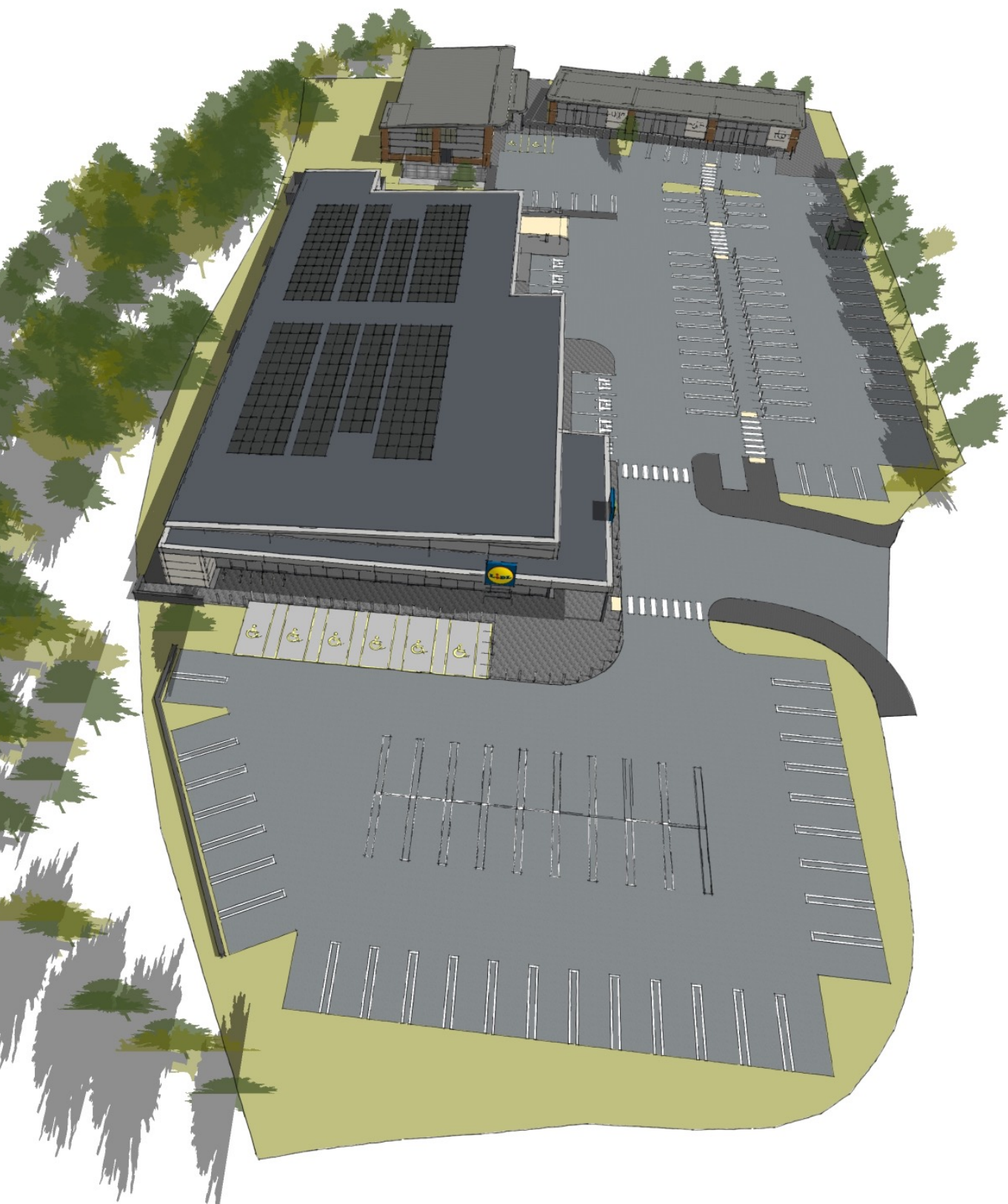


DESIGN COMPLIANCE STATEMENT

DESIGN COMPLIANCE STATEMENT FOR A RESERVED MATTERS APPLICATION
FOR A SITE IN GLAN LLYN, NEWPORT
JULY 2024





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(1) INTRODUCTION

PURPOSE OF STATEMENT

The following document has been produced by HTC Architects on behalf of Lidl GB, to support a reserved matters application for a mixed-use development. The document should be read in conjunction with the suit of architectural drawings and supporting documents.

The proposal has developed and evolved from the initial planning permission (reference 06/0471) granted on the 1st April 2010. This has been done to address specific requirements set out by occupiers. As stated, the masterplan is a flexible document and this development now being fully established has understood the initial principles and improved upon them to create a well-integrated developed design.

To demonstrate this the document will achieve this within the following sections:

Assessment – considers the proposal in context to the wider area

Design Proposals – Developed design for the full site with details on individual proposals

Summary



Google earth image with black and white overlay



(2) ASSESSMENT

(2.1) SITE CONTEXT - HISTORY AND LOCATION

The application site is situated off Queensway A4810 with links towards Newport to the west and the M4 to the North and East. The site was part of the former Llanwern steelworks which closed in 2001, the steelworks site stretches over 600 Acres in which has been under redevelopment since gaining planning approval for phase 1 in 2010. Within the developed masterplan, the Application site sits West of phase 1 and East of phase 3A, in which is labelled below as the local centre.

