



Design & Access Statement

Vacant Land Parcels LC1 and LC2 at
Jubilee Park, Rogerstone

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Foreword

Walters Land (Rogerstone) Ltd is a subsidiary of the Walters Group. The Walters Group is a family run South Wales based company which specialises in civil engineering, plant hire and sales, and development.

The specialist residential development arm of Walters work collaboratively with house developers and social housing providers to plan and deliver development projects.

Their extensive track record of civil engineering and development schemes enable us to utilise our skills with all aspects of the scoping, planning, remediation, environmental and delivery phases, designing and delivering major infrastructure and residential projects.

Walters Land (Rogerstone) Ltd, secured outline planning permission for the redevelopment of the former Novelis/ Alcan factory site next to the application site to deliver a new neighbourhood known as Jubilee Park.

They acquired the 100 acres of former Aluminium factory land in Rogerstone in 2012. An industrial site for over 200 years, with copper, iron, steel and aluminium having been made there, it presented a number of site contamination issues. Adjacent to the River Ebbw, initially we had to minimise run-off and maximise effective site drainage to minimise impact.

Following a detailed and comprehensive site survey and environmental remediation plan, they secured outline planning permission for the redevelopment of the former Novelis/ Alcan factory site next to the application site to deliver a new neighbourhood known as Jubilee Park.

In 2015 the site was ready to accommodate the first of some 1,000 planned residential units and accompanying infrastructure.

Jubilee Park has proved to be an attractive location for house builders with Barratt Homes, Bellway Homes, and Taylor Wimpey building (or having built) new homes at the site.

Today over two thirds of the homes have been delivered, along with a new Coop and Commercial units also provided north of the site, serving the wider community.

With the local centre delivered at the nearby former Criddle Garage site and not within Jubilee Park, Walters has considered an alternative approach to the two vacant parcels and are looking to release the land to deliver additional housing.

Walters are now seeking planning permission to deliver development on the final two vacant land parcels, continuing the journey and completing the neighbourhood.



1. INTRODUCTION

1.1 Overview

This Design and Access Statement (DAS) is prepared by Hammond Architectural Ltd on behalf of Walters Land (Rogerstone) Ltd (“Walters”) to support a planning application for the residential development of the two remaining vacant land parcels at Jubilee Park, Newport.

The application is submitted in outline form with all matters reserved save for access which will be obtained from Jubilee Way and Castle Way, the main vehicular access into and around Jubilee Park.

Accordingly, the description of development is as follows:

“Outline application (with all matters reserved save for access) for residential development”.

Walters’ role at Jubilee Park has been that of a master developer, delivering a series of development parcels in accordance with the wider outline planning permission that can be easily picked up and developed by house builders having secured reserved matters approval for their preferred layout and for their own house types.

Given the size of the site it is anticipated that the site could deliver approximately 50 new homes.

A summary of the proposal is presented on page 4 (Figure 1.1).

1.2 Document Structure

This statement is structured in accordance with Welsh Government Guidance: Design & Access Statements in Wales, April 2017:

- Section 1 comprises an *'Introduction'* to this document and a brief summary of the proposal.
- Section 2 presents the *'Brief & Vision'* for the site, outlining considerations made in the early stages of the project.
- Section 3 of the document sets out the *'Site & Context Analysis'*, in accordance with Welsh Government guidance and concludes with a summary of the key opportunities and constraints.
- Section 4 focuses on the *'Interpretation'* of the appraisal process and a review of the aims and objectives identified at outline stage that have informed the design.
- Section 5 presents the an emerging *'Framework'* for the site that meet the overarching vision and objectives and guides the future development of the site.
- Section 6 presents the *'Illustrative Proposal'*, explaining what is proposed and how it meets the objectives of good design as set out in PPW and TAN 12 as well as policies in Development Plans and local design guidance.
- Section 7 forms a *'Conclusion'*, outlining the overall acceptability of the application.

Supporting Documents

- | | |
|--|---|
| • <i>Planning application forms (Savills)</i> | • <i>Ground Conditions Summary Letter</i> |
| • <i>Pre-Application Consultation Report (Savills)</i> | • <i>Noise Assessment Addendum (Arup)</i> |
| • <i>Planning Statement (Savills)</i> | • <i>Site Location Plan (LP-01)</i> |
| • <i>Transport Assessment (Arup)</i> | • <i>Development Framework (ICL-01)</i> |
| • <i>Ecology Appraisal (EDP)</i> | • <i>Illustrative Masterplan (IMP-01)</i> |
| • <i>Flood Note (Arup)</i> | • <i>Illustrative Layout (ICL-01)</i> |
| • <i>Drainage (foul and surface water) strategy (Arup)</i> | |

FIGURE 1.1 ILLUSTRATIVE MASTERPLAN & SUMMARY OF PROPOSALS (REFER TO DRAWING MP-01)



- Location: *Jubilee Park, Rogerstone, Newport*
- Site Area (red line): 1.366ha [3.38ac]
- Application Type: *Outline application (with all matters reserved save for access) for residential development.*
- Use: *Residential, green infrastructure including informal open space, drainage features and landscaping*
- Key site considerations: *Gateway site forming part of larger character area; relationship with Central Pond, Tregwylm Castle and Jubilee Way, Commercial Area, existing residential uses; site levels; sustainable urban drainage.*

2. THE BRIEF & VISION

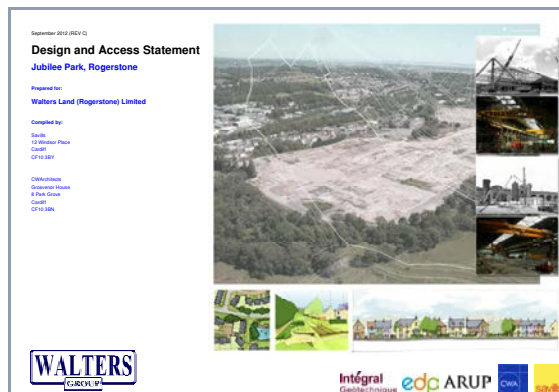
From the outset, Walters Group outlined their aspirations to create an attractive, welcoming gateway development that extends, enhances and completes the Jubilee Park neighbourhood.

The vision for this site echoes the wider vision for the Jubilee Park development, as set out in the CWA DAS which championed:

- *Creating a sustainable place*
- *Connectivity*
- *Micro Locality*
- *Consideration of the physical environment; and*
- *Creating a vibrant and lasting place to live and enjoy.*

The CWA DAS also set out a series of aims for the site that drew down on each of these visionary elements. Extracts of the CWA DAS vision, aims and concept masterplan are shown right.

FIGURE 1.2 EXTRACTS FROM THE CWA
OUTLINE DESIGN AND ACCESS STATEMENT



3. SITE & CONTEXT APPRAISAL

3.1 Overview

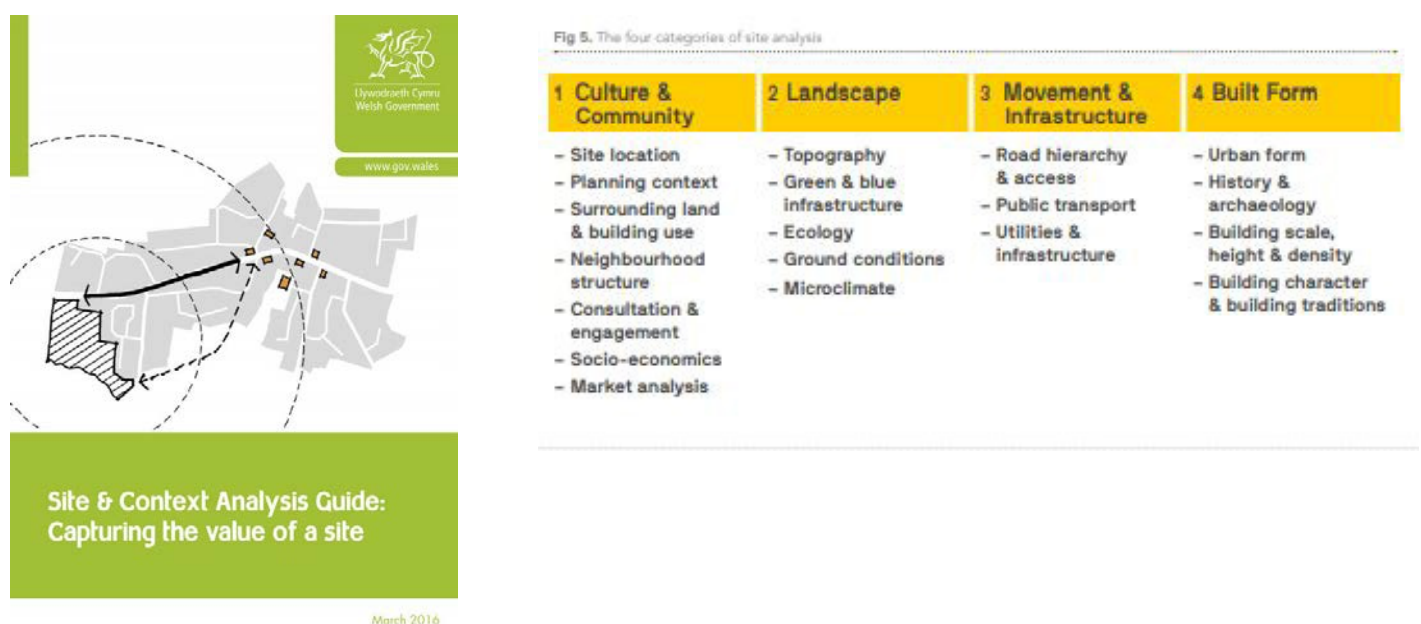
Site and context analysis forms the foundation of good design. From the project outset Pobl appointed a project design team, supported by a range of specialist consultants:

- *Design: Hammond Architectural*
- *Planning: Savills*
- *Transport: Arup*
- *Ecology: EDP*
- *Engineering: Arup*
- *Flooding and Drainage: Arup*
- *Noise: Arup*
- *Geotechnical: Intégral Géotechnique*

All consultants have previously worked together on the development of the wider site, gaining, and sharing a thorough understanding of the site and context. This in turn has informed the rationale behind the emerging development proposals.

This section summarises the key elements arising from the site and context appraisal, guided by the Welsh Government Site Context and Analysis Guide (see **Figures 3.1**) and TAN 12 Objectives of Good Design.

FIGURE 3.1 THE FOUR CATEGORIES OF SITE ANALYSIS [WELSH GOVERNMENT, SITE CONTEXT AND ANALYSIS GUIDE]



3.2 Site location

The site is located within Rogerstone, a residential suburb to the west of Newport City Centre (see Figure 3.2 and 3.3).

The site forms part of the Jubilee Park residential development, formerly the Novelis / Alcan factory complex, within Rogerstone's settlement boundary and constitutes previously developed land as defined in Planning Policy Wales (PPW).

The delivery of the Local Centre element of Jubilee Park, off-site at the former Criddle Garage site, has prompted Walters to consider how the portion of Jubilee Park originally envisaged for the local centre could be most appropriately utilised.

The identified Local Centre site comprises two irregularly shaped parcels of land located either side of the main entrance into development from Tregwilym Road. The parcel on the northern side of the entrance into the site has an area of 0.45ha (Parcel LC1) and the parcel on the southern side of the entrance into the site has an area of 0.77ha (Parcel LC2).

Parcel LC1 is bound to the north by Tregwilym Road (with residential properties on its northern side), recently completed homes at Obama Grove to the west, by Jubilee Way (the main vehicular entrance into Jubilee Park from Tregwilym Road) to

the east, and by the Central Pond area to the south on the southern side of Jubilee Way.

Parcel LC2 is bound to the north by Mandrake House (a large four storey building providing over 55s accommodation), the remains of Tregwilym Castle to the northeast, residential development (including a three storey apartment block to the east), Castle Way to the south with residential properties to the south, and to the west by Jubilee Way and the Central Park.

The parcels comprise of made ground having been used as construction compounds in association with the delivery of other development parcels within Jubilee Park. Both parcels of land are free from constraints in that:

- They are not subject to any local or national ecological or landscape designations;
- They are within Flood Zone C1 (served by significant infrastructure, including flood defences); and
- There are no listed buildings or Scheduled Ancient Monuments on-site or close to the site's boundaries.

FIGURE 3.2 WIDER LOCATION PLAN

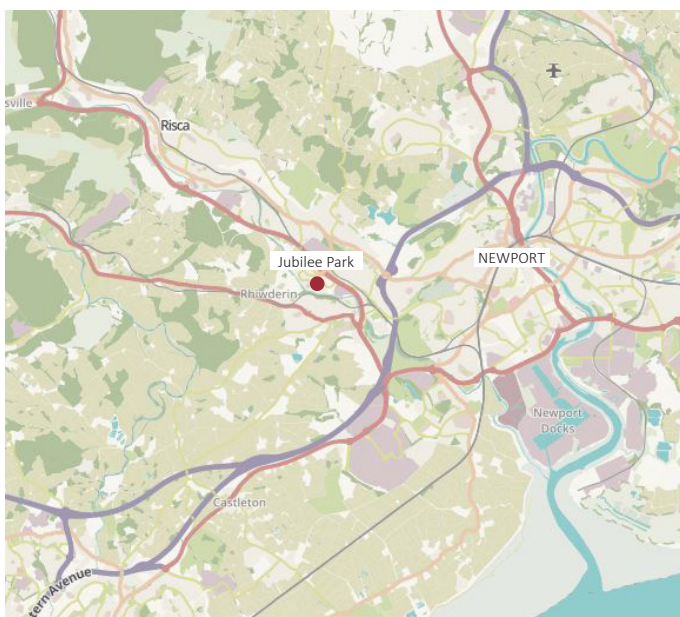


FIGURE 3.3 LOCATION OF RELEVANT PLANNING APPLICATIONS (ARUP), SEE ALSO DRAWING LC01



3.3 Neighbourhood Structure

The site is located within the Rogerstone ward, a residential suburb of Newport (see Figure 3.3).

Following the cessation of works at the former aluminium factory in April 2009, Savills on behalf of Walters Land (Rogerstone) Ltd submitted an application for outline planning permission for the redevelopment of the site to deliver a new neighbourhood which has become known as Jubilee Park (ref. 12/0886).

The permission allows for up to 1,200 dwellings alongside uses such as shops (A1), space for offices (B1), community facilities (D1), a clinic or surgery (D1), pharmacy (A1) and health and leisure facilities (D2), a Restaurant and pub (A3) together with a lodge or hotel (C1).

Outline planning permission for the development was granted in August 2013 for the development.

With the outline application having been assessed on the basis of a series of parameters in Outline Masterplan ref. G1280-4.1 rev.D and Design and Access Statement rev.C, Condition 4 required the submission of a site wide masterplan in accordance with the approved illustrative masterplan and Design and Access Statement that picked up on a series of identified design principles and considerations.

Condition 4 of the outline permission was discharged by Walters under reference 13/0900. The masterplan that was approved through the discharge of Condition 4 is provided in Figure 3.4.

The development is now approximately three quarters complete with the primary school operational and the housing constructed (or under construction) by Barratt Homes, Bellway Homes, and Taylor Wimpey.

The masterplan shows that, as well as a number of parcels for housing and a primary school, land parcels either side of the primary access into the development are set aside for a local centre.

