

Orb Drive, Newport Transport Note

216173/N01

Introduction

1. Vectos has been appointed by the Edenstone Group to provide highways and transportation advice in relation to Phase 4 of development at Orb Drive, Newport.
2. The site benefits from outline planning consent for up to 450 dwellings and change of use of the Lysaght Institute for A3, C2 or C3 use, alongside associated access and alterations to a local public right of way (PROW) (Planning Ref. 04/1173). A subsequent Section 73 application was submitted and approved to allow for a phased development of the site (Planning Ref. 09/0180).
3. As part of the phased development of the site, this Transport Note supports the application for phase 4 of the development. This note considers the planning history of the site in further detail, summarises the accessibility of the site by a range of transport opportunities and outlines the development proposals with reference to the initial outline application.

Planning History

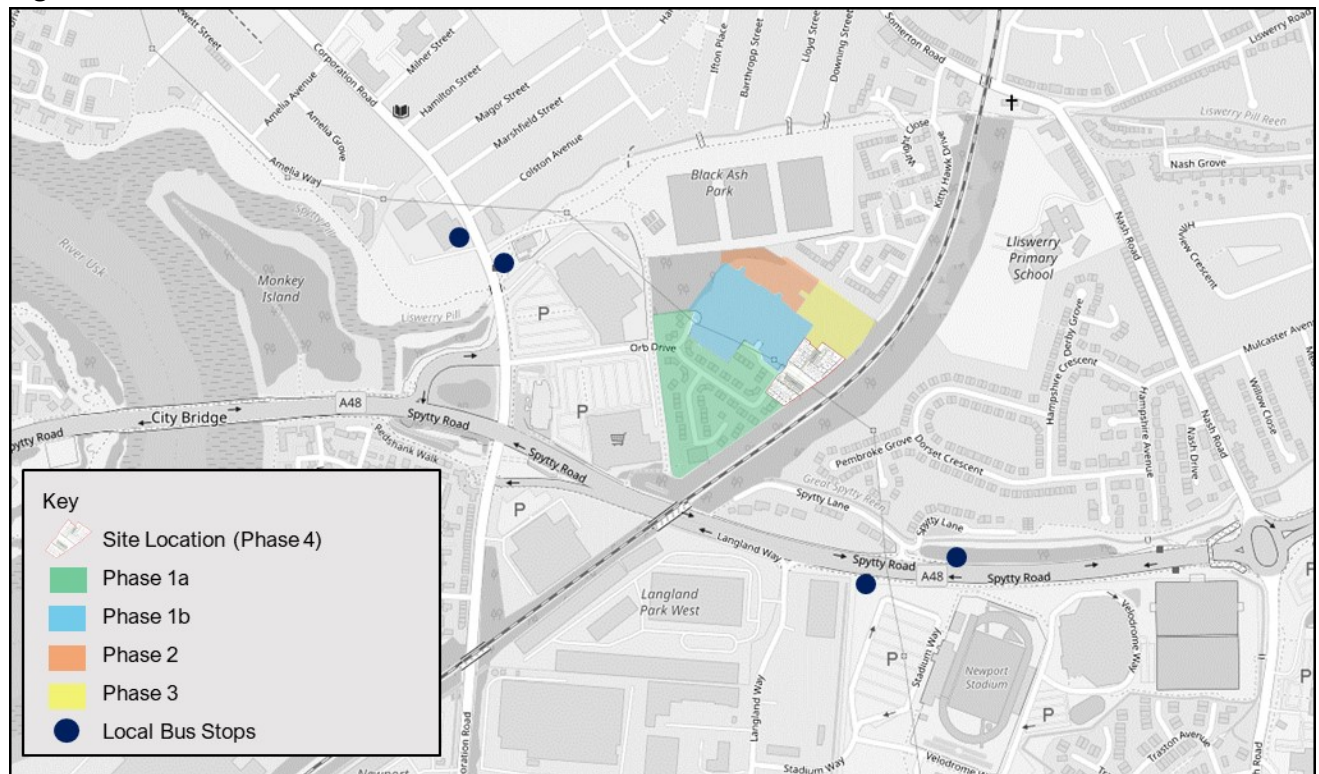
4. An initial outline planning application was approved in March 2008 for development proposals comprising up to 450 dwellings and the change of use of the Lysaght Institute for A3, C2 or C3 use, with associated access and alterations to a local public right of way (PROW) (Planning Ref. 04/1173).
5. A subsequent Section 73 application was submitted and approved to allow for a phased development of the site (Planning Ref. 09/0180). Following the S73 application, a reserved matters application for 176 dwellings was submitted and approved in December 2009 (Planning Ref. 09/0850). The development of the site is to be undertaken in four phases as follows:
 - Phase 1A comprising 76 dwellings and built;
 - Phase 1B comprising 36 dwellings and presently under construction;
 - Phase 2 comprising 21 dwellings and presently under construction; and,
 - Phase 3 comprising 25 dwellings with the application currently under determination.
6. An additional application relating to the Lysaght Institute and comprising a mixed-use development including office space, community centre and food store, was submitted and approved in January 2011 (Planning Ref. 10/0103).

