lysaught House Type



Figure 23: Indicative Street Scene



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