The masterplan shows that the local centre would be split across two parcels either side of the vehicular access into Jubilee Park from the roundabout with Tregwilym Road. It was envisaged that the parcel on the western side of the vehicular access would accommodate the retail and medical element of the local centre with the public house and restaurant on the eastern side of the vehicular access.

Construction on the local centre element of the permission has not commenced.

HISTORIC AERIAL VIEW



RECENT AERIAL VIEW



3.4 Social and Economic

The Jubilee Park development is well served by existing facilities (see Figure 3.4).

Commercial: The Co-Op occupy part of a recent 639sqm allocation of floorspace on the former Criddle Garage site, located to the north of the site. The remainder is to be occupied by Pugh's Garden Centre. The What shop is located to the north of the site. Proposals exist to set up a food courtyard, which could include street food, a bar, a coffee shop and a pop-up cinema.

Health: A number of existing medical centres are in proximity to the site (including Chapel Wood Surgery), therefore the development of a medical centre as part of the Jubilee Park development is not to be feasible or attractive. Space to accommodate a district nurses office has been identified.

Community: The ownership of the "Drill Hall" which is located on the southern side of Tregwilym Road, accessed from Jubilee Park and within the extent of the red line boundary for the original outline planning permission. The building currently serves as the primary facility for the Alcan Indoor Bowls Club and Rogerstone Community Council but contains a series of unused office buildings which would be suitable for use as a district nurses office. Rogerstone Community Council confirms willingness to make a room available for a district nurse. Rogerstone Library is located along Tregwilym Road.

Education: Policy CF13 identifies three locations where new or expanded schools are required. Jubilee Park (under allocation 13ii) was identified to accommodate a new primary school, this is now operational. Other schools in close proximity to the site are highlighted in figure 3.4.

Employment: Two employment areas are located close to the site, Tregwilym Industrial Estate and The Wern Industrial Estate.

Open Space: The site is well served by public open space, with the Central Pond area and Linear Park located within the Jubilee park neighbourhood. The Welfare Grounds are located to the north of the site, accessed via a new footbridge. Tredegar Park is located to the south of the site. Access via an established cycle network.

3.5 Site Selection, Market Analysis

The site forms a gateway that announces entry into the newly established Jubilee Park development.

It is a level brownfield site which was intended to form a local centre for the site.

It is evident from the lengthy marketing exercise that delivering the planned for local centre within Jubilee Park has been and would continue to be a significant challenge. This is primarily because of the lack of prominence of the local centre in the intended masterplan for the outline permission and in the LDP.

Whilst the marketing of the Jubilee Park site has resulted in interest from occupiers for the general location, the interest is not specific to the site allowed for in the extant permission.

The marketing exercise has revealed that this is because of the local centres characteristics which would not be sufficiently prominent to be viable.

Since the Masterplan was created a Coop (A1 Food Store) and two flexible retail units (Class A1 and/or A3) with associated car parking have been built to the north east of the site, serving the wider Jubilee Park and Rogerstone community.

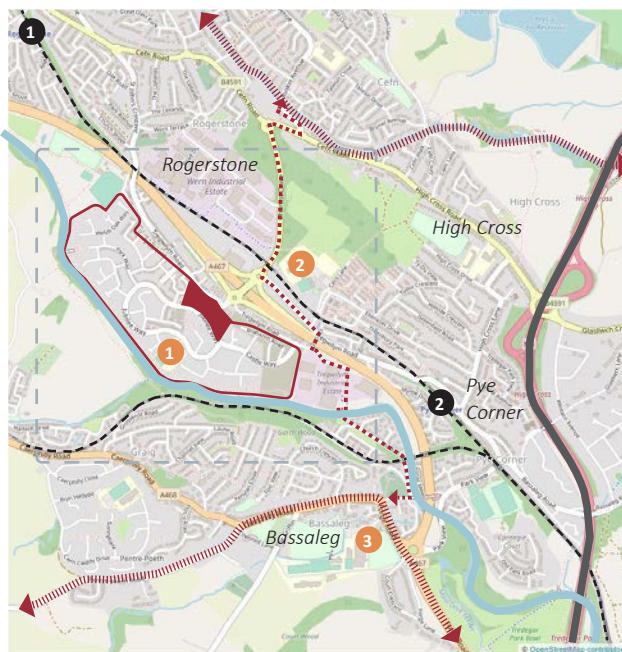
The quantum of Class A1 floorspace to be delivered within Jubilee Park limited to 1,000sqm by Condition 48, it is evident that the floorspace delivered at the Former Criddle Garage site was similar in nature to that envisaged to be delivered on the local centre site.

Whilst outside of the Jubilee Park site, the site closely relates to it, both visually and in terms of accessibility. It therefore delivers the mixed uses envisaged at the outset, albeit on an alternative site, serving Jubilee Park and the other established residential and employment areas nearby.

We therefore consider that the site is appropriate for mixed tenure residential development and our opinion that there is no need to retain employment use for the subject site.

Further details on the marketing of the Local Centre site is provided within the Planning Statement.

FIGURE 3.4 NEIGHBOURHOOD CONTEXT PLANS



Key

- | | |
|---|--|
| The Site | Open Space |
| Jubilee Park neighbourhood | 1. Central Pond |
| Education | 2. Jubilee Linear Park |
| 1. Jubilee Park Primary School | 3. Welfare Ground |
| 2. Rogerstone Primary School | Playground |
| 3. Basaleg Secondary School | Industrial Estate |
| Rail Station | • Wern Ind. Estate |
| 1. Pye Corner | • Tregwilym Ind. Estate |
| 2. Rogerstone | Community facilities |
| Bus route (151) | 1. Coop & Commercial Units |
| Potential future bus route | 2. The What Shop |
| National Cycle Route | 3. Planned street food area |
| Local Cycle Route | 4. Rogerstone Library |
| | 5. Rogerstone Pentcostal Church |
| | 6. Restaurant |
| | 7. Chapel Wood Doctors Surgery |

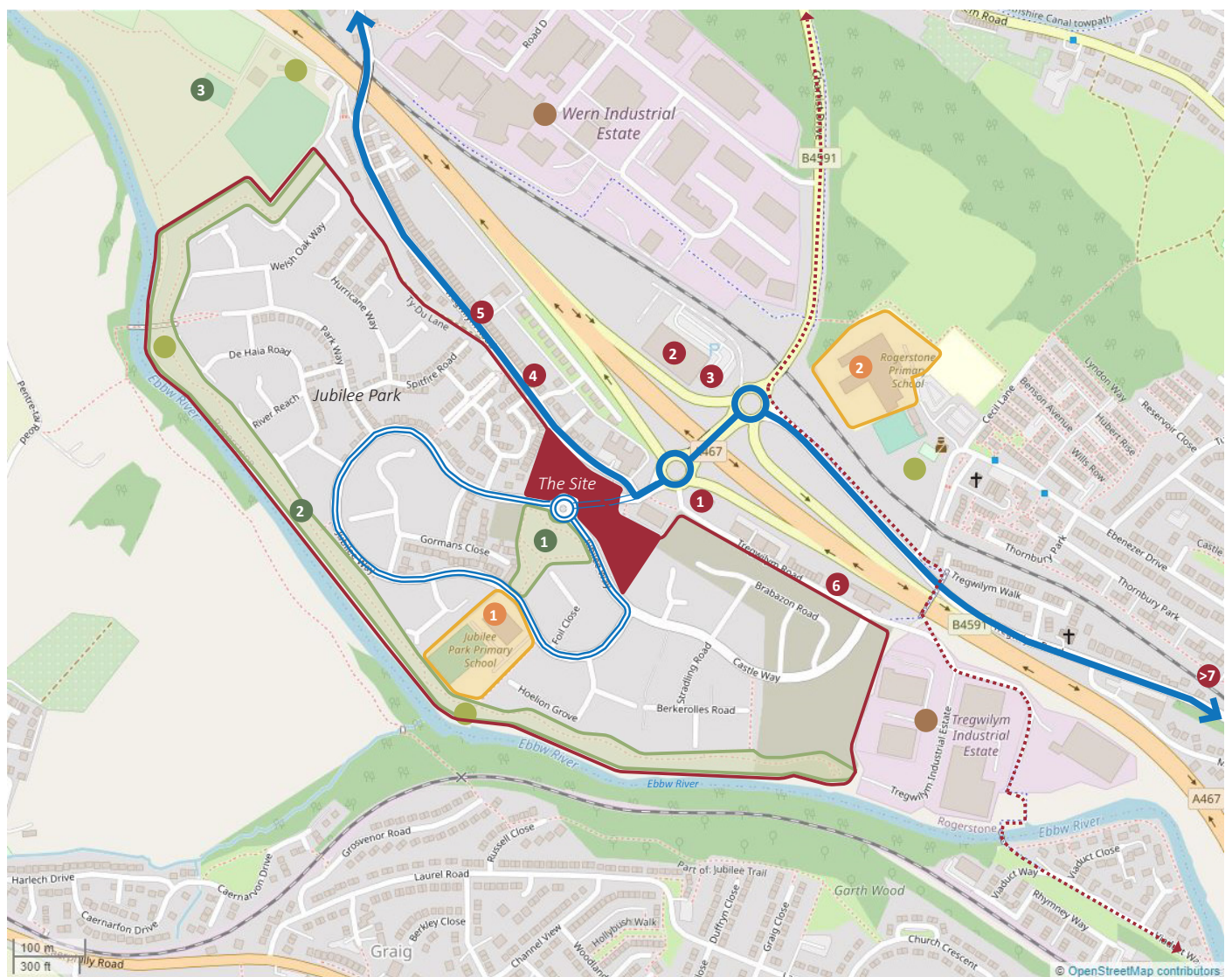


FIGURE 3.5 PHOTOGRAPHIC VIEWPOINT PLAN



1. COOP & TREGWILYM CASTLE AREA



2. FOCAL SPACE LEADING TO JUBILEE WAY



3. CENTRAL POND AREA



4. JUBILEE PARK SCHOOL



5. LINEAR PARK



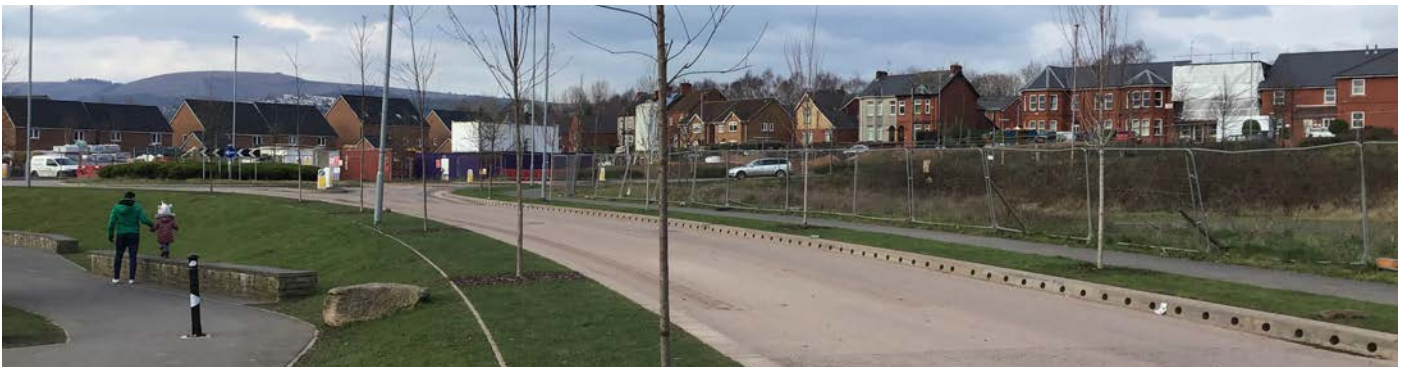
6. VIEW OF PARCEL 1 FORM JUBILEE WAY TOWARDS TREGWILYM ROAD



7. VIEW OF PARCEL 2, FROM CASTLE WAY TOWARDS MANDRAKE HOUSE (CENTRAL)



8. VIEW FROM CENTRAL POND / CASTLE WAY TOWARDS JUBILEE PARK ROUNDABOUT



8. VIEW NORTH FROM CENTRAL POND TOWARDS AREA 01



9. POTENTIAL FOOTPATH CONNECTION



3.6 Planning Policy Context

A Planning Statement supports this application, detailing the relevant national and local planning policy context for the site. It identifies relevant planning and land use policies and assesses the performance of the proposed development against the identified policy framework.

For a full review of pertinent policies please refer to the Planning Statement.

Planning Policy Wales

National planning policy is contained within the tenth edition of Planning Policy Wales (PPW), published by the Welsh Government in December 2018. 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.

Paragraph 2.13 sets out that this plan-led system underpins the delivery of sustainable places, undertaken through the adoption of 5 Key Principles which represents a guiding vision for all development plans. These principles seek to support the culture change needed to embrace placemaking and ensure that planning facilitates the right development in the right place. These principles are set out as follows:

- *Growing our economy in a sustainable manner;*
- *Making best use of resources;*
- *Facilitating accessible and healthy environments;*
- *Creating & sustaining communities; and*
- *Maximising environmental protection and limiting environmental impact.*

Section 3.17 of PPW relates to design and access statements (DAS) discussing that a DAS should communicate what development is proposed, demonstrate the design process that has been undertaken and explains how the objectives of good design and placemaking have been considered from the outset of the development process.

Well-being of Future Generations Act 2015a

The Well-being of Future Generations (Wales) Act came into force in 2015 and seeks to improve the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals in order to make sure that everyone works towards the same vision. The well-being goals are set out in the Planning Statement.

Technical Advice Notes

This application has been prepared in deference to the following TANs that are considered to be relevant to the determination of the application are outlined below:

- *TAN 2: Planning and Affordable Housing (2006);*
- *TAN 11: Noise (October 1997);*
- *TAN 12: Design (March 2016);*
- *TAN 15: Development and Flood Risk (July 2004); and*
- *TAN 18: Transport (March 2007).*

Future Wales

Welsh Government has formally adopted Future Wales: The National Plan 2040 (Future Wales). Future Wales outlines the Welsh Government's strategies for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, delivering growth in the right areas, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. Future Wales now forms part of the statutory development plan.

Design & Access Statements in Wales (2017)

This guidance document sets out the requirements for a DAS, the benefits of preparing a DAS and some of the pitfalls that should be avoided when preparing the document. Section 5 of this document provides guidance on what to include in a DAS and how to communicate the proposals.

Local Planning Policy - Newport LDP

The application was assessed in the context of the Newport City Council Unitary Development Plan (UDP) which was adopted in 2006 and covered the period from 1996 to 2011. At the time of preparation and adoption of the UDP the site was still used for the manufacturing of aluminium and accordingly the site was designated as white land within Rogerstone's settlement boundary neither subject to a housing allocation or employment safeguarding. In the determination of the application weight was therefore given to the contribution that the proposals would make to the supply of housing on a site where the prospects of future use for employment purposes were remote.

The UDP has now been replaced by the Newport City Council Local Development Plan (LDP) which was adopted in 2015 and covers the period between 2011 and 2026. The approach taken in the LDP is to encourage the regeneration of previously developed and derelict land with the focus of housing delivery on brownfield rather than greenfield sites.

The relevant extract of the Proposals Map for the site is replicated in **Figure 3.7**.