7. It is noted that both the outline and reserved matters applications were granted subject to a range of planning conditions. Condition 4 related to the provision of a secondary emergency access from Spytty Road and was discharged in February 2010, the secondary access route has since been built out (Planning Ref. 10/0039). Condition 6 of the reserved matters application related to the layout of internal roads and footpaths and was discharged in June 2013 (Planning Ref. 13/0554).

Baseline Conditions

8. The site is located to the north east of Orb Drive and south of Black Ash Park, residential properties are located along the eastern boundary with retail units located to the west. Newport city centre is approximately 2.5 kilometres to the north west of the site. The site location in relation to the surrounding area is shown in **Figure 1**.

Figure 1 Site Location Plan



Highway Network

9. Access to the site will be taken via Orb Drive, a two-way carriageway subject to a 30mph speed limit and serving local residential dwellings as well as the Lysaght Institute and nearby food retail unit. To the west Orb Drive joins Corporation Road via a signalised crossroad junction.

10. Corporation Road can be accessed via Orb Drive and serves the local residential areas, shops and services to the north of the site. To the south, Corporation Road joins the Southern Distributor Road (A48) which serves the wider strategic network joining the M4 to both the east and west of Newport.

Pedestrian Network

11. Footways are provided on both sides of Orb Drive creating a pedestrian link to the west of the site. Continuous footways are further provided on Corporation Road connecting to local bus stops, shops and services, as well as the wider residential areas surrounding the site. A signalised pedestrian crossing is provided at the junction of Orb Drive / Corporation Road offering safe and convenient access to the north, south and west.
12. In addition to the local footways, several public footpaths operate in the local area providing traffic free routes from the site to the wider area. These footpaths offer connections towards Pye Corner to the south, Maes-Glas to the west and Somerton to the north as well as forming sections of a pedestrian route towards Newport city centre.

Cycle Network

13. The site is closely located to National Cycle Network (NCN) route 4, a long distance route operating between Greenwich and Fishguard via Reading, Bristol, Swansea and Haverfordwest. The route can be joined approximately 550 metres to the south west of the site at the junction of Corporation Road / Southern Distributor Road and, in the vicinity of the site, provides a traffic free link towards Pye Corner to the south and Tredegar Park to the west.
14. In addition, route 47 can be joined approximately 1 kilometre to south west of the site, via route 4. Route 47 is predominantly traffic free and follows the Monmouthshire and Brecon Canal connecting to Neath and Carmarthen before finishing at Fishguard. Locally route 47 provides a traffic free, off-road connection to Newport city centre.