In locality terms the site is situated within a cluster of residential developments which span West (phase 1), and East (phase 3a). Directly North of the site is Western Park, a newly developed park (Constructed as part of Phase 1 of the overall masterplan) that links with the newly formed 'Blueway' creating a natural corridor from North to South of Glan Llyn which outlines the immediate Western boundary of the application site. The 'Blueway' consists of strategic soft and hard landscaping that includes footpaths/ cycleways these then encourage a more sustainable method of transport, especially around the local area.

As well as a great cycle connection, the application site is benefits from a very well-established pedestrian relationship, with large walkways and suitable crossing points from King Wall Drive, Queensway and Bessemer Drive. This in turn enables the site to create a strong local connection with enabling multiple forms of accessibility to and from the site.

The drawing below demonstrates the phased development of Glan Llyn with emphasis on the application site location.



Drawing from the ST.Modwen website (www.glanllyn-newport.co.uk/vision/)

(2) ASSESSMENT

(2.2) OPPORTUNITIES AND CONSTRAINTS

The site has been evaluated for its opportunities and constraints; and how these have stemmed from the overall masterplan these are as below:

Opportunities

Site is surrounded by residential development along the west, north and east sides. The site presents an opportunity for an organic development which compliments the needs and requirements of sustaining a large residential development.

(ORANGE HATCH)

Numerous opportunities to improve and expand pedestrian and cycle connections throughout the surrounding sites.

(PINK DOTTED LINES)

Provide a landmark/ way point, to improve orientation and movement for local and visiting personal.

Expand and compliment on the existing uses including the Public House, in which creating a Hub of social activity.

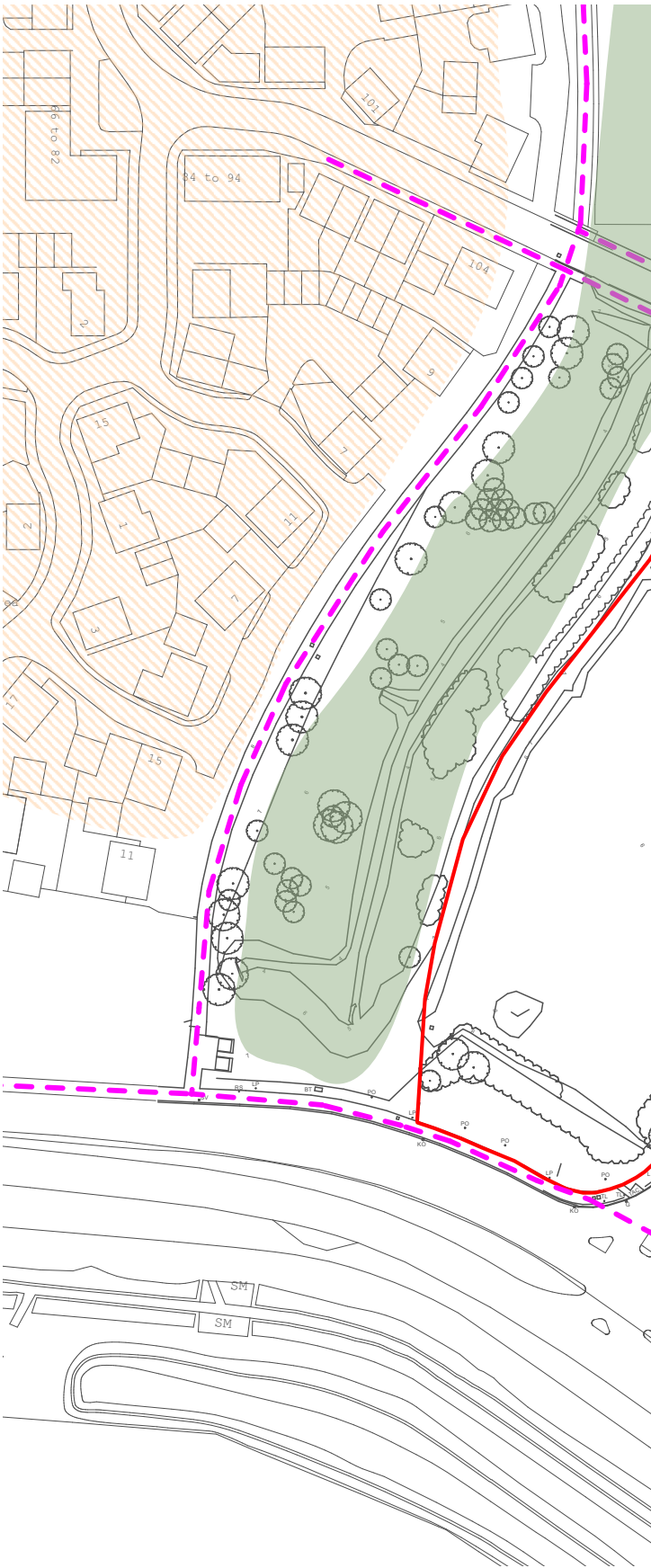
(ORANGE CIRCLES)