Jubilee Park forms an allocation in the adopted LDP with Policy H1(54) allocating the site for 1,034 homes. This is a significant contribution to meeting the total housing requirement over the plan period of 10,350 homes that is set in Policy SP10 (House Building Requirement). Policy CF13 identifies three locations where new or expanded schools are required. Jubilee Park (under allocation 13ii) is identified to accommodate a new primary school whilst Policy R8 makes provision for the delivery of a local centre within Jubilee Park. Reflecting this, Jubilee Park is included within Rogerstone's settlement boundaries

Supplementary Planning Guidance

The LDP is supported by a series of pieces of Supplementary Planning Guidance (SPG) which, whilst not having development plan status, constitute material considerations in the determination of planning application. Those SPGs relevant to the determination of the application are considered below:

- Sustainable Travel SPG – This SPG provides guidance

FIGURE 3.6 PLANNING POLICY THEMES AND GOALS

PLACEMAKING

The four key Placemaking themes addressed in PPW10 underpin the design thinking for CGV.

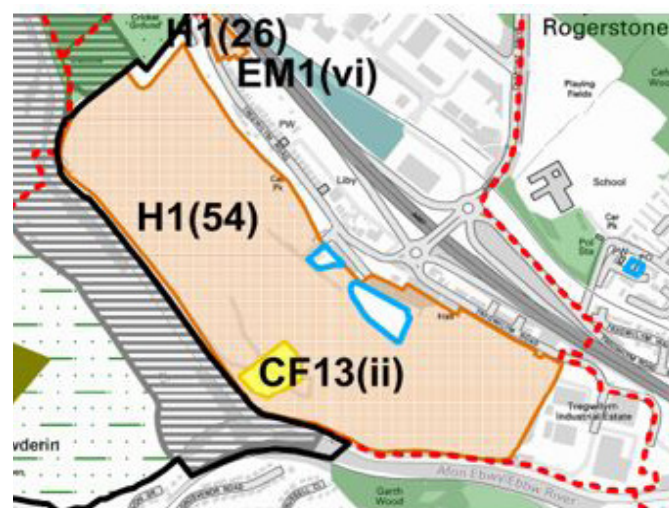


HEALTH AND WELL-BEING GOALS

From the project outset the Team understand the proposals for the site must contribute to effective placemaking and should embody the seven 'well-being goals' of the Act 2015.



FIGURE 3.7 LDP PROPOSALS MAP



on how sites should link with the wider area as well as providing guidance on the preparation of Travel Plans and how various forms of parking should be laid out;

- Planning Obligations SPG – This SPG expands upon Policy SP13 (Planning Obligations) by detailing how planning obligations will be calculated, matters relating to how they are applied, and for what forms of infrastructure they will fund.
- Affordable Housing SPG – This SPG expands upon Policy H4 (Affordable Housing) by outlining how the Council expects affordable housing to be delivered as part of new residential developments.
- Parking Standards SPG – This SPG sets car and cycle parking standards on the basis of six identified parking zones. The site is located within Parking Zone 4 where car parking will be provided at a rate of 1 space per bedroom for houses (up to a maximum of 3) and 1 space per 5 units for visitors.
- New Dwellings SPG- This SPG was formally adopted on 06 August 2015. It has been updated in 2020 to add clarification on points raised in the ongoing use of the guidance. This SPG considers Infill and backland development (single and multiple houses); ii) New residential estates; and iii) Blocks of flats.

3.7 Consultation & Engagement

Walters have been committed to public consultation and involvement since acquisition of the site in March 2012. Community engagement informed the development of the Jubilee Park development.

Following the successful build out of the scheme, Walters' project team are engaging with Newport Council officers on how best to bring forward the remaining parcels.

An initial pre-application response from NCC Confirmed that this could be secured through a minor –material amendment under Section 73 of the Town and Country Planning Act 1990 (as amended), subsequent feedback from NCC has suggested that it is their view that a new application, rather than an amendment to the wider Jubilee Park permission, would be

required. Once this was established, the NCC observations noted:

- The wider site is allocated for residential development and subject to the demonstration that use if the site for community facilities could be deemed acceptable;
- Any layout plan should be sensitively designed, respond to the existing levels on site, create an attractive entranceway into the site, and either incorporate green spaces or be well related to existing nearby green spaces
- SAB approval will be required.
- The site should demonstrate a biodiversity net gain.

This DAS forms part of the formal Pre-Application Consultation material that will feed into the ongoing design process.

In addition, stakeholder engagement has taken place between Arup and Natural Resources Wales with regards to flooding and drainage.

Walters Group and the Health Board have been in dialogue. They have confirmed that they do not wish to operate a clinic, surgery or pharmacy within Jubilee Park.

Savills having marketed the envisaged local centre element of Jubilee Park since 2016, there was very little interest in the site from potential retailers.

COMMUNITY NOTICE BOARD LOCATED AT CENTRAL POND



3.8 Landscape Context

Topography & Levels

Parcel LC1s and LC2 are currently unused plots of land, remediated and prepared during the Jubilee Park site preparation works between 2014 and 2016.

Parcel LC1 generally slopes from north to south; the current level is some 0.6m below the proposed ground level, which was previously defined for the whole Jubilee Park site as part of the flood mitigation works.

Parcel LC2 generally slopes from north to south; the current level is some 0.6m below the proposed ground level, which was previously defined for the whole Jubilee Park site as part of the flood mitigation works.

Landscape and Visual

The site is not subject to any landscape designations. Given the existing use of the site (for temporary compounds) and the site's surrounding uses, it is not considered that implementation of the proposed development in this location will generate significant adverse effects on landscape character or the visual amenity of the site itself or the surrounding area.

The site will form part of the existing housing estate; therefore, it is unlikely that the visual impacts would be significant and change the current landscape character or appearance of the locality. The site would be screened from the wider area limiting its visual impact to the north. It is anticipated that views of the proposed dwellings will be largely contained to the Jubilee Park site.

Existing green space in the area, includes the Central Pond (located immediately south of the site) and the Linear Park (located around 250m south of the site) which contains children's playgrounds and a fitness trail.

The Welfare Recreation Ground is located circa 600m to the north-west of the site and contains a multi-use games area, sports pitches, courts, cricket pavilion and a children's playground.

NCC have considered that the proposal and confirmed it will not be likely to have significant landscape and visual effects that would require an Environmental Impact Assessment

Subject to a suitably designed site layout and landscaping scheme, it is considered that the proposal will not have significant urbanising effects on the wider area (i.e. beyond what would be considered as on a local scale), given the context of the site and its close physical relationship to the adjacent urban areas.

Ecology

Submitted as part of this application is an Ecological Appraisal prepared by EDP. EDP advised on ecology matters as part of the original outline planning application and have been involved in the masterplanning process for the application proposals.

The Ecological Appraisal provides a desk-top overview of the application site's relationship with designated sites before Extended as well as the conclusions of Phase 1 habitat survey and a detailed survey with respect to badgers.

The conclusions of this survey work has been that, whilst there is no "in-principle" ecological constraint to the development of Parcels LC1 and LC2, there are notable habitat features on or adjacent to the application site which have the potential to support protected species.

As a response to the potential habitat that will be lost (which the Appraisal considered to be of negligible value), the Ecological Appraisal recommends that the site is laid out in a way that incorporates green and blue infrastructure, includes the retention of existing trees and additional tree planting, and delivers additional planting. All of these recommendations have been incorporated into the masterplan.

FOCAL TREE LOCATED WITHIN CENTRAL POND AREA



Ground conditions

Like other parcels within Jubilee Park, the application site has been reclaimed and remediated with works comprising the breaking out of residual concrete, excavation of made ground, crushing of acceptable material for use and removing unsuitable material, and formation of levels.

The approach for other parcels of land within Jubilee Park has been that, in advance of development commencing, Condition 33 (which requires a Verification Report) attached to the outline planning permission has been discharged. These proposals would create a new outline planning permission and therefore, reflecting that Parcels LC1 and LC2 have not been developed yet, it is anticipated that the need to submit a Verification report will be controlled via a pre-commencement condition.

Flooding

Following initial scoping discussions with Natural Resources Wales, a Flood Note has been prepared by Arup in support of this application. The outcome of those discussions was that, whilst the proposals were considered acceptable on flooding grounds at outline stage, the flooding situation should be reviewed and a technical note (rather than a full Flood Consequences Assessment) prepared to support the submission.

The conclusion in the Flood Note is that the application site remains flood free during a 1%+CC (1 in 100 year plus climate change) event and, whilst southern parts of LC1 and LC2 flood during an extreme 0.1% (1 in 1000 year event), the flood depth is less than 600mm. Therefore, the findings of the

Flood Consequences Assessment considered at outline stage remain sound and the conclusion remains that residential development on the two plots adheres to the requirements of TAN15.

Noise

A comprehensive scoping exercise was undertaken with Newport City Council in March 2021 by Arup with regards to the level of technical information required on noise matters. It has been agreed that a new Noise Impact Assessment was not required and that an addendum to the Noise and Vibration chapter of the outline Environmental Statement would be considered suitable to provide a comparison of the outline and proposed scheme on noise matters.

The overall conclusion reached in the Noise Assessment Addendum is that the proposed residential scheme will result in a betterment on noise grounds compared to the commercial land use envisaged at outline stage for Parcels LC1 and LC2. The reasons for this are threefold. Firstly, the construction program will be shorter meaning that plant noise is over a condensed period of time. Secondly, a residential end use will generate lower levels of vehicular movements than a commercial end use and trips are therefore more likely to be clustered within traditional daytime hours. Thirdly, there will be no requirement for commercial level heating, cooling, and mechanical ventilation plant equipment.

Microclimate

The south facing aspect of the site is exposed to more direct sunlight. The warmer microclimate could be capitalised upon.

VIEW TOWARDS LC1 FROM CENTRAL POND AREA



3.9 Movement & Infrastructure

Road Hierarchy & Access

The primary access to the Jubilee Park development is via the Tregwilym Road arm of the A467/B4591/Tregwilym Road roundabout. Secondary access is provided via a priority T junction on the southern section of Tregwilym Road. This access is currently used by construction vehicles but once site works have been completed it will be used by residents of the site as well as staff and parents of Jubilee Park Primary School.

The internal road network generally comprises of a minimum carriageway width of 6 metres with two metre footways to either side. The road alignment also varies to assist in encourage vehicle speeds to below 20mph.

The section of Tregwilym Road to the south of the A467/Chartist Drive roundabout is subject to a 30mph speed limit and has a carriageway width of over 7m and provides access to Tregwilym Industrial Estate, where the road terminates. This limited access reduces through traffic to only those vehicles associated with movement to and from the Industrial Estate. Elsewhere the road serves a mixture of residential properties and business units with some on-street parking.

Tregwilym Road to the north of the A467/Chartist Drive roundabout generally has a carriageway width of between 6m and 7m and is predominantly characterised by terraced residential properties to either side of the carriageway. The road is subject to a 30-mph speed limit and provides access to residential and industrial properties. Most properties do not have off-street parking , meaning that on-street parking is

typical. This parking reduces the available carriageway width and can disrupt traffic flow. The relatively straight alignment of the road provides good forward visibility of approaching vehicles. The section of road close to the bus stops is the most disrupted as a result of on-street parking and stopping buses.

The site is well situated for access to the regional strategic highway being located immediately south of the A467 dual carriageway. Access to the A467 is available via the two grade separated roundabouts that form a dumbbell arrangement and provide access to both westbound and eastbound carriageways of the A467.

The A467 has sub-regional importance as it connects the A465 (Heads of the Valleys) with Junction 28 of the M4 (via the A4072) and provides access to several sizable settlements including Brynmawr, Abertillery, Newbridge and Risca, as well as Rogerstone, High Cross and Bassaleg within Newport. To the south of the Chartist Drive interchange, the dual carriageway connects to M4 Junction 28 via the interim Bassaleg roundabout where there is connection to the A468 to Caerphilly. M4 Junction 28 and the Bassaleg roundabout have recently been improved and operate as signal-controlled junctions.

Public Transport

The closest bus stops to the site are located on Tregwilym Road, approximately 200m west of its junction with Jubilee Way. Bus stops to both sides of the carriageway have shelters,

VIEW SOUTH INTO SITE FROM JUBILEE WAY



TREGWILYM ROAD BUS STOP



timetable information and bus boarder kerbs suitable for low floor access. The stops are served by several bus services as summarised in Table 3.

It should be noted that information contained within the table below is taken from current April/May 2021 timetables which are impacted by the Covid-19 pandemic. It is anticipated that pre-Covid-19 service provision will be reinstated in the near future providing an improved level of service.

The site is well situated in relation to both Pye Corner and Rogerstone rail stations which are situated approximately 1.1km (16-minute walk) and 2km (27-minute walk) respectively from the site.

Both stations are on the Ebbw Valley railway line that provides services between Cardiff Central and Ebbw Vale Town. The railway line does not provide a direct service to Newport.

Table 4 summarises the current level of service from Pye Corner, the nearest station to the development site, the same services also call at Rogerstone station.

Improvements to the Ebbw Valley Railway are proposed as part of the South Wales Metro programme and include the following:

Pedestrian routes

Pedestrian access to the site is achieved via Jubilee Way/Castle Way which provide access into the Jubilee Park development site. Footways are provided on both sides of Jubilee Way and are of a good standard with generous width of approximately 2.5-3m.

The eastern footway on Jubilee Way extends into the development site and along the northern side of Castle Way. The footway at this point is separated from the carriageway by a grass verge, providing segregation for pedestrians.

Beyond the Jubilee Park site, Tregwilym Road and the nearby network of footways and footpaths collectively provide multi-directional links to Rogerstone, High Cross and Bassaleg in providing opportunities to cross the A467 dual carriageway and

the Ebbw River.

Continuous footways with street lighting are provided on both side of Tregwilym Road from Jubilee Park and the B4591. The footway on the northern side of Tregwilym Road near the development site varies in width between 1.5m and 2m wide.

Alongside the eastern end of Tregwilym Road there is a footbridge that extends over the A467 to Tregwilym Walk and the parallel section of Tregwilym Road located to the north of the A467. This linkage facilitates direct pedestrian movement to and from the High Cross area and Pye Corner railway station.

The Jubilee Park development site has been designed to facilitate active travel journeys both within the site and the surrounding area, and therefore emphasising on catering for the needs of pedestrians and cyclists. This approach is consistent with the philosophy of 'Manual for Streets' (DfT 2007).

In addition, a riverside walkway/cycleway alongside the entire length of the site has been implemented, primarily for recreational use.

Cycle routes

Direct access to the local cycle network is available via Tregwilym Road which runs along the eastern edge of Jubilee Park site. From Tregwilym Road the cycle network provides routes north crossing the A467 using the cycle/footbridge towards Chartist Drive or south before crossing the footbridge over the Ebbw River to join Viaduct Way.

This route provides onward connections to the National Cycle Network serving wider destinations. Figure 5 demonstrates that the site is well located in respect of both Routes 4 and 47 of the National Cycle Network. These routes form two main cycling arteries serving western parts of Newport.

Both routes provide connectivity to central Newport as well as more rural areas to the west. Route 47 provides the most direct route towards Newport city centre via the Fourteen Locks Canal Centre and also connects west to Pontymister.

Route 4 extends beyond Bassaleg to Tredegar Park, Duffryn and southern areas of the city centre including the International Sports Village.

Car Parking

NCC have designated the site within Zone 4 which has been used to inform the parking requirements for this site.

The Zone 4 car and cycle parking standards that therefore apply to the development proposals are summarised in Table 1.

Local facilities and Amenities

There are a range of facilities and amenities close to the site within the Rogerstone area. These are listed in Table 2 and shown on a plan in Appendix B of the Transport Statement which includes approximate walking distances from the centre of the site to the facility.