Access to Local Amenities

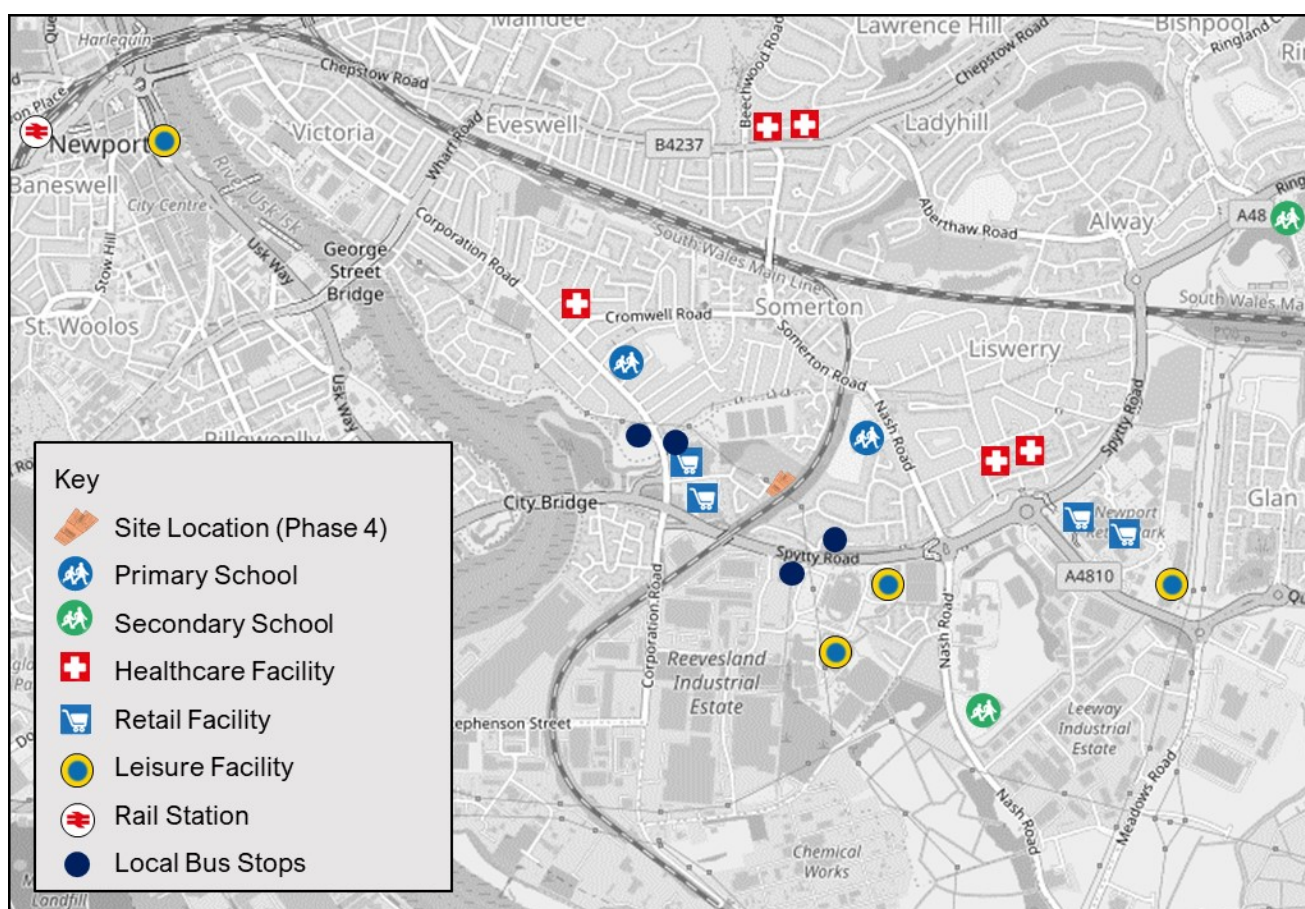
15. The local pedestrian and cycle networks connect the site to a range of local shops and services, a selection of these is summarised in **Table 1** with reference to the walk and cycle time from the site. In addition, the location of the amenities outlined below in relation to the site is shown in **Figure 2**.

Table 1 Local Amenities

| Education | Distance | Walk Time | Cycle Time |
|-------------------------------|-------------|------------|------------|
| Saint Andrew's Primary School | 950 metres | 11 minutes | 4 minutes |
| Lliswerry Primary School | 1600 metres | 19 minutes | 6 minutes |
| Lliswerry High School | 1900 metres | 23 minutes | 8 minutes |
| Llanwern High School | 3700 metres | 44 minutes | 15 minutes |