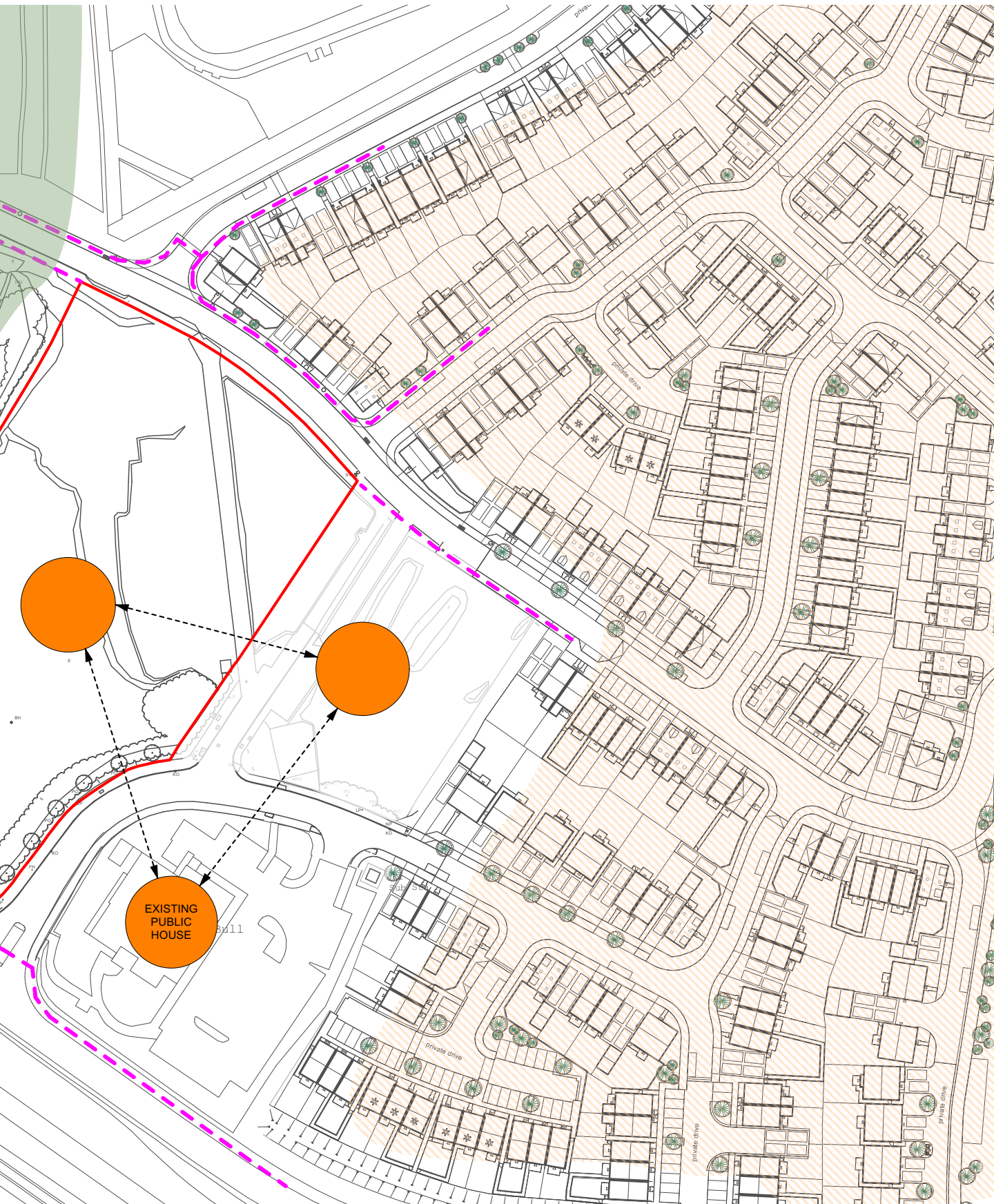
Constraints

The site has little to no natural constraints with exception to the 'blueway' green corridor running along the western boundary of the site. In which the proposal is to not impact in a visual overshadowing of the area also to avoid any form of negative impact from a biodiversity standpoint.

(GREEN FILL)

Development must be established in a sensitive manner in design form to ensure an acceptable relationship between the retail development and the other non-residential developments along Kings Well Drive. Appropriate physical and visual connections to be provided and celebrated.





(3) DESIGN PROPOSAL - SITE

(3.1) DESIGN PRINCIPLES

The following design principles are a direct result of the (2) assessment of the site as well as principles set out by the Sub-area Masterplan document submitted in 2019.