Based on information provided within the table above, it is considered that a number of key education, retail, leisure and employment amenities are located within convenient walking and cycling distance of the development site which will encourage access by sustainable travel modes rather than the private car.

Utilities & Infrastructure

The site is served by existing infrastructure, provided as part of the wider Jubilee Park neighbourhood.

A potential requirement has been identified for the inclusion of a sub station on site within Parcel LC2.

TABLE 1: NCC ADOPTED PARKING STANDARDS FOR ZONE 4 DEVELOPMENT (REF ARUP TS)

Car Parking		
Type of Development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Type of Development	Long stay	Short stay
Apartments	1 space per 5 bedrooms	No requirement

TABLE 2: SUMMARY OF LOCAL FACILITIES AND AMENITIES (REF ARUP TS)

Service/Facility	Walking distance from the centre of the site
Education	
Jubilee Park Primary School	250m
Greenfields Nursery	450m
Rogerstone Primary School	900m
Retail	
Co-op Foodstore (Tregwilym Road)	200m
What! Discount Store	500m
Thornbury Park Post Office and Stores	850m
McColls Convenience Store	1,000m
Leisure	
Rogerstone Library	300m
The Nook Coffee Shop	850m
Tiny Rebel (Bar/Eatery)	900m
Rogerstone Welfare Cricket Club/Welfare Ground	950m
Employment	
Tregwilym Industrial Estate	600m
Wern Industrial Estate	600m
Transport	
Bus Stop (Tregwilym Road)	200m
National Cycle Network (NCN) – Route 4	300m
Pye Corner Rail Station	1100m
Rogerstone Rail Station	2000m

3.10 Existing Built Form

Urban Form & Townscape Character

The vernacular style across Newport is varied. Residential properties, directly adjacent to the site include those located within the new build, Jubilee Park development and those properties located along Trewgwilym Road.

Jubilee Park

- Across Jubilee Park, the architectural style is fairly consistent (see photos right).
- Buildings are typically 2 storey, with some 2.5 feature buildings and 3 storey apartments.
- Boundary treatments vary, with some open, landscaped front gardens and driveways, others defined by low-level hedgerows, low-level shrub planting and estate railings.
- Parking is typically on plot or within parking courts.

Prevailing Materials

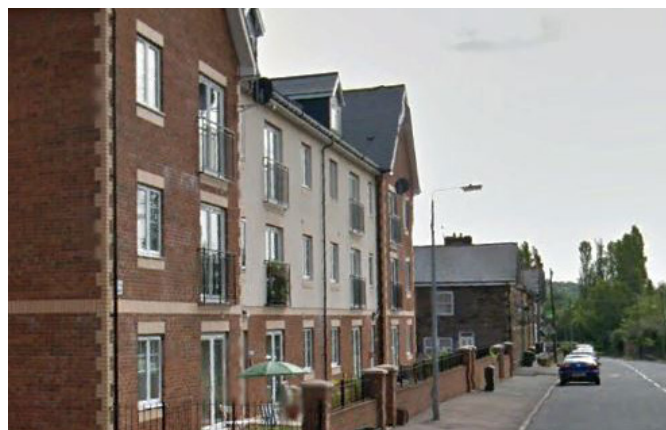
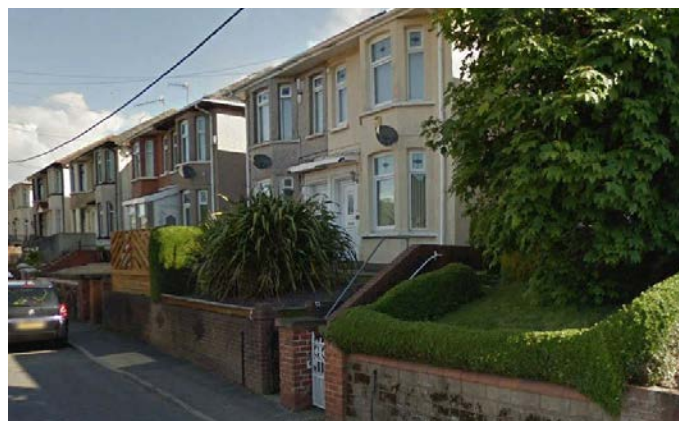
- Mixture of bricks, predominantly red brick with buff hues
- Through colour render (white, cream) with spray rough-cast finish
- Reconstituted stone
- Concrete cills
- White soffits, fascias and PVCU window
- Black downpipes

SITE PHOTOGRAPHS: From top left, 2 storey development fronting Jubilee Way with variation in brick colour and landscape frontage, 2.5 storey homes overlooking Linear Park set behind knee rail, landscape embankment; 3 storey apartments with gable articulation forming eastern boundary to Parcel LC2; 2 storey detached unit with rendered front facade and estate railings



Tregwilym Road

- Properties located along Tregwilym Road comprises a mix of older and more recently constructed properties.
- Along the northern section of Tregwilym Road properties are typically 2 storey and semi-detached, with a mix of brick and render finish. The occasional detached property and terraced row interspersed. Tregwilym Lodge is located on the Junction of Tregwilym Road and Jubilee Way.
- Along the southern section of Tregwilym Road, there are blocks of 3.5 storey apartments, comprising a mix of local red brick, pale render and buff stonework. Buildings are generally set back from the road.
- Mandrake House is 3 to 4 storeys. Finishes comprise a mix of red brick, render and re-con stone gabled with Juliet balconies and projecting feature bays.
- The recently constructed Co-Op building and associated commercial units are single storey and constructed from multi brick with a pitched roof. Separate glazed entrances with fascia signage are provided.
- Along the length of Tregwilym Road boundary treatments vary. Some are defined by a low wall with stone pillars and the occasional inset railing detail. Buildings are generally set back from the road, with a mixture of soft and hard landscape. The majority of properties have rear access parking.



SITE PHOTOGRAPHS: *From top right, 2 storey semi-detached properties fronting Tregwilym Road with brick wall boundary; Mandrake House; Coop and Mandrake House in distance; 3.5 storey terraced apartments along Tregwilym Road with gable fronted design.*

- Predominantly red brick with buff hues
- Through colour render (white, cream) with spray rough-cast finish
- Reconstituted stone

3.11 History & Archaeology

As outlined in the Outline DAS, in accord with both national and local planning guidance, the proposed development site at Jubilee Park, Rogerstone has been subject to an appropriate programme of pre-application investigation intended to establish the presence of archaeological and heritage assets and, where relevant, assess their significance.

This programme, which has comprised the preparation of an archaeological and heritage baseline assessment report, was undertaken in consultation with Neil Maylan, Archaeological Planning Manager at Glamorgan-Gwent Archaeological Trust (GGAT), who provides Newport City Council with archaeological planning advice.

Investigation of the proposed development site has identified a number of heritage assets within its boundary, although none of them dates from before the medieval period; that is

- Rogerstone Castle/Mansion
- Tregwilym Fach Farm
- The Tydu Workss
- The Rogerstone Works

Upstanding remains of Rogerstone Castle and the later mansion, which occupied its position in the post-medieval period, have been identified within an area of woodland and scrub on the north eastern edge of the site.

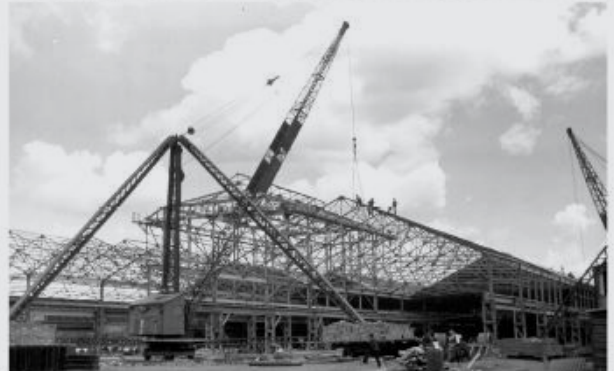
The Tydu Works, the Rogerstone Works and the Castle Works were all industrial enterprises that occupied the proposed development site during the 18th, 19th and early 20th centuries. However, investigation has concluded that only very fragmentary below ground remains of the Tydu Works and restricted above ground elements of the Castle Works survived the redevelopment of the site from World War Two onwards..

Industrialisation of the site in the 20th century erased above ground remains of Tregwilym Fach Farm and the proposed

scheme for residential development intends to preserve the majority of any surviving below ground archaeological fabric in situ.

Site levels have been raised considerably over the site's development period, leaving any vestiges of structure very much below ground

HISTORIC PHOTOGRAPHS



Photographs dating from the construction of the new demolished works (circa 1939), extracted from the CWA DAS

4. INTERPRETATION

The early identification of site constraints and opportunities has informed the design process, helping capture the full value of site and create a site layout that is sustainable, accessible, and deliverable.

A key constraints and opportunities plan is presented on page 26 (see **Figure 4.1**).

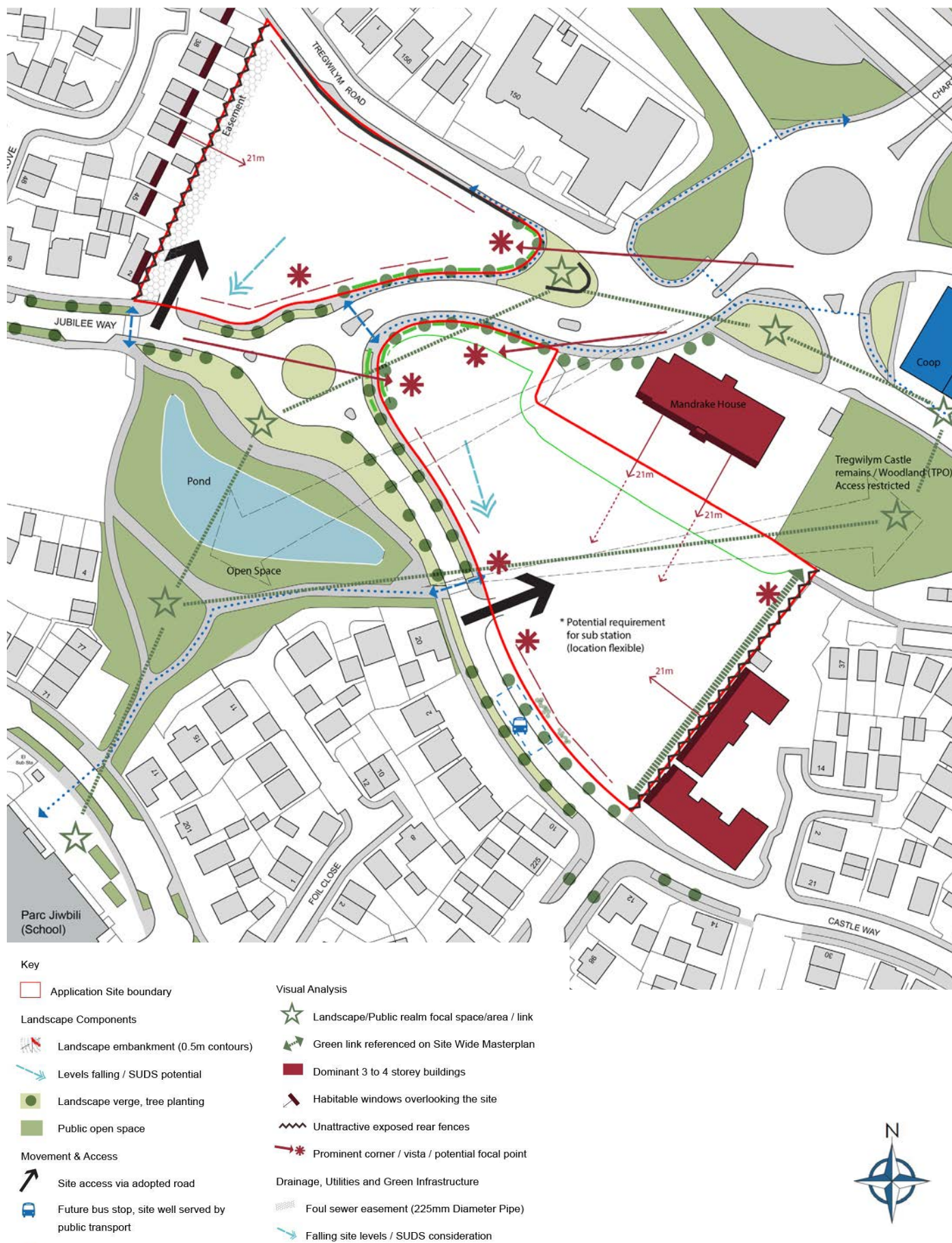
4.1 Constraints

- The current proposed Local Centre use is an LDP allocation and justification will be required for the loss of the local centre.
- Residential properties back/side onto the site. Consider the impact on neighbours, notably overlooking, privacy considerations, light; 21m offsets between habitable rooms in adjoining properties.
- Existing services run along the western boundary of the site. Associated easement restrictions apply.
- Levels fall into the site away from the north boundaries (Tregwilym Road/Mandrake House) and the estate access road entrance. Consider the relationship between the public realm and built form.
- A potential requirement for sub-station has been identified.
- The site is located within Flood Risk Zone C1, although a Flood Consequences Assessment (FCA) and significant flood works have taken place in relation to this site.
- Proposals will need to be accompanied by information detailing the sustainable drainage system to serve the development.
- Avoid, mitigate or compensate any negative impacts to biodiversity.
- The site adjoins a protected Tree Preservation Order (TPO) woodland, however, the proposed development layout does not impact on the TPO protected mixed deciduous woodland which is located at higher ground level.

4.2 Opportunities

- Existing points of access established and constructed.
- The site benefits from strong public transport connectivity, with a regular bus service within less than 5 minutes walk of the site and Pye Corner Rail Station located (15 minute walk/ 5 minute cycle).
- Jubilee Way / Castle Way has been designed to accommodate an extended future bus service. The site for a future bus stop is located directly south of Parcel LC2.
- The site is in walking distance to Rogerstone Public Library, the Coop, A3/A1 units, The What Shop, Jubilee Park School, Central Pond, Linear Park and Welfare Ground. Encourage walking to existing services and areas of open space.
- The two parcels form part of an important group entrance cluster. The development should create a strong, positive gateway development signalling arrival into Jubilee Park.
- Build new residential development, including affordable homes, to high standards of environmental and sustainable design.
- Positively address the public realm and key focal points, fronting onto attractive existing green verges and street tree planting.
- Integrate and enhance existing green infrastructure network for people and wildlife.
- Work with the levels, accommodating SUDS within the Green Infrastructure network.
- Positively address and respect the existing residential development.

FIGURE 4.1 CONSTRAINTS AND OPPORTUNITIES PLAN (DRAWING COP-01)



4.3 Design Aims and Objectives

Outline DAS Aims & Objectives

The CWA Design and Access Statement that supported the outline application set out a series of high level aims for the site to influence and inform the design.

The aims that specifically relate to this site have been extracted below (see blue text). Further commentary has been provided that considers how the development accords with these aims. Where necessary some aims have been updated to reflect changes in approach.

Cross Connections: *"To make cross connections into the parkland, connected into the site's existing physical features, such as the pond and Rogerstone Castle and Mansion."*

The development should maximise connections to the Central Pond area. Opportunities to create pedestrian/visual linkages between the lower area of Tregwilym Castle should be explored.