| Leisure | Distance | Walk Time | Cycle Time |
|--------------------------------------|-------------|------------|------------|
| Newport International Sports Village | 1700 metres | 20 minutes | 7 minutes |
| Spytty Park Leisure Centre | 1800 metres | 21 minutes | 7 minutes |
| Cineworld Spytty Park | 2500 metres | 30 minutes | 10 minutes |
| Riverfront Arts Centre | 2900 metres | 35 minutes | 12 minutes |
| Retail | Distance | Walk Time | Cycle Time |
| Morrisons | 250 metres | 3 minutes | 1 minutes |
| Spar | 650 metres | 8 minutes | 3 minutes |
| Tesco Extra | 2300 metres | 27 minutes | 9 minutes |
| Newport Retail Park | 2500 metres | 30 minutes | 10 minutes |
| Healthcare | Distance | Walk Time | Cycle Time |
| LT Chemists | 1200 metres | 14 minutes | 5 minutes |
| Thomas & Stroud Dental Surgery | 1900 metres | 23 minutes | 8 minutes |
| Lliswerry Medical Centre | 2000 metres | 24 minutes | 8 minutes |
| Park Surgery | 2000 metres | 24 minutes | 8 minutes |
| Lliswerry Pharmacy | 2000 metres | 24 minutes | 8 minutes |

Figure 2 Local Amenities



Public Transport Network

16. The nearest bus stops to the site are located on Corporation Road, approximately 500 metres to the west of the site and benefit from raised kerbs, shelter and seating. The stops are served by routes 42/43, an hourly service between the city centre and Newport Retail Park, and routes SJ3/SJ4 a school service operating daily to St Joseph's Roman Catholic High School.
17. The nearest rail station to the site is Newport station, located approximately 3.4 kilometres to the north west of the site. A wide range of services operate through Newport station, a summary is provided in **Table 2**.

Table 2 Local Rail Service

| Destination | Route | Frequency | | |
|-----------------------|--|-----------|----------|----------|
| | | Mon-Fri | Saturday | Sunday |
| Swansea | Newport – Bridgend – Port Talbot Parkway – Neath – Swansea | 30 mins | 45 mins | 45 mins |
| London Paddington | Newport – Bristol Parkway – Swindon – Reading – London Paddington | 45 mins | 60 mins | 60 mins |
| Cardiff Central | Newport – Cardiff Central | 7 mins | 10 mins | 10 mins |
| Milford Haven | Newport – Neath – Llanelli – Carmarthen – Haverfordwest – Milford Haven | 120 mins | 120 mins | 120 mins |
| Portsmouth Harbour | Newport – Bristol Temple Meads – Bath Spa – Fareham – Portsmouth Harbour | 60 mins | 60 mins | 60 mins |
| Maesteg | Newport – Pontyclun – Pencoed – Bridgend – Tondur – Maesteg | 60 mins | 120 mins | N/A |
| Nottingham | Newport – Cheltenham Spa – Birmingham New Street – Derby – Nottingham | 60 mins | 60 mins | 60 mins |
| Manchester Piccadilly | Newport – Cwmbran – Hereford – Shrewsbury – Crewe – Manchester Piccadilly | 60 mins | N/A | N/A |
| Gloucester | Newport – Severn Tunnel Junction – Caldicot – Chepstow – Lydney – Gloucester | 30 mins | 30 mins | 30 mins |

Summary

18. The above review demonstrates that the site is well located with regard to sustainable transport opportunities such that future residents would not need to rely on the private car to access local amenities.

Development Proposals

19. It is proposed to develop phase 4 of Orb Drive to provide 18 x 2 bed residential dwellings. The proposed site layout is shown in **Figure 3**, below.

Figure 3 Proposed Site Layout



20. It is noted that this level of development at phase 4 would bring the total provision of the site to 176 dwellings as approved within the reserved matters application at the site.

Access Arrangement

21. No change to the internal road layout, as approved in June 2013, is proposed to serve the development proposals.

Parking Arrangements

22. It is proposed that 36 car parking spaces are provided to serve the development at a ratio of 2 spaces per dwelling, this is common with the approach taken in earlier phases of development and is in accordance with Newport City Council parking standards. In addition, 4 visitor car parking spaces are proposed, this is in accordance with standards which require 1 visitor space per 5 dwellings.