- + Buildings primary outlook to have active frontages along street scenes and pedestrian zones
- + Great range of high quality, mixed uses with active ground floor uses
- + Create a strong pedestrian linkages and establish pedestrian only zones
- + Strategic links with the wider Glan Llyn vehicle, pedestrian and cycle networks
- + Complimentary materiality to local vernacular and integration of new materials
- + Suitable delivery and servicing routes which don't impede on pedestrian movement.
- + Adequate car parking and cycle parking provisions.
- + integration of hard and soft landscaping creating a positive relationship between building masses and the public realm
- + Adequate buffering zones between proposal and neighbouring sites.
- + Developed and thorough landscape proposal with complimentary connections to existing green infrastructure

These principles set out a strong narrative and design philosophy that when applied to the design creates a well thought out, sympathetic and much needed addition to Glan Llyn.



(3) DESIGN PROPOSAL - SITE

(3.2) DESIGN DEVELOPMENT

The design of the proposal has developed following the approved indicative masterplan as established in 2019. The drawings below demonstrate the key differences between the existing and proposed site plan.

+ Massing sizes altered to users requirements

+ Removal of the drive thru unit opening the the south section of the site. Improving retail outlook towards Queens way

+ Improved pedestrian movement through the site

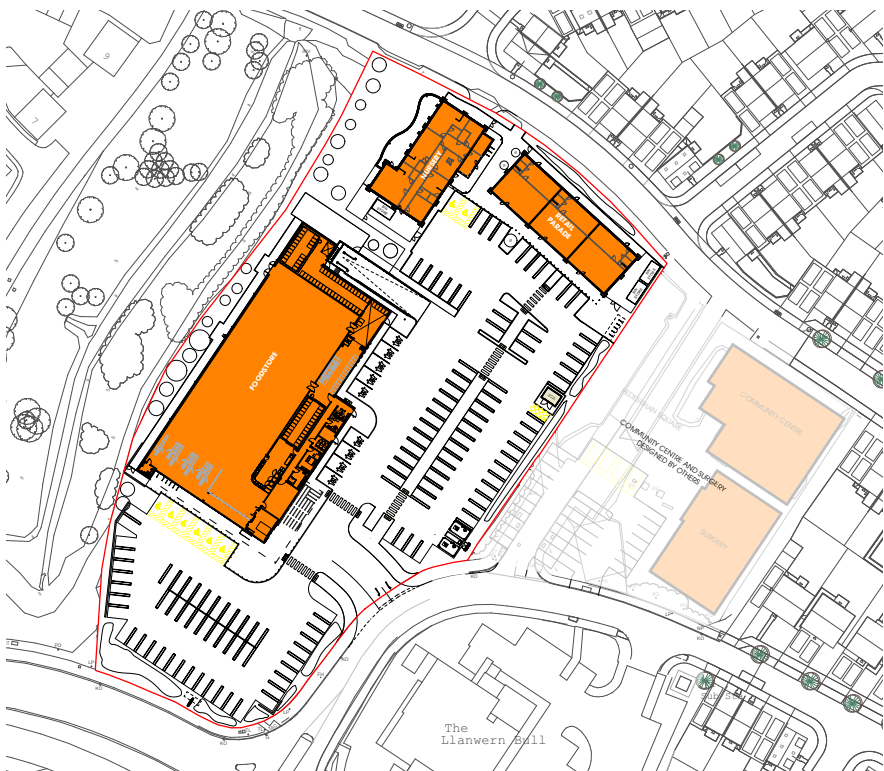
+ Pedestrian connection from Kings Wall Drive through to Bessemer Drive

+ Larger Nursery garden and better safeguarding design

+ Improved vehicle movement throughout the site, including increase in car park spaces and road widths