Boulevard & Diverse Housing: *"Design a road loop for vehicles – a 'boulevard' running around the site which is green and lush. Behind this boulevard edge will be the diverse housing areas, feeding off the loop with 'finger' roads."*

Jubilee Way and Castle Way boulevards have now been constructed. The attractive tree lined streets connects with the wider green infrastructure network. The site should positively front the boulevard and ensure a diverse mix of housing and additional green infrastructure is provided on site that complements the wider development.

Open Space:

"To advocate a variety of public open spaces in terms of their character, and use them to create diversity for a variety of uses."

The open space strategy for the site has been established and created. The Central Pond provides an attractive recreational destination used by the wider community. Opportunities to connect with this space should be maximised.

Opportunities to vary public realm treatments and provide green routes and spaces that link the Central Pond, Boulevard and Tregwilym Castle area should be encouraged.

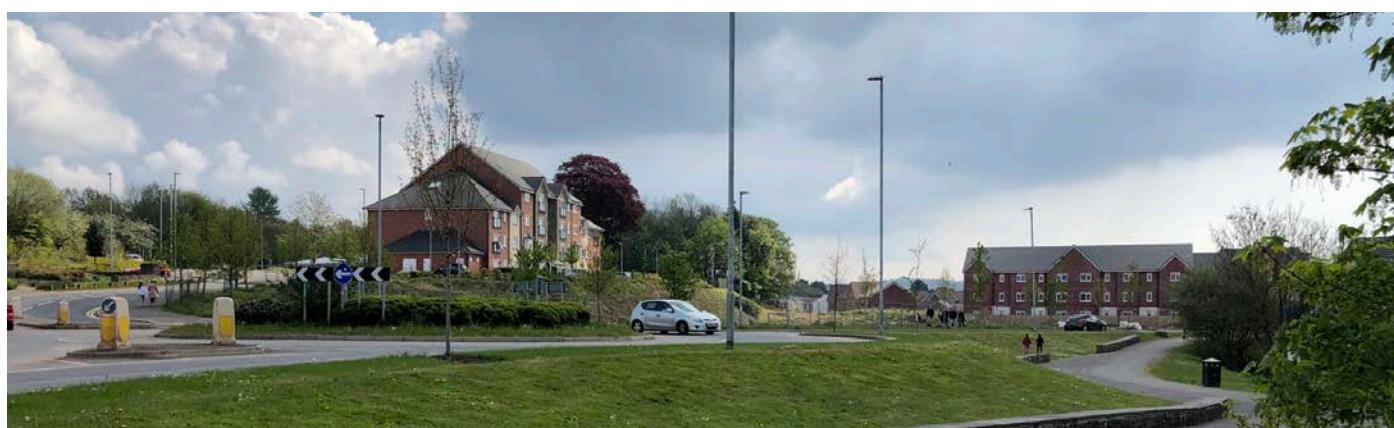
Sense of Arrival: *"Create a strong 'sense of entrance' with a visual link to the existing pond expressing its presence users."*

The site access road has been designed to sinuously drop down into the site, opening views over and beyond the Central Pond area. The leafy green route frames views across the Central Pond and broad valley and creates a sense of arrival.

The development should ensure built form and landscape should enhance the entrance into the site, positively addressing and animating the street scene, further enhance the sense of arrival.

Tregwilym Castle Links: *"Reintroduce Rogerstone Castle and Mansion to the public and preserve and enhance its archaeological importance."*

VIEW FROM CENTRAL POND TOWARDS PARCEL LC2 AND MANDRAKE HOUSE



The Tregwilym Castle area is outside the boundary of this application. Access into the Tregwilym castle area is no longer considered permissible. The landscape strategy for this site should however consider opportunities to consider view corridors and enhance its setting in the immediate vicinity.

The Masterplan should consider the creation of a green corridor linking to the castle, however the focus on the pedestrian link could be realigned through Parcel LC2 to better connect with the Central Pond area, further aiding visibility and wayfinding. This accords with the principles set out in the masterplan which notes the importance of a viewpoint corridor and also the ability to witness the castle from the loop road.

Community Focus: "Create a neighbourhood area at the entrance to the site which, by virtue of its position which will encourage wider community use, and, in itself, be 'nodal'.

The development should ensure a neighbourhood feel is created, that is open and inclusive. The development should positively address and relate to the Central Pond, a key nodal area. It should positively address Tregwilym Castle area it should also encourage walking to the community and commercial uses located to the north of the site.

Views: "At a macro level, consider the site as valley bottom location viewed from many aerial positions a design with this in mind. Conversely, consider in our planning, the fantastic view opportunities from the site that we have."

Identify opportunities to maximise views over the Central Pond, towards Tregwilym Castle area and long views south out of the site.

Recognisable features and landmarks:

The masterplan is a matrix of easily understood recognisable features and landmarks, which will inform finite design and provide the opportunity for legible across the site.

Built form must successfully address these features, landmarks (Central Pond area, Tregwilym Castle elevated woodland area, Mandrake House, Jubilee Park School) and pedestrian site links. Built form should enclose, define and set character for these spaces.

Tregwilym Road Area: "Avoid bringing site traffic past existing

residents on Tregwilym Road to retain their tranquillity."

Vehicular access points are defined and will be provided from within the Jubilee Park site, off Jubilee Way. The Development should positively respond to Tregwilym Road, creating an active streetscape.

Public Transport Connectivity "To have the 'key loop' as a spine for public transport which will connect visually to the river to allow users to orientate themselves within the site."

A future bus stop location has been identified and located along Castle Way, directly south of Parcel LC2. Built form should positively front the Spine Street and encourage ease of access to the bus stop.

Water Management

Advocate a flood alleviation solution which transgresses pure engineering and adds an extra physical dimension to the site which is positive, exciting and usable.

The development to accord with the design principles established at outline stage with NRW and NCC. In addition, the design must accommodate SUDS.

Site Wide Masterplan (SWMP) Considerations

The SWMP identifies Special Landscape Areas across the Jubilee Park development, where characteristics vary in terms of use and planting. The Site Gateway was identified as a SLA

It was considered that the realignment of the Tregwilym Road access and implementation of the new route into the Jubilee Park site allows for the creation of a green, leafy gateway area which frame views across the broad valley bottom recently revealed by the demolition of the Novelis works structures.

The following design principles were identified:

- Provide a sense of arrival to vehicular and pedestrian users
- Landscape the boundary edges of the Local Centre adjacent to the main carriageway with structure planting
- Provide improved opportunities for crossing

- Construct a feature natural stone low wall reusing existing materials providing a distinctive gateway character
- Reinforce the sense of arrival with ornamental shrub and tree planting to 'frame' this main entrance into the site
- Retain low level planting to southern edge of roundabout to maximise views of the amenity areas
- The new Coop and Commercial Units create a community pull towards the north of the site, acting as a key focus for the wider community. Development fronting Jubilee Way should complement the existing uses and activate the route.
- The Central Pond creates a pull to the south west of the site, providing an attractive areas for the community to meet, spend time and exercise. Development should front the Pond, increasing surveillance of the area.

The SWMP also identified Green Links and The Castle area,

- Create a 'natural' landscape, with just a 'clearing' and only minimal new native vegetation introduced
- Retain existing tree planting where appropriate
- Explore opportunities to open this area to the public, creating a pedestrian link between the Drill Hall and the Central Pond.

4.4 Key design influences

- The original masterplan identified this site as falling with the "The Site Hub" character area. The area is seen when approaching and in the site entrance with buildings each side of the access road fronting it and within visual reach of the pond.
- Key views corridors between the Central Pond, Jubilee Way and Tregwilym Castle should be considered.
- Existing and new green infrastructure should be carefully integrated, manage surface water and create attractive routes for people and nature.
- Careful consideration should be given to changes in levels, key views, scale and massing.
- Development should be attractively and efficiently integrated to create a vibrant and legible extension to the existing community.
- Consider key walking routes and desire lines to maximise connectivity, ease of travel and encourage sustainable travel and linked trips.
- Explore opportunities to connect to the existing footpath connection to the north-east of Parcel LC2.

JUBILEE PARK PRIMARY SCHOOL



5. CONCEPT DESIGN FRAMEWORK

5.1 Emerging Concept

The concept is built around the following elements:

Community Cross Link: A key community/pedestrian desire line that passes through a sequence of linked spaces and arrival experiences that guide you into and through Jubilee Park. The development should positively address and animate this route.

Landscape connections: Local landscape landmarks and focal areas adjoin the site, notably The Central Pond area, the former Tregwilym Castle area, existing focal spaces and tree lined streets. Landscape and visual connections should be explored to enhance the character of the area.

Specifically, the masterplan should consider the creation of

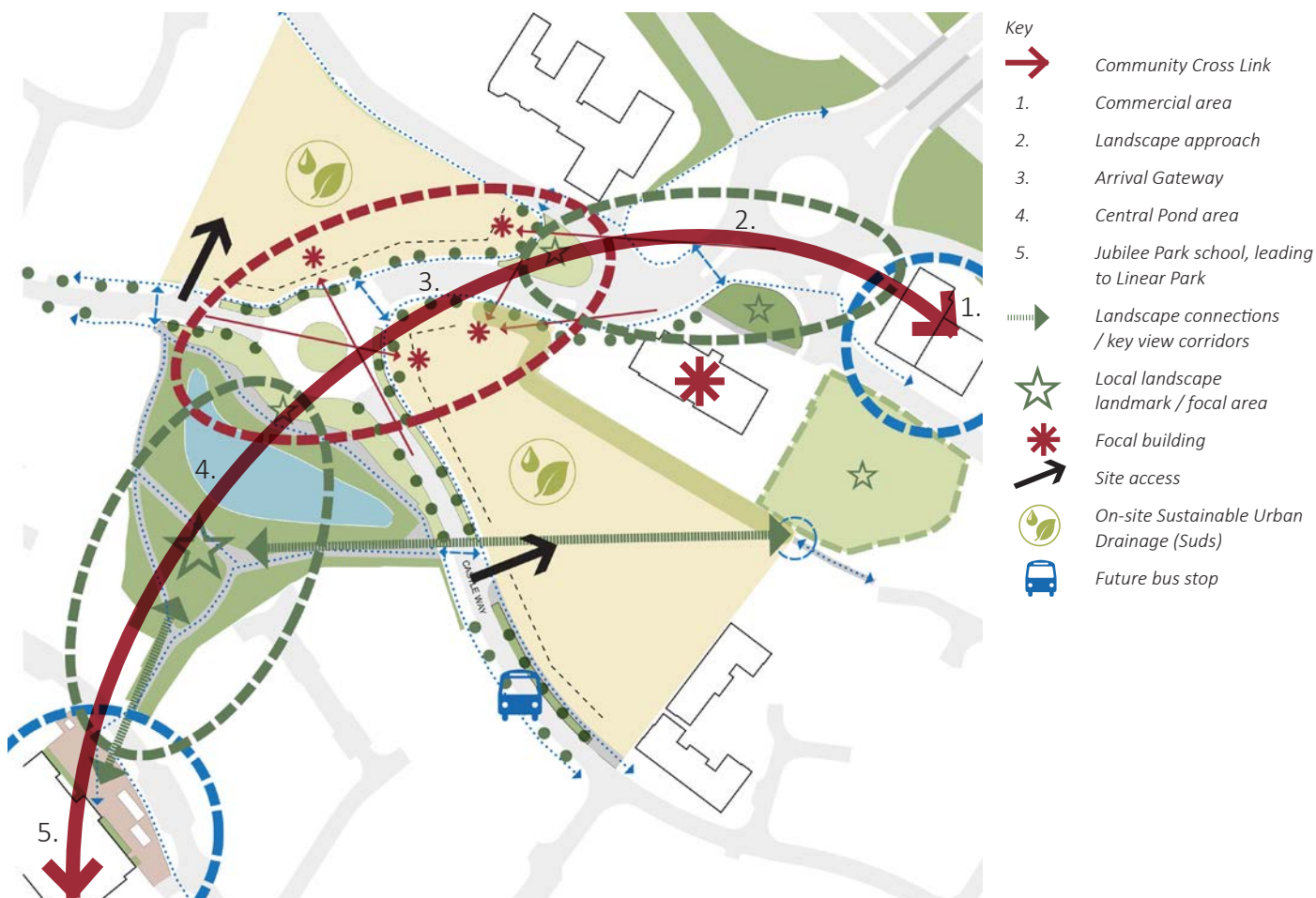
a green corridor linking to the elevated Tregwilym Castle woodland area, however the focus on the pedestrian link could be realigned through the site, to connect with the Central Pond area, further aiding visibility and wayfinding.

Focal Buildings: The careful positioning of new focal buildings should facilitate the ability of users to find their way around the site.

Sustainable Urban Drainage: SUDS features should be integrated throughout the site and connect to the wider Green Infrastructure Network.

The emerging concept for the site is illustrated in Figure 5.1. Additional features such as site access and a potential future bus stop are identified.

FIGURE 5.1 CONCEPT PLAN



5.2 Development Framework

Developing the concept further, a Development Framework has been prepared that set the key parameters for the future development of these two strategic land parcels (see Figure 5.2).

The Development Framework will ensure the detailed design of this site cohesively delivers a residential neighbourhood that responds to the site context, the overarching vision, and embraces the principles of sustainable placemaking, active travel and health lifestyles.

The framework spatially maps the key land uses, green infrastructure network, movement and access network, Community Cross Link, and identifies key urban design principles.