Servicing Arrangements

23. It is intended that refuse collection takes place from the main circulation route of the wider site, as such, bin collection points are proposed to serve future residents. The collection points have been provided in accordance with standards such that residents would not be required to carry waste in excess of 30 metres and operatives would not be required to transport waste in excess of 25 metres.
24. Swept path analysis of a refuse vehicle serving the site, including the bin collection points, is shown on Vectos Drawing 21673-AT02, attached at **Appendix A**.

Trip Generation

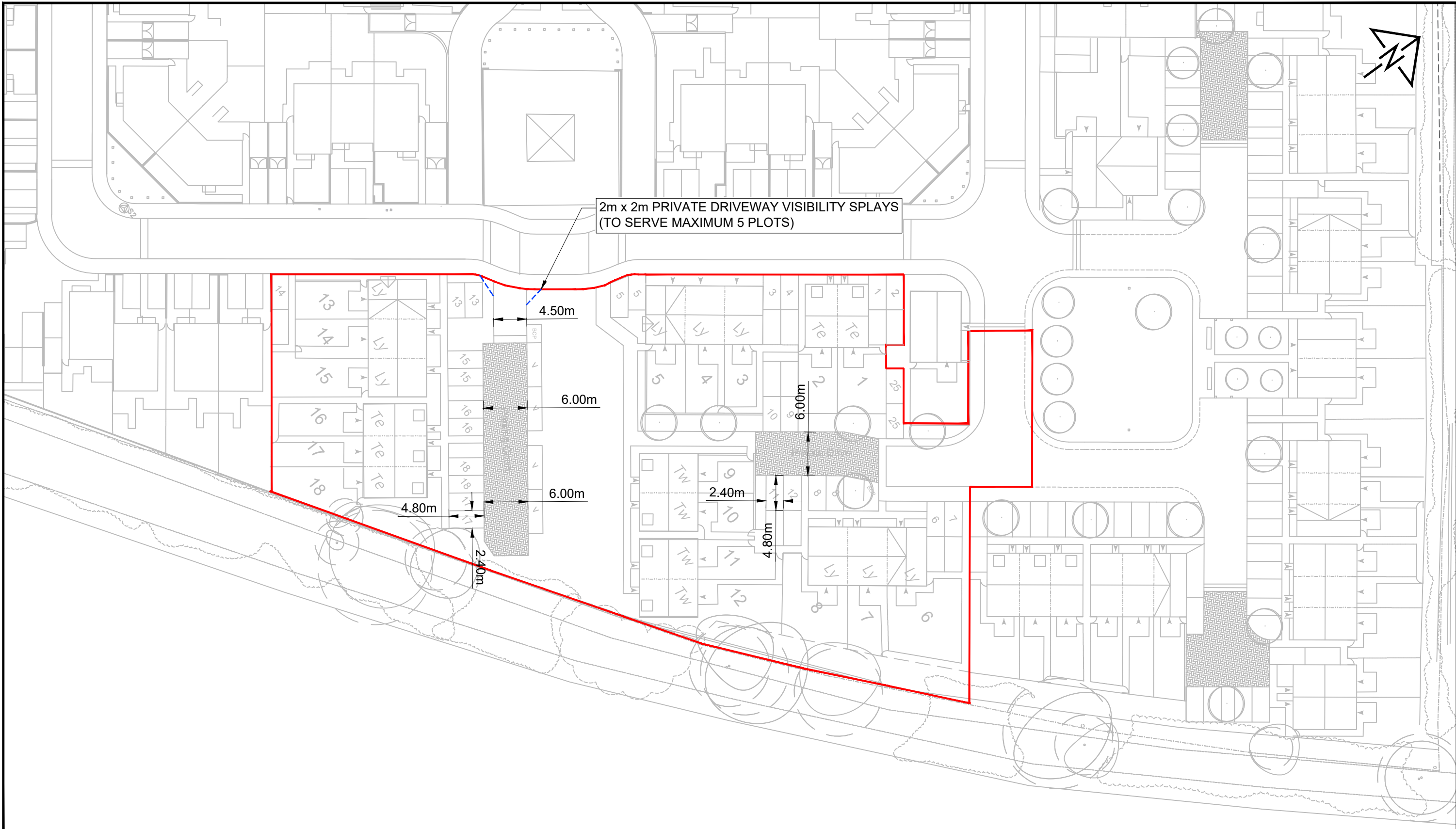
25. As noted previously, the proposed development of 18 dwellings will not increase the total quantum of development beyond the 176 dwellings of the approved reserved matters application. On that basis, the proposals would not result in a change in the overall trip generation of the wider site when compared with that assessed as part of the outline and reserved matters applications. It is therefore considered that no further analysis of the trip generation of the proposals is necessary.