APPROVED INDICATIVE MASTERPLAN



PROPOSED MASTERPLAN

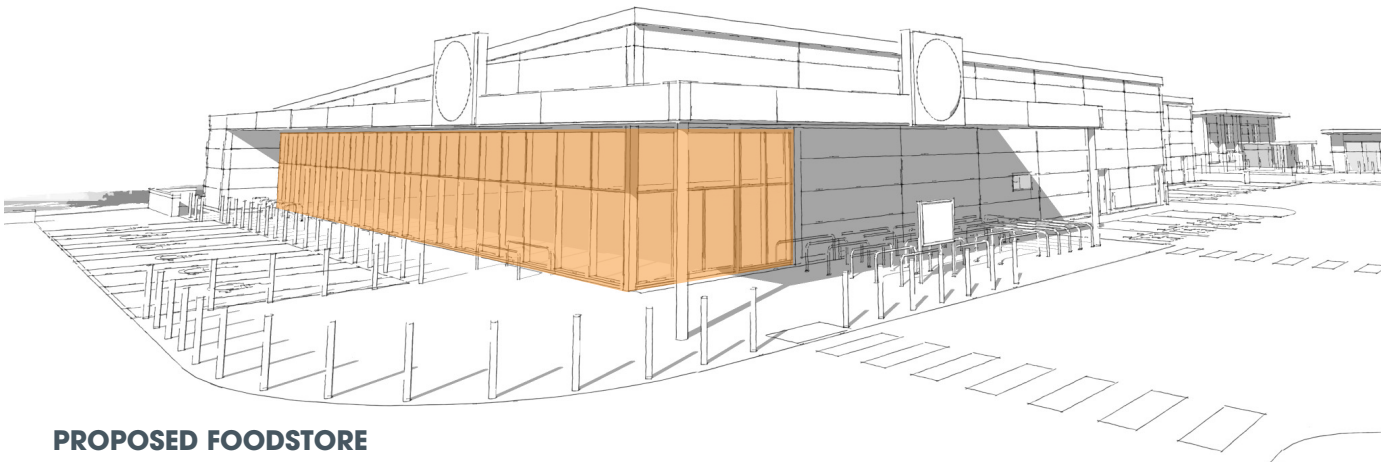
(3) DESIGN PROPOSAL - SITE

(3.3) FRONTAGES

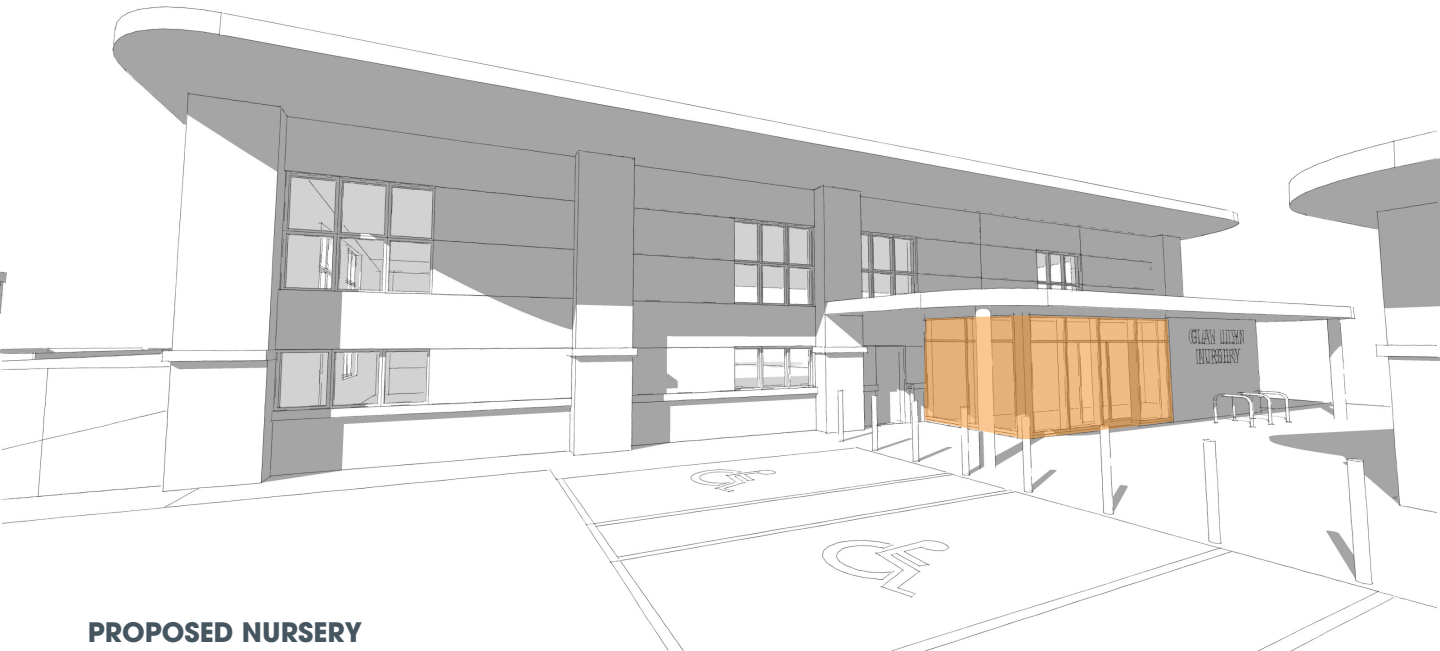
The buildings frontages have been designed to have a large expanse of glazing which faces onto publicly accessible highways and pedestrian circulation areas giving the ideology of active frontages. Active frontages provide informal surveillance from customers/users and staff, which improves the vitality and safety of the area.

Each frontage creates a clear narrative/ direction and guides the customer/user towards the buildings entrance. The entrance and frontage to each proposed building is covered large canopy creating shelter from rain and shading from the summer sun.

The uses of buildings on the application site comply with the original masterplan with the removal of the coffee/ Restaurant, this has been removed to reduce the overcrowding of masses/buildings on the site.