FIGURE 5.2 DEVELOPMENT FRAMEWORK PLAN (DRAWING DF-01)

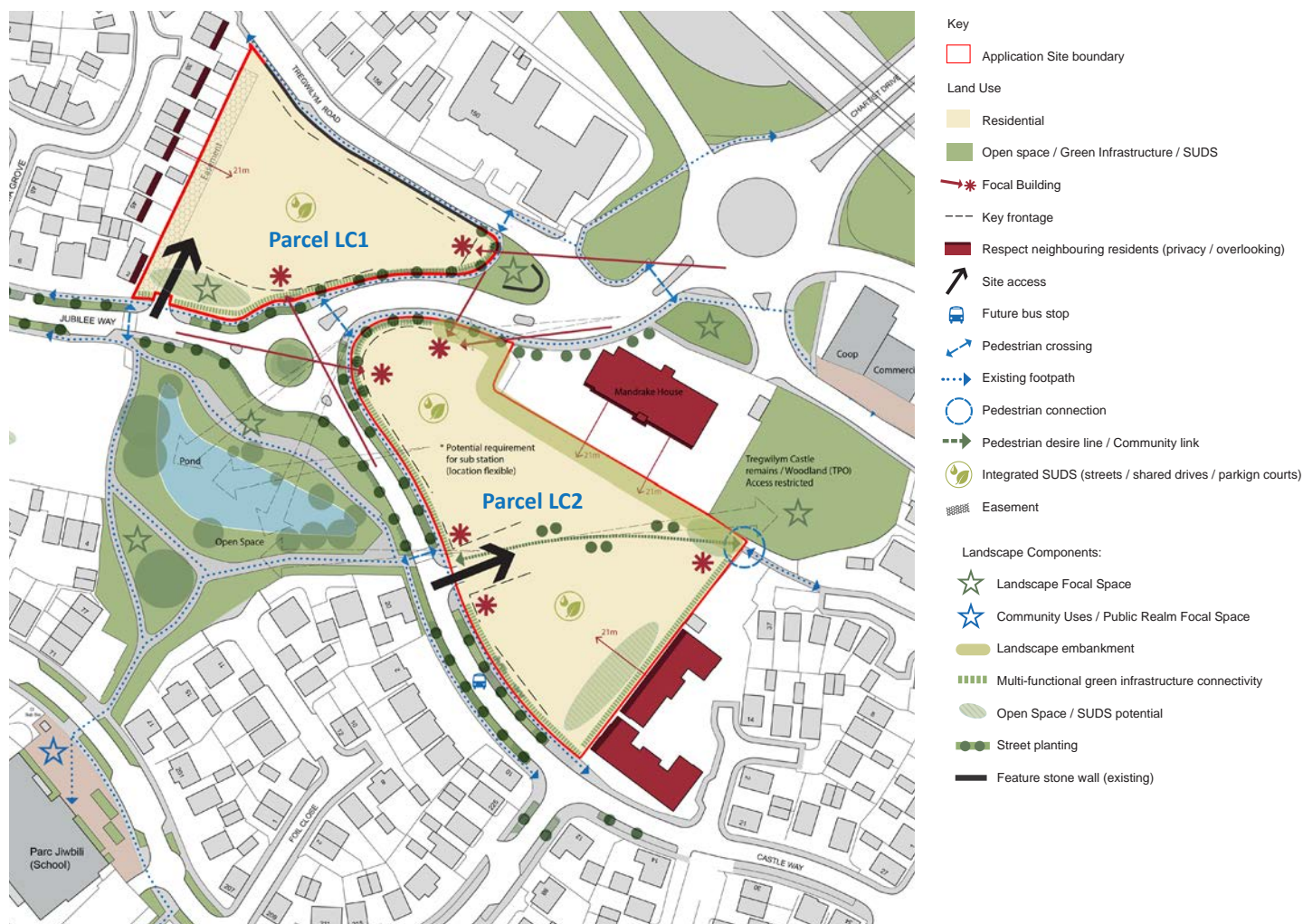


FIGURE 5.2 DESIGN DEVELOPMENT

A selection of early concept plans are shown right, documenting how different location for community facilities and residential development were initially considered at outline stage. These sketches informed the original masterplan, which located a local central at the entrance to Jubilee Park. Since then, as documented in the Planning Statement, the Commercial Focus has shifted north onto Tregwilym Road opening up opportunities to explore a residential scheme. New development scenarios have been considered, based on further analysis of the site and the new development context. These sketches have formed the basis of the preferred Development Framework and Illustrative Masterplan.

Below: Land use concept options (CWA DAS)



Below, from top left: CWA Landscape Masterplan, Site Wide Masterplan Framework, Current Opportunities and Constraints Mapping; e) Current Development Framework Plan; Early Capacity Sketches



5.2 Special Landscape Areas

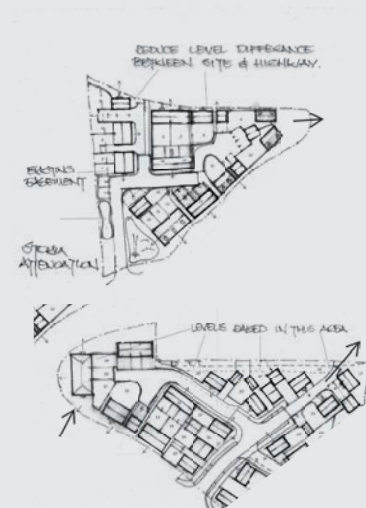
A number of key areas will be created where characteristics will vary in terms of use and planting. These areas are described below:

A Site Gateway

The realignment of the Tregwilym Road access and implementation of the new route into the Jubilee Park site allows for the creation of a green, leafy gateway area which frames views across the broad valley between recently revealed by the demolition of the Norwilt works structures.

Key design principles include the following:

1. Provide a sense of arrival to vehicular and pedestrian users
2. Landscape the boundary edges of the Local Centre adjacent to the main carriageway with structure planting
3. Provide improved opportunities for crossing
4. Construct a feature natural stone low wall crossing existing materials providing a distinctive gateway character
5. Reinforce the sense of arrival with seasonal shrub and tree planting to 'frame' this main entrance into the site
6. Retain low level planting to southern of roadbed to enhance views of the amenity area



6. THE PROPOSAL

6.1 Proposed Site Layout

The proposed Illustrative Masterplan (see **Figure 6.2**) shows how the site could be developed in a way that meets the Vision and Principles established at outline stage and accords with the emerging Concept and Development Framework for the site.

The masterplan draws out the key Placemaking elements organised in accordance with the TAN 12 Objectives of Good Design shown right.

The remainder of this document expands on each of the following elements in turn:

- Character and Place
- Layout, Amount & Use
- Scale & Density
- Access & Movement
- Environmental Sustainability
- Community Safety
- Architectural style
- Public Realm

FIGURE 6.1: OBJECTIVES OF GOOD DESIGN [PPW 10]



6.2 Layout, Amount & Use

A flexible, connected layout is proposed that could support residential units on site. Houses will appropriately adjoining existing uses and fronting generous areas of informal and formal open space. The development will seamlessly connect with the established active travel and green Infrastructure network.

The scheme can incorporate a wide-range of sustainable drainage measures (including the use of rain gardens, raised planter, detention basins and swales).

It is proposed that the primary vehicular access into the site is gained directly from Jubilee Way and Castle Way. The development will connect to the surrounding footpath network. Access to an existing easement will be maintained. The potential for a sub-station has been identified, which can be accommodated on site.

The proposed illustrative layout (**see Figure 6.2**) demonstrates how the site could accommodate a 40 units scheme, comprising a mix of 1 bed apartments and a range of 2,3 and 4bed detached semi-detached, and terraced units.

The site has capacity to accommodate more units than this. The proposal has been assessed on the basis of more units.

The final mix and tenure can be flexible. If there is increased demand for 1 and 2 bed properties, or a preference for more terraced units and apartments, the site layout could be amended whilst still according with the overarching principles set out within the Development Framework and Land Use Parameter plan.

It is considered that a mix of house types and tenures, with access to local services will further support the mixed, sustainable Rogerstone Community.

FIGURE 6.2 ILLUSTRATIVE MASTERPLAN (DRAWING MP-01)

**Key Urban Design Principles:****Movement & Access**

- 1 Pedestrian and vehicular access achieved via existing connections off Jubilee Way and Castle Way, seamlessly connecting with the existing 2m footway and green infrastructure.
- 2 Strong connectivity with the existing network of footpaths and cycleways that link to local amenities.
 - a. Central Pond Area
 - b. Jubilee Park
 - c. Green Link leading to Linear Park
 - d. Shops shops and services
- 3 Good public transport connections (bus, cycle and rail links) offering sustainable travel mode choices.
- 4 High-quality public realm with distinctive surface treatments and high-quality landscape designed to reduce vehicular speeds, encourage walking and promote social interaction.
- 5 Existing foul easement access safeguarded
- 6 A mixed tenure development, offering high quality, sustainable homes and lifestyles that encourage energy and resource efficiency

- 7 Multifunctional green infrastructure, with high quality landscape design, fronting, permeating and connecting the development for people and nature.
- 8 Attractive, multifunctional landscape/attenuation areas to manage surface water and enhance biodiversity; planted with a custom designed wet meadow mix and providing a space for the community to enjoy.
- 9 Proposed Bio-retention device / rain gardens receiving surface water; providing wildlife connectivity within the site; softening and animating the street scene.
- 10 Attractive street planting, with ornamental/fruit trees, hedgerows, shrubs, grasses and ferns softening and animating the streetscene; managing surface water, enhancing wildlife habitat connectivity and supporting health and well-being.
- 11 Integration of a green link, aligned with the key view corridor between the Central Pond and Tregwylm Castle area. The link will connect to the wider footpath network and be punctuated by trees, planting.
- 12 Wildlife corridor along the eastern boundary linking to the Tregwylm Castle remains woodland.

- 13 Permeable block paving shared surface / parking pays offering SUDS potential and introducing attractive variations within the streetscene.

Community Safety

- 14 Careful detailing of the public realm to help promote safe connectivity, linked back into the wider context
- 15 High-quality boundary treatments to create attractive spaces whilst managing changes in level and restricting access where necessary.
- 16 Varied front garden setbacks, with carefully designed boundary enclosures to manage access and create attractive streets.
- 17 Provision of private amenity space, providing residents with private, secure space with opportunities for growing food.

- 18 Private, secure amenity space, providing opportunity for small fruit trees, growing vegetables/fruit encouraging healthy living.

- 19 Considerate of existing residents with proposed units, elevations and gardens and boundary treatment carefully positioned to respect residents right to privacy.

Character

- 20 Attractively landscaped, tree-lined streets and spaces forming and linking the gateway arrival routes and spaces seamlessly with the wider Jubilee Park neighbourhood.
- 21 Key focal buildings positively addressing and animating key routes and view corridors.
- 22 Strong street and frontage treatments encourage a strong, legible sense of place. Simple forms and repetitive features serve to enhance character.

Scale 1:500
0 10 20 30

Project Title
Jubilee Park, Rogerstone

Drawing Title
Illustrative Masterplan

Rev. No. :
Scale :
Date :
Project No. :
Drawing No. :
Revision :
2105 IMP-01

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6.3 Character & Place

TAN 12: Design (March 2016) identifies the following Character Objectives:

- *Sustaining or enhancing local character;*
- *Promoting legible development;*
- *Promoting a successful relationship between public and private space;*
- *Promoting quality, choice and variety; and*
- *Promoting innovative design.*

By responding to:

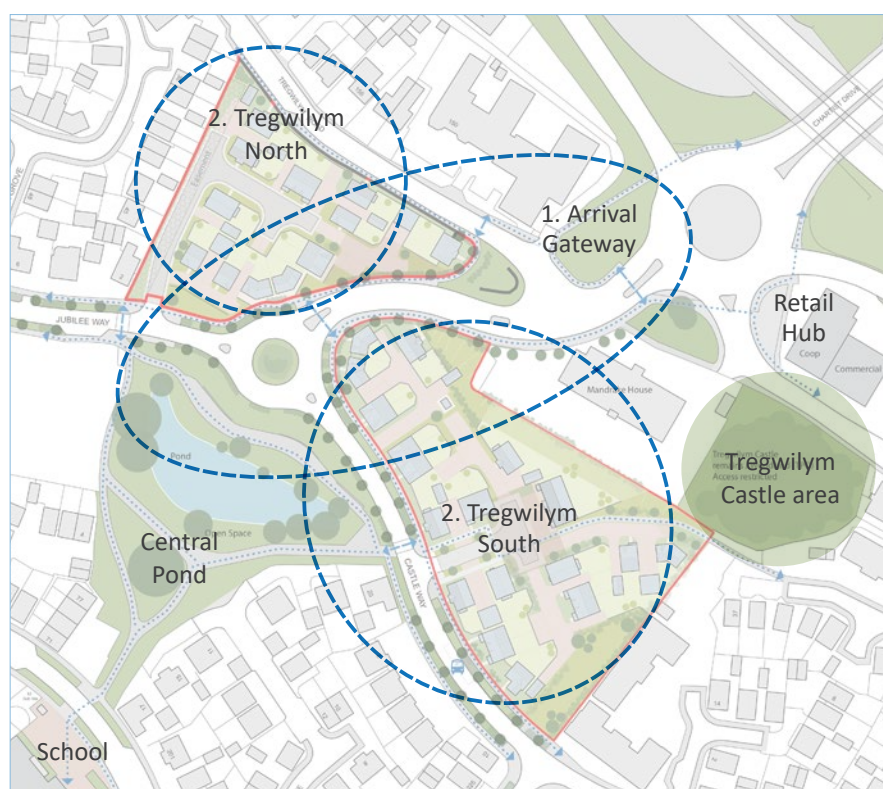
- *Landscapes and townscape, culture and biodiversity*
- *Locally distinctive patterns and forms of development*
- *Existing buildings, infrastructure, urban/rural landscape and public art*
- *Clear boundaries and established building lines*
- *Appropriateness of uses and the mix of uses and densities*
- *Easily recognisable and understood features and landmarks*

Overall, the development proposes to uphold the above character objectives and creating a sustainable development that is in keeping with the surrounding area whilst also creating a new place with its own identity.

This section expands upon the proposed character of the development, identifying how subtle variations in the design approach will ensure Jubilee Park area continues to be an attractive place people seeks to live, work and visit.

The Proposed Development identifies three 'Character Areas' (see also **Figure 6.3**). Across these areas subtle variations in building height, roof form, public realm, landscaping and architectural detailing will be used to help reinforce key street, spaces and corners, adding to the sense of place and aiding legibility and wayfinding.

FIGURE 6.3 CHARACTER AREAS



1. Arrival Gateway

The arrival gateway already presents a leafy green arrival experience. The sinuous nature of the street winding down into the development, the boulevard planting and strong visual links to the existing pond and valley beyond all contribute to the sense of place.

The attractive street frontage will be enhanced by residential development. A strong building line and clearly defined front gardens will unify and complete the arrival gateway.

The location of key corner turners, and variations in storey height and roof form will enrich the townscape, support legibility and wayfinding. Properties will be strategically located to enjoy panoramic southerly views of the pond and valley beyond.

Front doors opening onto the street will help animate and enliven the main street, encouraging wider community use.

Parking is predominantly provided to the rear of properties.

1. Detached, 2.5 storey focal building, with strong landscape frontage, signalling arrival into Jubilee Park.



2. Formal building arrangement, with well positioned gables turning a corner and helping animate a key focal point.



3. Opportunity for three storey town houses, enjoying long views over the Central Pond and towards Garth Wood.



FIGURE 6.4 ARRIVAL GATEWAY INSET PLAN



2. Tregwilym North (LC1)

The character of the smaller, triangular shaped parcel of land has the potential to offer a more quieter, internal residential area.

Informal clusters of detached and semi detached homes, will be served off landscaped lanes, shared drives and/or court

A mews type street arrangement along the northern boundary will provide a varied built form arrangement, addressing and animating both the internal street network and Tregwilym Road.

Careful treatment of the public and private realm will ensure a a safe, attractive and accessible place is created.

The feature natural stone low wall along Tregwilym Road will be retained and form a linking feature across the parcels.

Opportunities to integrate soft spaces for sustainable water management will also provide places for residents to enjoy.

Strong links to the main Jubilee Park street network will encourage walking and healthy lifestyles.

1. Retention of original stone wall, buildings to positively address Tregwilym Road.



2. Attractive designed shared street and spaces.



3. Attractively landscaped streets and spaces incorporating Rain gardens and raised planters. 4. Low level street planting.



FIGURE 6.5 TREGWILYM NORTH INSET PLAN



3. Tregwilym South (LC2)

The character of the larger parcel of land, accessed off Castle Way will present the opportunity to create a varied residential environment.

A mixture of houses and apartments, served off a Green Street, landscaped lanes or shared drives will give rise to a diverse community.

A key defining feature of this parcel will be a new Community Cross Link, joining two local landmarks The Central Pond and the elevated Tregwilym Castle woodland area.

The cross link will connect with the existing footpath spur located at the foot of Tregwilym Castle area, and diagonally meander towards the Central Pond. The varied streetscape and built form environment will offer varied opportunities for different hard and soft landscape treatments, adding visual interest and encouraging walking to the community uses.

The built form will loosen and step back along the eastern edge of the development, respects existing neighbouring properties.

A wildlife corridor will sensitively join the two parcels of land and provide a green nature link north towards Tregwilym Castle area.