Summary and Conclusions

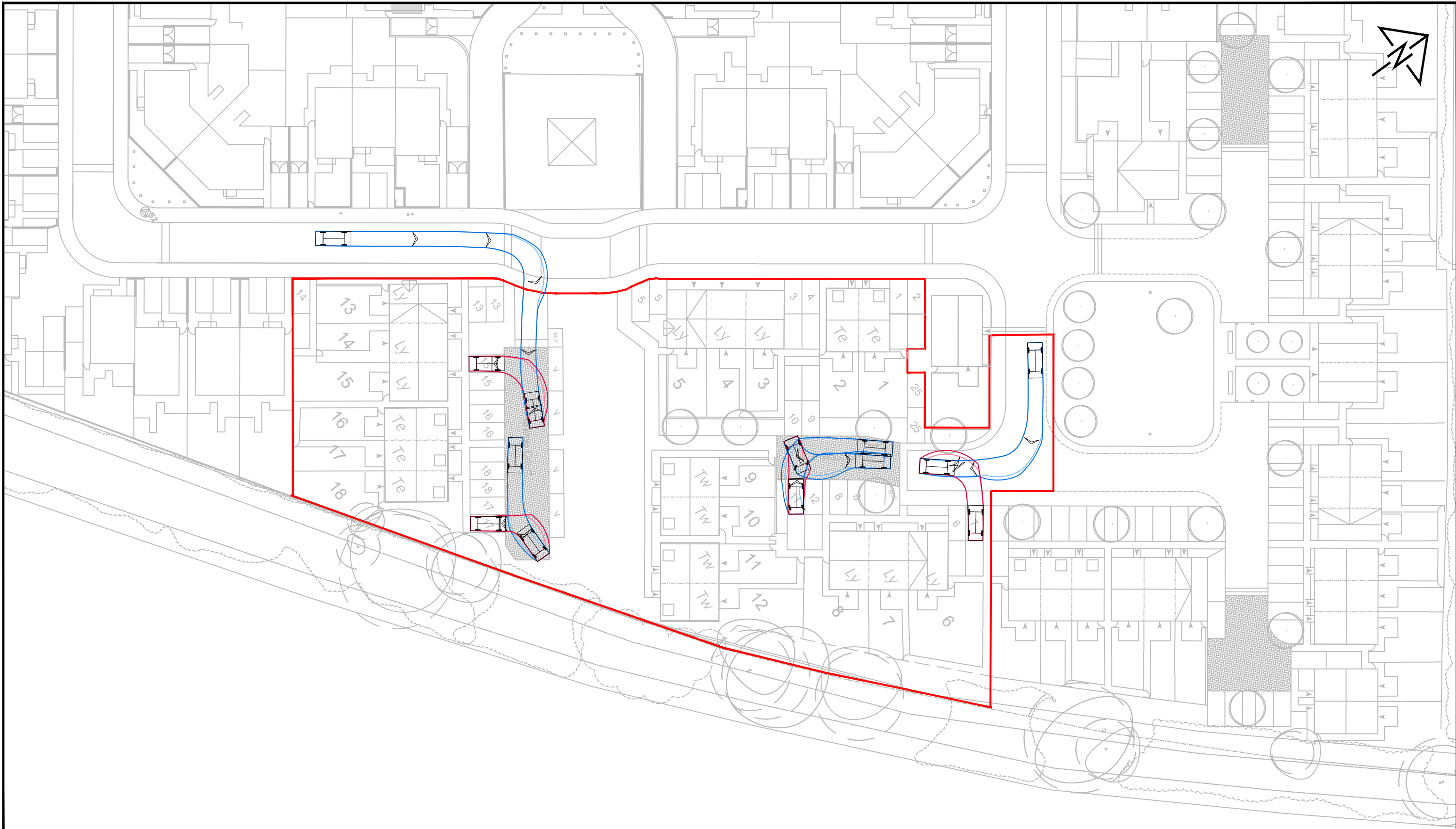
26. Vectos has been appointed by the Edenstone Group to provide highways and transportation advice in relation to Phase 4 of development at Orb Drive, Newport.
27. The wider site benefits from planning consent for 176 dwellings (Planning Ref. 09/0850) with phases 1, 2 and 3 comprising 122 dwellings. The phase 4 proposals seek to provide 18 further dwellings and subsequently total development would remain within the previously approved quantum of 176 dwellings.
28. This Transport Note has demonstrated that the site is accessible by a range of transport modes including access to the local pedestrian, cycle and public transport networks. In addition, the site is conveniently located for access to local shops and services for use by future residents.
29. It has been demonstrated that suitable access, parking and servicing arrangements can be provided to serve the development proposals. It is further acknowledged that the site will not result in a change in trip generation when compared with that assessed as part of the wider development site.
30. On the basis of the above, it is concluded that there should be no reason why the proposals should be resisted on traffic or transportation grounds.