PROPOSED FOODSTORE
GLAZED ENTRANCE



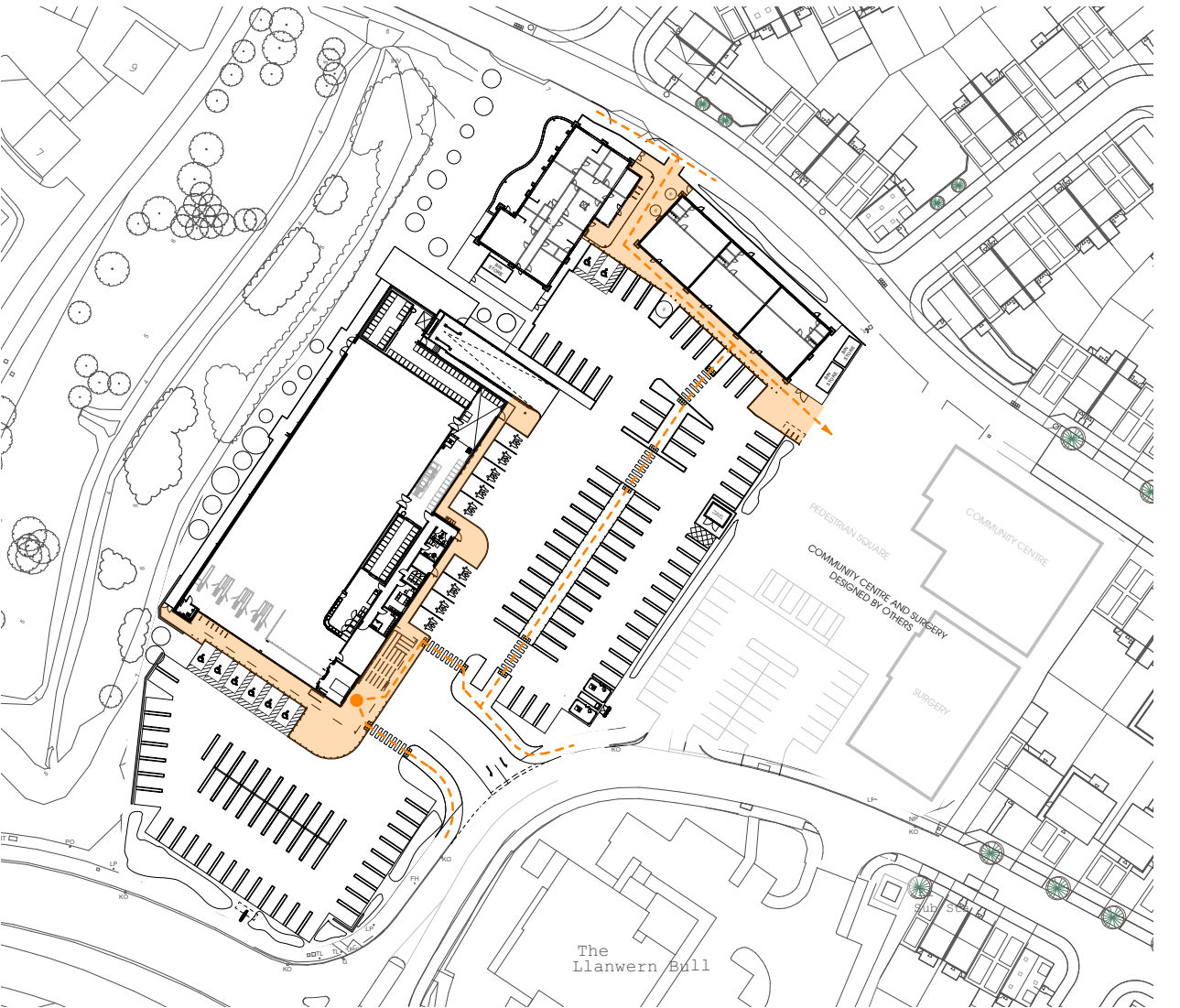
PROPOSED NURSERY
GLAZED ENTRANCE

(3) DESIGN PROPOSAL - SITE

(3.4) HIGHWAYS CONNECTIONS - PEDESTRAIN

Glan Llyn has a large network of pedestrian connections, the proposal demonstrates a sensitive integration within this network. There is a clear pedestrian passage through the application site from the Northern road of Bessemer Drive into a pedestrian only area in front of the retail parade and Nursery this connects through the car park adjoining the pavement network along Kings wall drive. This movement through the car park also ties in with the pedestrian only area in front of the proposed Lidl providing a protected walkway with bollards along the boundary and tactile paving at crossing points and dedicated zebra crossings.

The proposal links with the adjoining public space in front of the community centre (subject to design by others)