Opportunities to introduce feature natural stone low walls will help unify this area with the Arrival Gateway and Tregwilym North.

1. Attractive rain gardens signalling entrance into site



2. Streets terminated by attractive built form



3. Attractive multifunctional attenuation areas



FIGURE 6.6 TREGWILYM SOUTH INSET PLAN



6.4 Height, Scale and Massing

A range of housing types, size and tenures can be accommodated across the development to encourage a balanced community mix and add a richness in townscape; helping create a sense of place and aiding legibility and wayfinding.

Variations in building height could be used to help reinforce key street, spaces and corners, adding to the sense of place and aiding legibility and wayfinding (see Figure 6.4).

An increase in storey height could be introduced within the Arrival gateway area, positively defining Jubilee Way, Castle Way and the Central Pond area.

Across the site, the length, width and height of buildings has the potential to be highly varied. The scale parameters set out in the DAS are replicated right.

It is considered that the above approach to the height, scale and massing of the residential units is appropriate to the site

and is in keeping with the scale of residential development directly adjoining the site. The proposed scheme therefore complies with the outline DAS.

6.5 Density

The outline planning application advocates up to 1200 new homes across the site. It notes a range of 10-30units/acre shall be employed across the whole development.

For this site, a density range of 30 to 36 dwellings per hectare is proposed (12-15dwellings/acre), which accords with the parameters set out in the outline application.

6.6 Built Form & Architecture

The built form arrangement, architectural detailing and material selection will introduce opportunities to meet the objective of sustaining character and reinforcing legibility.

- Key frontages will be strengthened through variation in built form, massing, architectural detailing and landscape treatment. For example, the Jubilee Way/Castle Way frontage on the approach to the site could be more formal in character, comprising a strong group of 2, 2.5 and 3 storey properties. Different approaches could be used to emphasise key frontages.
- Gable treatments will add variety to the street-scene and a continuous hedgerow/estate railings interspersed with planting will soften the visual appearance of the development.
- The proposed architectural style and material palette should complement the existing Jubilee Park development. Whilst the local vernacular is varied, there is a general prevailing material palette, of brick, render.
- Across the development, subtle changes in architectural treatment and detailing should be used to create attractive and varied streetscape.
- The use of different architectural finishes, material and colour could be applied to groups of buildings and/or single buildings such as the focal space fronting onto

FIGURE 6.7 PLOT PARAMETERS
(OUTLINE DAS)

Plot footprint	
Terraced houses :	
Building width	= 4.5m min / 6.0m max
Building depth	= 7.5m min / 9.5m max
Semi-detached houses :	
Building width	= 5.0m min / 10.0m max
Building depth	= 7.0m min / 10.0m max
Detached houses :	
Building width	= 6.0m min / 15.0m max
Building depth	= 7.0m min / 10.0m max
Flats :	
Building depth	= 7.0m min / 15.0m max
Height	
2-Storey Housing :	
Floor to floor height	= 2.8m min / 3.5m max
Height to eaves	= 5.0m min / 6.0m max
Roof pitch	= 30° min / 50° max
3-Storey Housing :	
Floor to floor height	= 2.8m min / 3.5m max
Height to eaves	= 9.0m min / 10.5m max
Roof pitch	= 30° min / 40° max
3-Storey Flats :	
Floor to floor height	= 2.8m min / 3.5m max
Height to eaves	= 9.0m min / 10.0m max
Roof pitch	= 25° min / 35° max
4-Storey Flats :	
Floor to floor height	= 2.8m min / 3.5m max
Height to eaves	= 11.5m min / 13.0m max
Roof pitch	= 25° min / 35° max

Mandrake House or around the Central Pond. Storey heights could be increased and roof form varied. The introduction of focal full stone or full render properties could add further visual interest to the street scene.

- Elevations should be well proportioned, responding to the character of the area and street hierarchy.
- Windows, doors, bay windows and dormer windows should be well designed and proportioned with the building facade.
- Changes in architectural feature, material or roof-line will add variety to the street scene, highlight key junctions, streets and spaces.
- Variations in material or colour may be used to articulate parts of the structure (e.g. front facade) and architectural features (e.g. gables, bay windows, lintels, string courses, quoins, plinths or cills).
- Windows will be typically white PVCU windows, or anthracite grey finish may be used on some key frontages and/or within uplift areas to help add variety.

6.7 Public Realm

The development will seek to find a balance between movement, access and character of place.

Street Design

- Streets and focal spaces are designed to ensure safe routes and areas for vulnerable pedestrians are provided.
- Where appropriate, measures such as street planting; changes in the application and selection of materials; and street geometry are introduced to help reduce vehicle speed. This will also help soften the appearance of the street and provide more sociable environments.

Streetscape Material and Street furniture

- Streetscape material will complement the existing Jubilee Park development
- Signage and street furniture will be kept to a minimum to

avoid unnecessary street clutter.

- Where necessary, signs and street furniture will be carefully positioned to limit the impact on pedestrian movement.

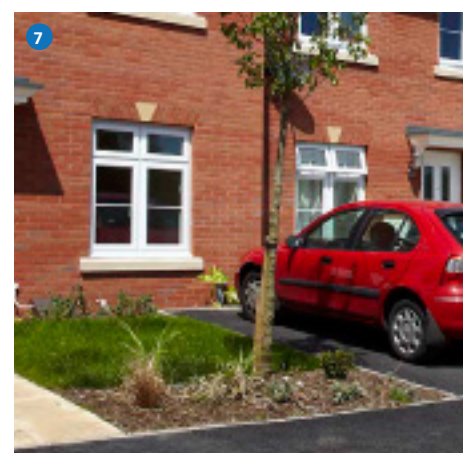
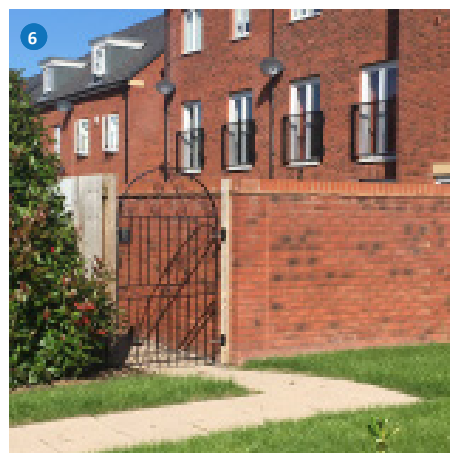
Refuse storage, collection & recycling

- Storage will be sensitively integrated into the street scene through the use of boundary treatments. Where houses are located on private drives, the bins will be kept in the gardens.
- Refuse collection will be via the main carriageway. Refuse collection points are provided for properties accessed off private drives. Communal points will be for collection only, therefore a structure will not be required.

FIGURE 6.8 PUBLIC REALM INSET PLAN



ILLUSTRATIVE PHOTOGRAPHS



ILLUSTRATIVE PHOTOGRAPHS (FORM TOP LEFT TO BOTTOM RIGHT): 1. Green infrastructure integrated into street design; 2. Attractive shared spaces; 3. Estate railings costively defining front boundaries; 4. Internal street network design supporting doorstep play; 5. Landscape embankment; 6. Secure access to rear properties; 7. Carefully integrated on plot parking.

6.8 Access & Movement

TAN 12: Design (March 2016) identifies the following Access and Movement Objectives:

- *Ensuring ease of access for all by adopting inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments and learning difficulties.*
- *Promoting sustainable means of travel.*

By maximising:

- *Safe and clear connections*
- *The potential to cycle, walk and use public transport safely, and reducing the reliance on the car*
- *The connection to the existing transport infrastructure by integrating development with existing footpaths, cycle ways and public and private transport infrastructure*
- *The integration of different transport types whilst minimising the adverse effects on the network*
- *The ease of movement to, from and within the development for sustainable forms of transport by creating a safe and attractive environment*
- *The provision of on site facilities for sustainable forms of transport.*

It is also noted that good design should avoid the creation of car-based developments by maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. To maximise accessibility by sustainable non-car modes, infrastructure proposed within the site should be integrated with existing infrastructure such as the strategic cycling network.

Technical Advice Note 18: Transport (March 2007) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key principles that should be adopted in ensuring that economic development can create a basis for sustainable travel patterns. These include the following:

- *Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, thereby minimising the need for travel and fostering social inclusion;*

- *Managing parking provision;*
- *Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;*
- *Encouraging the location of development near other related uses to encourage multi-purpose trips;*
- *Promoting cycling and walking;*
- *Supporting the provision of high quality, inclusive public transport;*
- *Promoting the location of warehousing and manufacturing developments to; and facilitate the use of rail and sea transport for freight.*

The development proposals will consider these key principles and look to maximise public transport and active travel infrastructure, in order to promote more sustainable travel modes.

The movement and access proposals for the site, are summarised below (see also **Figure 6.9**).

Vehicular Access, Parking and Servicing

Vehicular access to both sites included as part of this application will be provided via priority T-junction arrangements within Jubilee Park.

The required parking provision will be determined through reference to the adopted NCC Parking Standards (2015) for zone 4 locations.

Car parking provision will be provided based on the requirements set out above. Further detail will be provided at reserved matters, once the development masterplan has been agreed and finalised.

Parking will be typically allocated, provided on plot (surface or within garages) or within courtyards. Parking will be typically provided behind or between built forms. Where rear courtyard parking is provided, this will be conveniently located, accessible and overlooked by habitable rooms where possible. Visitor parking will be accommodated on street.

Pedestrian & Cycle Access

The access strategy and masterplan for the proposed development site prioritises pedestrians, cyclists and public transport users over private motor vehicle users. This is achieved through high-quality pedestrian and cycle infrastructure.

It is proposed to utilise the existing pedestrian infrastructure within and around the site, most of which has been recently improved as part of the Jubilee Park development, including the introduction of wide pedestrian footways on Jubilee Way. These footways will connect into the proposed development.

The proposed development will provide cycle parking in accordance with NCC's cycle parking standards. It should be noted that the guidance document does not set out requirements for residential houses, although spaces are likely to be provided within the curtilage of each property i.e. within garages where possible. More detailed information will be provided at the reserved matters stage.

Public Transport Connections

The development site is highly accessible by foot to local bus stops on Tregwylm Road and railway stations at Pye Corner and Rogerstone. As such, no public transport improvements are proposed as part of this application.

The accessibility of the site to public transport users and to the wide range of amenities available locally will reduce the need of residents to travel by private car to access everyday services and facilitate sustainable travel mode choices such as active travel (walking and cycling) or the use of public transport.

Internal Streets and Spaces

A legible, connected layout is proposed that will create an attractive walkable neighbourhood.

Manual for Streets principles are applied, aiming to reduce the impact of vehicles and giving a higher priority to the needs of pedestrians and cyclists, with direct, attractive, safe, well connected, permeable street networks.

The illustrative layout suggests the internal street network could comprise a range of street, lanes and courtyards.

The character and the identity of these route as spaces will vary in street width, surface materials and landscape planting.

It is envisaged the main street leading into Parcel LC2 will comprising a formal 5.5m highway with 2m footpaths along the edge of the carriageway and a 2m green verge.

Within the site, lower order routes, comprising Green Lanes, Mews Court and private drives will provide access to individual properties. These streets and spaces will adopt high quality manual for streets principles, defining a clear, logical and inclusive movement network within the site

The parcels will be designed to be a low speed environment, designed to encourage pedestrian and cycle activity and to prioritise social inclusion over the private car.

Parking is proposed on plot and within small courtyards, located as close to dwellings as possible to manage access and maximise surveillance.

Inclusive design principles

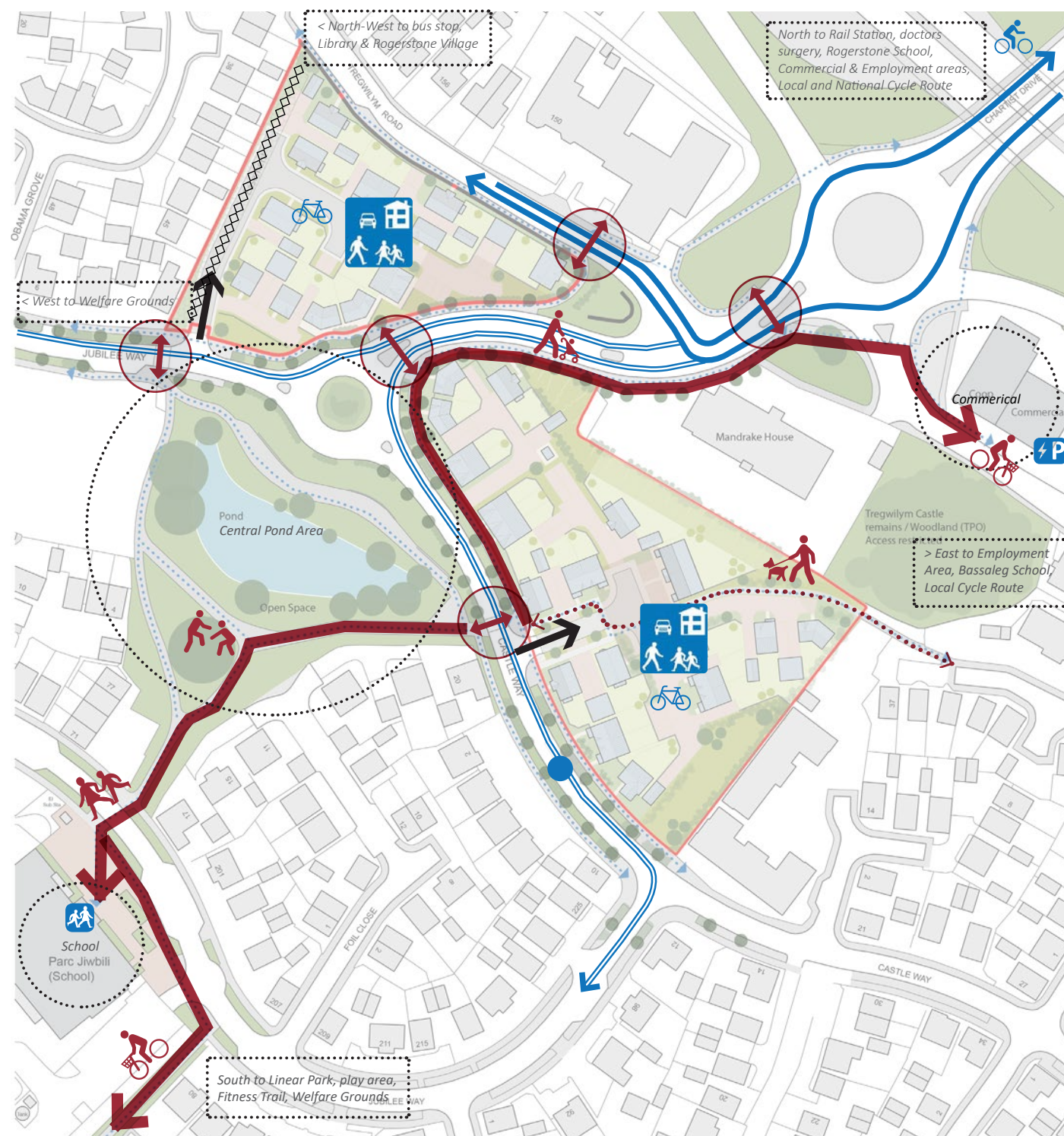
The following five principles, adopted by the Welsh Government and DCfW, have been considered to ensure an the proposals create a welcoming, inclusive and flexible environment.