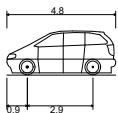

Appendix A

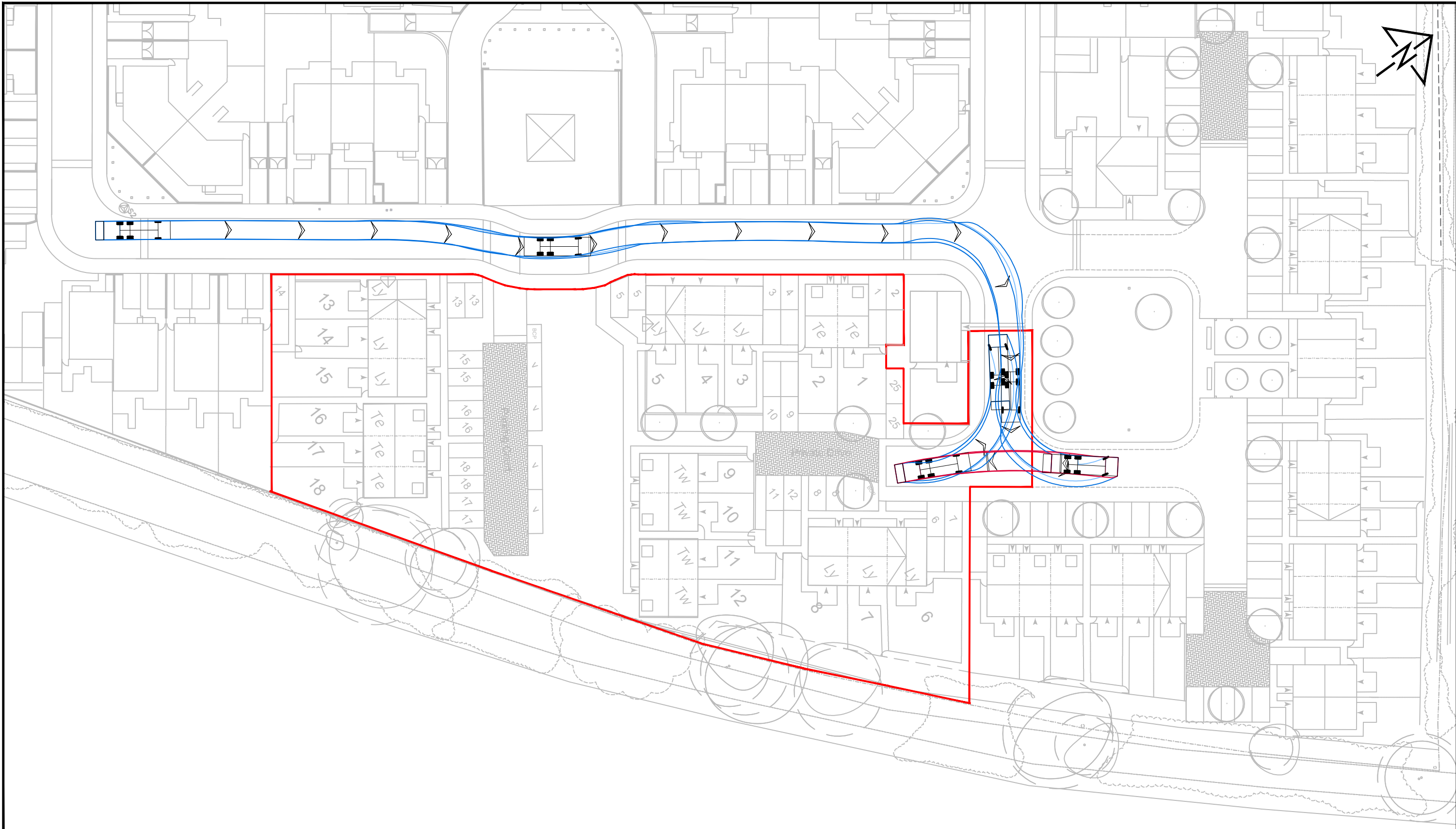
Swept Path Analysis

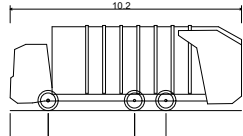


| REV. | DETAILS | DRAWN | CHECKED | DATE | Notes: | ORB DRIVE, PHASE 4 | | EDENSTONE | |
|------|----------------------------------|--------------|----------------|---------------------|--|--|--|--|--|
| A | AMENDED FOLLOWING UPDATED LAYOUT | LT | MR | 16.09.2021 | 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. | PHASE 4 SITE APPRAISAL GENERAL ARRANGEMENT | | vectos. <small>Ground Floor, Helmont House, Churchill Way, Cardiff CF10 2HE t: 02920 720 860 e: enquiries@vectos.co.uk</small> | |
| | | DRAWN: LT | CHECKED: MT | DATE: 17.08.2021 | SCALES: 1:500 at A3 | DRAWING NUMBER: 216173_A01 | | REVISION: A | |



| REV. | DETAILS | DRAWN | CHECKED | DATE | Notes: | ORB DRIVE, PHASE 4 | | EDENSTONE | |
|------|----------------------------------|--------|----------|------------|--|---|-----------|---|--|
| A | AMENDED FOLLOWING UPDATED LAYOUT | LT | MR | 16.09.2021 | <div>1. This is not a construction drawing and is intended for illustrative purposes only.</div> <div>2. White lining is indicative only.