PROPOSED MASTERPLAN - PEDESTRIAN

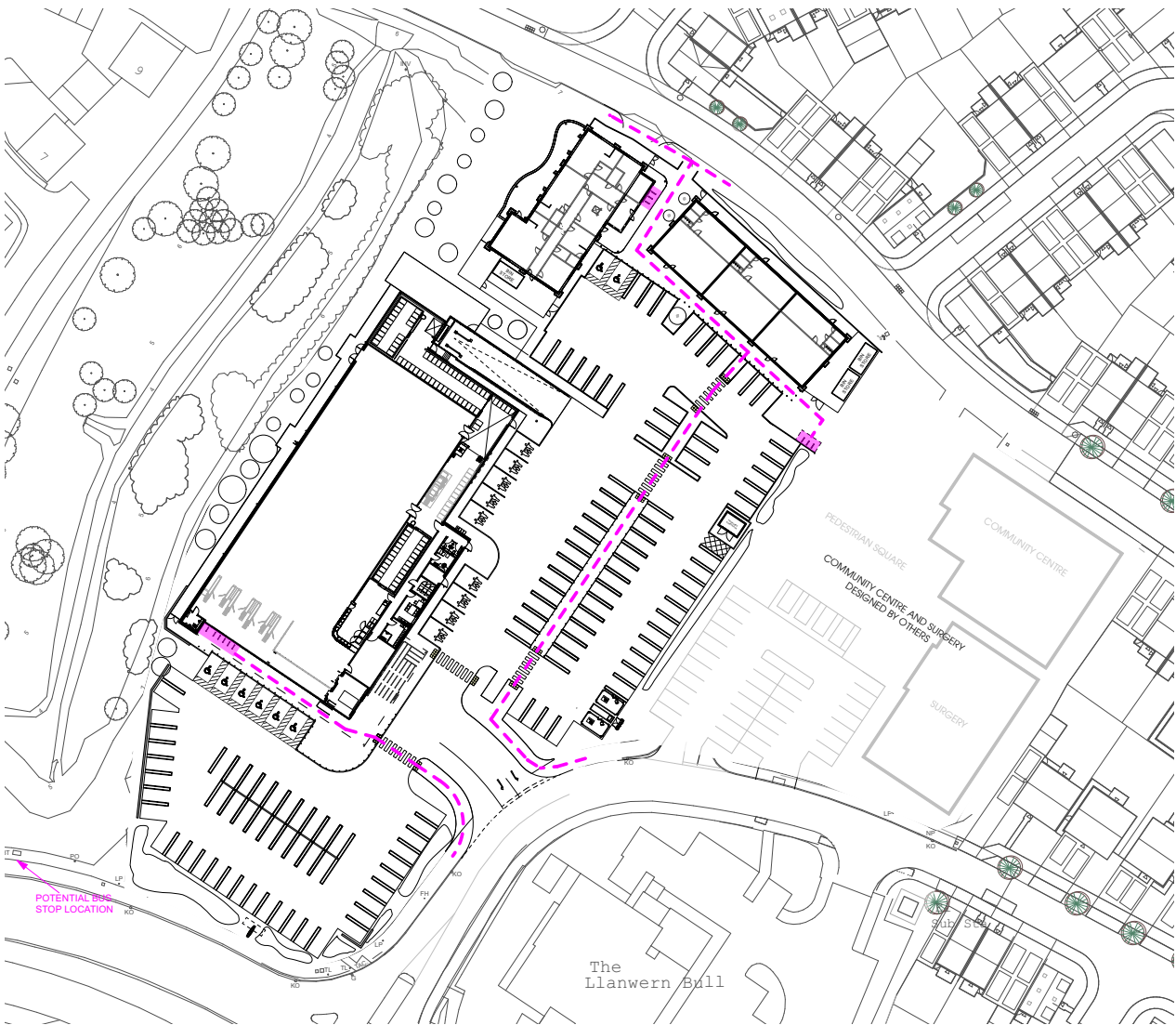
- PEDESTRIAN ONLY AREA
- PEDESTRIAN ROUTE

(3) DESIGN PROPOSAL - SITE

(3.5) HIGHWAYS CONNECTIONS - CYCLES/ PUBLIC TRANSPORT

Similar to the pedestrian network, Glan Llyn has a large cycle network, encouraging a more sustainable method of transport around the local area. The proposed site plan offers wider footpaths for cycle movement as well as cycle parking in front of each proposed building. The cycle parking forms part of the active frontage thus offering a secure place for cycle parking with informal surveillance from customers/users as this is situated in well lit areas, which are close to glazed frontages. (Cyclists to dismount in pedestrian only areas)

The proposed bus stop as per the masterplan is positioned southwest of the site (Along Queens Way), in which the stop can be accessed via a pedestrian route through the site and onto Kings wall Drive and Queens way



PROPOSED MASTERPLAN - CYCLES



CYCLE PARKING



CYCLE ROUTE (CYCLISTS TO DISMOUNT IN PEDESTRIAN ONLY AREAS)