1. Place people at the heart of the design process
2. Acknowledge diversity and difference
3. Offer choice where a single design solution cannot accommodate all users
4. Provide for flexibility in use
5. Provide buildings and environments that are convenient, enjoyable and safe to use for everyone

Level access will be provided with Lifetime homes standards achieved, safe direct inclusive routes provided within a legible walkable neighbourhood.

Safe, walk/cycle friendly connections to the surrounding community will offer coherence and provide flexibility.

FIGURE 6.9 ACCESS & MOVEMENT PLAN



Key

	Site boundary		Community Cross Link		Internal street network designed in accordance with Manual for Streets principles
	Bus route		Connection to local / national cycle routes		On site cycle storage
	Potential future bus route		Safe route to school		Electric car charging point within car park
	Potential future bus stop		Walking route to shops & services		Vehicular access
	Key pedestrian crossing point		Recreational routes		Existing foul easement safeguarded
	Footpath connection		Opportunities for informal play		
	Local destination				

6.9 Environmental Sustainability

TAN 12: Design (March 2016) identifies the following Environmental Sustainability objectives:

- *Achieving efficient use and protection of natural resources*
- *Enhancing biodiversity*
- *Designing for change*

The proposed site design principles and solutions for further consideration at detailed design stage are outlined as follows:

Landscape Strategy

The landscape strategy for the wider Jubilee Park established the requirements for the creation of a network of streets and open spaces, which will connect with a Linear Park that follows the river corridor.

As described within the Site Wide Masterplan, street hierarchy will be reinforced by landscape treatment. The Central Loop Road (Primary Residential Streets- Jubilee Way and Castle Way) and Secondary Streets will be formally lined with street trees set within green verges. The Tertiary Streets will be more informal, with incident planting.

Strong east-west 'green links' will provide a safe and attractive landscape corridor, facilitating walking and cycling routes between the housing areas, the park, the school and the community facilities area.

The new development will work with the site and its landscape context and seamlessly connect with the wider multifunctional network of green infrastructure and open spaces.

A complementary blend of soft and hard soft landscape treatments will help to unify the neighbourhood and provide consistency in quality.

Key elements are draw out below and illustrated in **Figures 6.10 and 6.13**).

- The existing focal spaces and street planting that form part of the gateway arrival experience will be strengthened by further frontage planting.

- Varied boundary treatments will be introduced to front and side gardens, using hard and soft landscaping, such as hedgerows, estate railings and walls to add visual interest; provide continuity, and the enclosure of streets and spaces.
- Frontages may incorporate rain gardens, tree planting and planting, softening the street-scene, providing amenity for residents and managing surface water.
- The development will connect to the network of green streets and spaces, strengthening the Cross Link between the Trewgwilym Castle and Central Pond.
- The masterplan identifies the opportunity to incorporate dual use amenity/attenuation area of public open space. These spaces could incorporate playful landscape and SuDs features, marginal planting and tree planting. Structural landscaping and the spacing of buildings will help enclose the space and create an attractive place for residents.
- Within the parcels, further opportunities for rain gardens, tree planing, shrubs and hedgerows will soften in the internal environment and provide space for people and nature.
- A management and maintenance strategy will be developed ensuring the attractiveness of the site is maintained.
- Plants selected for use within public open spaces will be generally native species, locally sourced and appropriate to their location and function.
- Street trees will range in size and be a mix of native and non-native trees.
- Hedgerows will be included within the scheme wherever possible and appropriate, providing enhanced connections within and across the site. Hedgerows will be maintained at a low level to aid security and will be of single native species, such as Beech, where formality is desired or mixed native species where a more natural effect is desirable.

Biodiversity and local environment

The development will create opportunities for species to inhabit the area, maintain and improve habitat connectivity, integrate with open spaces and deliver biodiversity enhancement over the long term.

Ecological mitigation and biodiversity enhancement measures will be incorporated into the emerging design proposals for further consideration at detailed design stage.

Management and after-care will be considered during the detailed design stage.

Energy and resource efficiency

The development should seek to minimise the energy demand and carbon emissions.

The use of sustainable materials should be encouraged.

Sustainable materials should have a low environmental impact, support reduced energy inputs, by sustainably sourced, such as the uses of locally reclaimed and recycled materials.

The development will incorporate a sustainable approach to water supply, demand management and drainage.

Sustainable urban drainage solutions will be incorporated, effectively managing water and maximising benefits for biodiversity.

Attenuation areas and/or Swales will be utilised in the area of public open space to convey flow.

Rain gardens will be provided within the street network/ frontages to attenuate flows at source and provide a treatment function.

Permeable paving will be utilised in areas, providing storage for runoff, pollutant removal and improving water quality.

MAXIMISE OPPORTUNITIES TO INCORPORATE BENEFITS FOR LANDSCAPE AND BIODIVERSITY



FIGURE 6.10 INDICATIVE HARD & SOFT LANDSCAPE STRATEGY (EXTRACTS FROM WITH SITE WIDE MASTERPLAN)

Landscape / Planting Proposals

The following species mix has been identified to guide the development of future landscape schemes across each of the Landscape Character Areas. Together they will help deliver a diverse, complementary landscape rich setting to the development.

Tregwilym Road Junction/Site Gateway

Trees:

- Quercus robur
- Quercus palustris
- Tilia cordata 'Greenspire'

Ornamental shrubs & Groundcovers

- Lavandula angustifolia
- Hebe 'White Gem'
- Sambucus nigra
- Viburnum davidii
- Lonicera pileata
- Cornus sanguineum
- Ruscus aculeatus

Native Mixed Hedgerow

- Ilex aquifolium
- Acer campestre
- Prunus spinosa
- Crataegus monogyna
- Corylus avellana

Grass

- British Seed Houses Mix A3 Landscape and Embankments

All Residential Streets

Trees

- Tilia cordata 'Greenspire' *
- Acer campestre 'Elrisjk' *
- Sorbus aucuparia 'Sheerwater' *
- Quercus palustris *
- Pyrus calleryana Chanticleer *
- Acer campestre 'William Caldwell'
- Amelanchier lamarckii 'Robin Hill'
- Malus trilobata
- Prunus 'Sunset Boulevard'

*Note: Larger tree specimens with a clear 2.0m stem (indicated above with an asterix *) will be located along the Central Loop Road to help 'green' the street and create an 'avenue' character.*

Shrubs

- Lavandula angustifolia
- Hebe 'White Gem'
- Ruscus aculeatus
- Laurus nobilis
- Lonicera pileata

Grass

- British Seed Houses Mix A19 All Purpose Landscaping



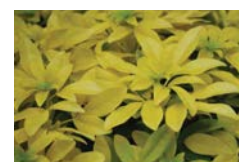
Wildflower meadow grass



Skimmia japonica



Ceanothus burkwoodii



Choisya ternata 'Sundance'



Lavandula angustifolia



Wildflower meadow grass



Ruscus aculeatus



Ceanothus burkwoodii



Acer campestre
'Elrisjk'



Pyrus calleryana Chanticleer



Liquidambar styraciflua



Tilia cordata 'Greenspire'



Quercus palustris



Betula pendula



Sorbus aucuparia
'Sheerwater'



Prunus '
Sunset Boulevard'



Amelanchier
lamarckii
'Robin Hill'



Acer campestre
'William Caldwell'



Malus trilobata



Salix alba



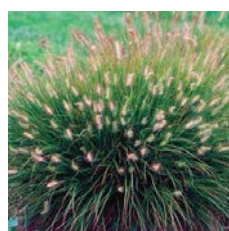
Lonicera pileata



Stipa tenuissima



Viburnum opulus



Penisetum alopecuroides



Anemanthele lessoniana



Cornus sanguinea

6.10 Drainage Strategy

Foul Drainage

The number of houses built to date on Jubilee Park (even incorporating the quantum of development proposed) will be considerably less than the 1,200 permitted at outline stage and therefore it is considered that there is sufficient capacity in the drainage network formed and S104 agreement for flows generated from the proposed development.

Surface Water Drainage

Since the Jubilee Park site was developed, Schedule 3 of the Flood and Water Management Act has come into effect in Wales, requiring the proposed surface water drainage design to achieve SAB approval. It requires that surface water drainage systems are designed accordance with the Welsh Government's 'Statutory Standards for Sustainable Drainage Systems'. There is a requirement for drainage systems for a specific site to be selected based on a hierarchy and for consideration of matters relating to biodiversity, maintenance, and amenity.

Due to the application site's location and reflecting the constraints that the site is subject to, neither the collection of surface water for re-use, infiltration into the ground, or direct discharge into a water body is possible (all of which are positioned higher in the drainage hierarchy). Instead, the proposal is to make use of the existing surface water drainage network within Jubilee Park which has been constructed within the highways adjacent to plots LC1 and LC2 and outfalls to the Ebbw River.

Within the site itself, it is envisaged that raise planters, bioretention features / raingardens, a dry retention pond, and permeable paving will be incorporated into scheme design at reserved matters stage. A combination of these features will have a positive impact on biodiversity and contribute to placemaking objectives.

Combined Landscape and Drainage Strategy

A high landscape and drainage concept is indicatively illustrated in **Figure 6.13**. Ponds, rain gardens and storage cells are shown indicatively at this stage. Details, locations and areas will be subject to design development and will be confirmed at detailed design stage.

FIGURE 6.11 FOUL DRAINAGE STRATEGY



FIGURE 6.12 SURFACE WATER STRATEGY



Legend

- Existing Foul Drainage
- Existing Storm Drainage
- Drainage Easement
- Proposed Drainage Collection Pipe

Notes

1. This drawing was prepared at concept design stage as part of the outline planning application. The details will be subject to design development during subsequent design stages.

Legend

- Existing Foul Drainage
- Existing Storm Drainage
- Drainage Easement
- Proposed Drainage Collection Pipe
- Proposed Permeable Paving and Storage Cell
- Proposed Bioretention Device/Rain Garden
- Proposed Attenuation Pond















Notes

1. This drawing was prepared at concept design stage as part of the outline planning application. The details will be subject to design development during subsequent design stages.
2. Ponds, rain gardens and storage cells shown indicatively, location and area to be confirmed at detailed design stage.

FIGURE 6.13 COMBINED LANDSCAPE AND SURFACE WATER CONCEPT PLAN

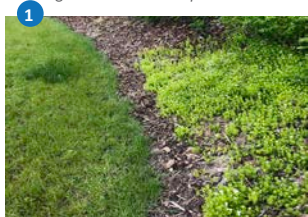


Key

-  Site boundary.
-  Existing foul drainage.
-  Existing Storm Drainage.
-  Drainage Easement.
-  Proposed drainage collection pipe.
-  Proposed permeable paving & storage cells within parking areas, offering attractive variations within streetscene.
-  Proposed Bio-retention device / rain gardens receiving surface water; providing wildlife connectivity within the site; softening and animating the street scene.
-  Proposed multifunctional open space / attenuation area. Seasonal attenuation area provides opportunity for shallow water and wetland habitat within the development site, attractively landscaped with native planting to provide biodiversity benefits.
-  Soft landscape planting to landscape embankment to provide an attractive landscape setting, provide enhancement to wildlife habitat and connectivity, control access and provide privacy for residents.
-  Existing street trees within landscape verge contributing to the open space and biodiversity.
-  Indicative proposed street tree planting reinforcing the change in street hierarchy.
-  Private amenity space, providing opportunity for growing vegetables and cultivating fruit. Opportunity to integrate small fruit trees providing biodiversity and colour.
-  Attractive street planting to street encouraging walking, being outside and close to nature.
-  Soft landscape area around former Tregwilym Castle area with potential for continuation of low wall / footpath detail.

ILLUSTRATIVE PHOTOGRAPHS

Native/Semi native planting, herbs, grasses, ferns attractively adding to the landscape character



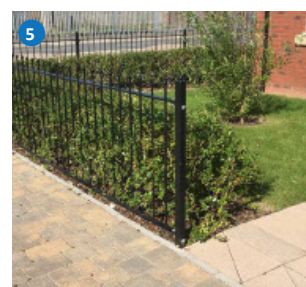
Proposed wild flower grassland, marginal planting creating habitat diversity and providing seasonal interest



Specimen ornamental planting providing visual interest



Evergreen hedge/planting/estate railings enclosing private gardens



Rain gardens through the site, managing surface water and enlivening the street.



6.11 Community Safety

TAN 12: Design (March 2016) identifies the following Community Safety objectives:

- *Ensuring attractive, safe public spaces*
- *Security through natural surveillance*

By promoting:

- *High quality in the public realm*
- *Routes which are fit for purpose and will provide opportunities for safe physical activity and*
- *Recreation to meet the needs of all members of society*
- *A sense of ownership and responsibility for every part of the development.*

Connected Streets and Spaces

A connected network of streets and spaces is proposed, incorporating clear, direct routes which are desirable and more likely to be used. This approach will contribute to increasing personal safety and security of property, by encouraging pedestrian activity which helps to provide natural surveillance and a degree of self-policing.

The development is well connected to adjacent areas increase the opportunity and choice of users to socially interact, which assists in the development of neighbourhood identity and affinity.

High Quality Boundary Treatments

Buildings will be arranged to create a clear distinction between areas that are public and private. Within the inner mews areas dual aspect properties and careful detailing of the public realm and edges will help to clearly delineate between private and public space gives.

Boundary Treatments

The proposed green infrastructure strategy will present people the opportunity to personalise spaces that they control whilst projecting an image of a well-kept and loved environment.

Treatment of enclosures must convey a positive image through quality of materials and design yet providing adequate security.

The design of the proposed layout will reduce the opportunity for crime and other anti-social behaviour by maintaining surveillance of the scheme and incorporating secure gates, fences and enclosures. Hostile and defensive security measures are avoided.

Carefully considered landscape planting is proposed to make attractive streets that encourage social activity yet also deter access, where appropriate, in order to minimise the opportunity for unobserved crimes.

Lighting

In most cases lighting helps people feel more secure and reduces the fear of crime. It also increases chances of detection. Good lighting design plays an important part in creating a more comfortable and attractive environment that reduces the fear of crime. Adequate street lighting will be provided in accordance with the Local Authority Highway standards.

Management and Maintenance

Peoples' perceptions are affected by the appearance of places. A well maintained urban environment is essential in sustaining confidence and helping to control vandalism, crime and fear of crime.

Public areas such as streets and open spaces need to be sustainable and at time high maintenance design is not appropriate.

High quality materials are proposed to help create an enduring environment, requiring less maintenance where people are more inclined to take pride in their surroundings.

7. SUMMARY

This DAS summaries how the development of the remaining vacant parcels of land at Jubilee Park is following a design led process.

The ongoing design approach embraces the concept of Placemaking introduced in PPW10 and Tan 12; and meets the requirements of the Well Being of Future Generations Act 2015 (the Act).

The proposed development is highly accessible by sustainable modes of transport including walking, cycling, bus and rail which provide future residents with a genuine alternative to the private car.

The development is proposed in a sustainable location, with several facilities and amenities located close by. This will encourage journeys to be made by active travel modes, contributing towards a more vibrant, cohesive and healthier Wales.

The design of the development will incorporate a mix of soft and hard landscape that connects to the wider green infrastructure network. The site will sustainably manage water; promote biodiversity and encouraging healthy lifestyles.

In light of the above, we consider that residential development of these parcels, whilst a departure from the outline application, is justified and consistent with the broad parameters established at the outline stage.

JUBILEE PARK, ROGERSTONE