</div> <div><div>Standard Design Vehicle (SDV)</div><div></div><div>Overall Length 4.800m Overall Width 2.000m Overall Body Height 1.950m Min Body Ground Clearance 0.100m Track Width 2.000m Lock to lock time 4.00s Wall to Wall Turning Radius 6.000m</div></div> | PHASE 4 SITE APPRAISAL 4.8m SDV SWEPT PATH ANALYSIS | |  | |
| | | DRAWN: | CHECKED: | DATE: | SCALES: | DRAWING NUMBER: | REVISION: | | |
| | | LT | MT | 17.08.2021 | 1:500 at A3 | 216173_AT01 | A | | |



| REV. | DETAILS | DRAWN | CHECKED | DATE | <div>Notes: 1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.</div> <div>Phoenix 2 Duo (P2-12W with Elite 6x4 chassis) <div>Overall Length10.200m Overall Width2.530m Overall Body Height3.751m Min Body Ground Clearance0.304m Track Width2.500m Lock to lock time4.00s Kerb to Kerb Turning Radius7.800m</div></div> | ORB DRIVE, PHASE 4 | | EDENSTONE | |
|------|----------------------------------|--------------|----------------|---------------------|---|---|--|--|--|
| A | AMENDED FOLLOWING UPDATED LAYOUT | LT | MR | 16.09.2021 | | PHASE 4 SITE APPRAISAL 10.2m REFUSE VEHICLE SWEEP PATH ANALYSIS AND COLLECTION ZONES | | <div>vectos.</div> <div>Ground Floor, Helmont House, Churchill Way, Cardiff CF10 2HE t: 02920 720 860 e: enquiries@vectos.co.uk</div> | |
| | | DRAWN: LT | CHECKED: MT | DATE: 17.08.2021 | SCALES: 1:500 at A3 | DRAWING NUMBER: 216173_AT02 | | REVISION: A | |