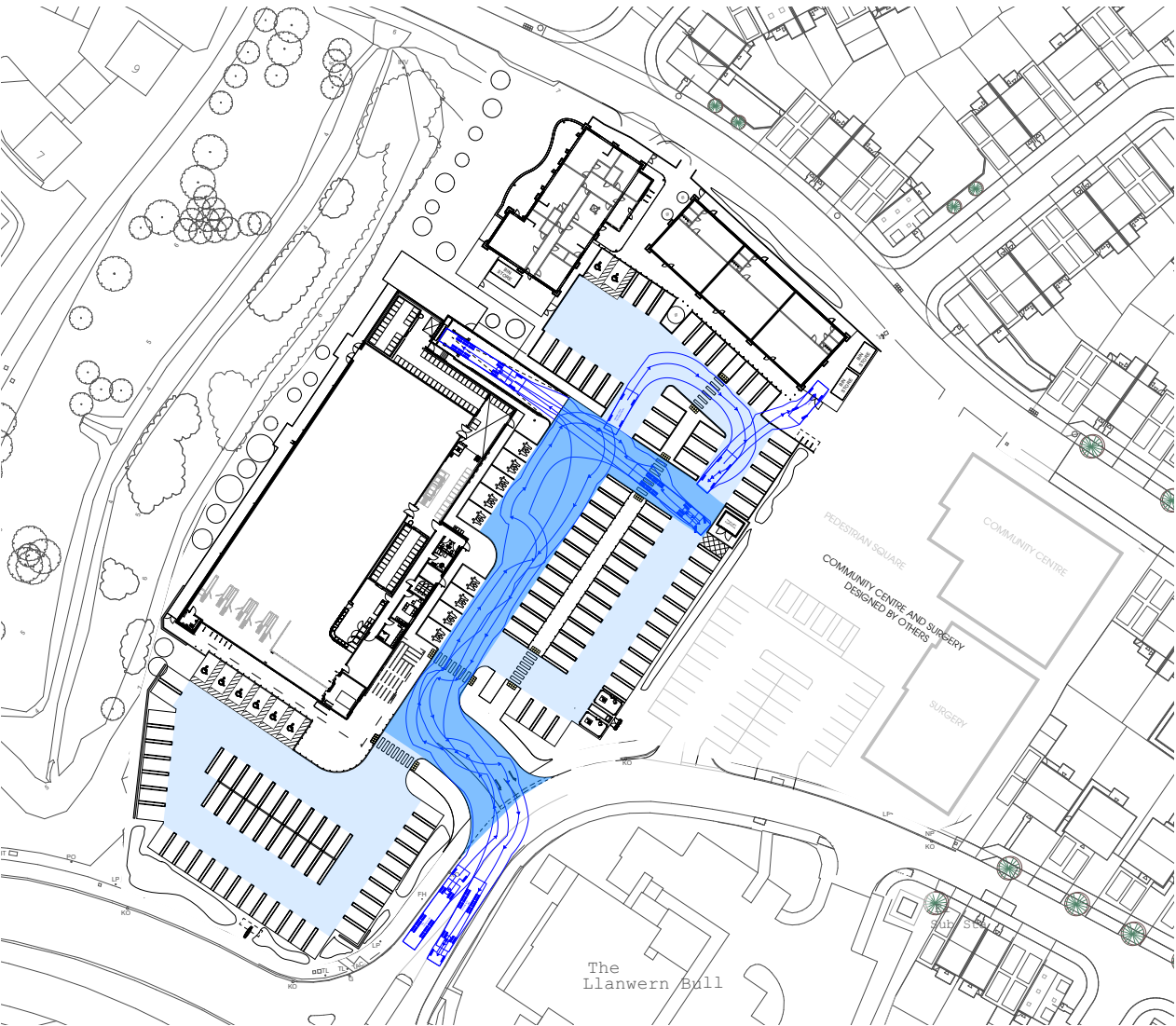
(3) DESIGN PROPOSAL - SITE

(3.6) HIGHWAYS CONNECTIONS - VEHICLE ROAD NETWORK

Vehicle Movement has been carefully designed to optimise the layout of the site, whilst offering adequate car parking numbers for each use.

Vehicle site entrance is off Kings Wall Drive and is 10.5m wide with a dedicated exit left and right turn exit. The road widths are larger than local authority standards thus allowing a more comfortable driving and manoeuvring experience.

Also, consideration has gone into reducing dead-ends, reducing the need for vehicles to do further manoeuvres to exit/turn around, the only dead end being in the northern section of the site, the road width in this area is increased to 11.5m to combat this dead end.



PROPOSED MASTERPLAN - ROADS

- HGV ROAD (7.5m WIDTH)
- STANDARD ROAD (6.5m WIDTH)
- VEHICLE TRACKING (HGV & REFUSE)

(3) DESIGN PROPOSAL - SITE

(3.7) HIGHWAYS CONNECTIONS - VEHICLE PARKING

Vehicle parking is configured to provide larger then the local Authority standard car park spaces. The proposed standard space 2.7m wide and 5.2m in length, this is demarked with a double white line, giving the vehicle better precision and adequate space for exiting and entering the vehicle.

The proposal provides 138 car park spaces, with dedicated 8 accessible, 9 parent and child, and 2 rapid EVC spaces, with potential for expansion of EVC within the future.



PROPOSED MASTERPLAN - PARKING

- STANDARD CAR PARK SPACES (2.7m x 5.2m*)
 - ACCESSIBLE CAR PARK SPACES (3.6m x 6m)
 - PARENT AND CHILD CAR PARK SPACES (3.6m x 5.2m)
 - EVC SPACES (2.7m x 4.7m)
- (* SPACES FACING LANDSCAPING REDUCED TO 4.7m)

(3) DESIGN PROPOSAL - SITE

(3.8) LANDSCAPE PRINCIPLES

The proposals requires adequate and sensitive approach to landscaping which will serve as a way of integration within the existing green infrastructure.

Vegetation will complement each aspect of the site, including formal entrances, boundary planting for screening purposes and softening edges blurring the Blueways boundaries and the proposed site.

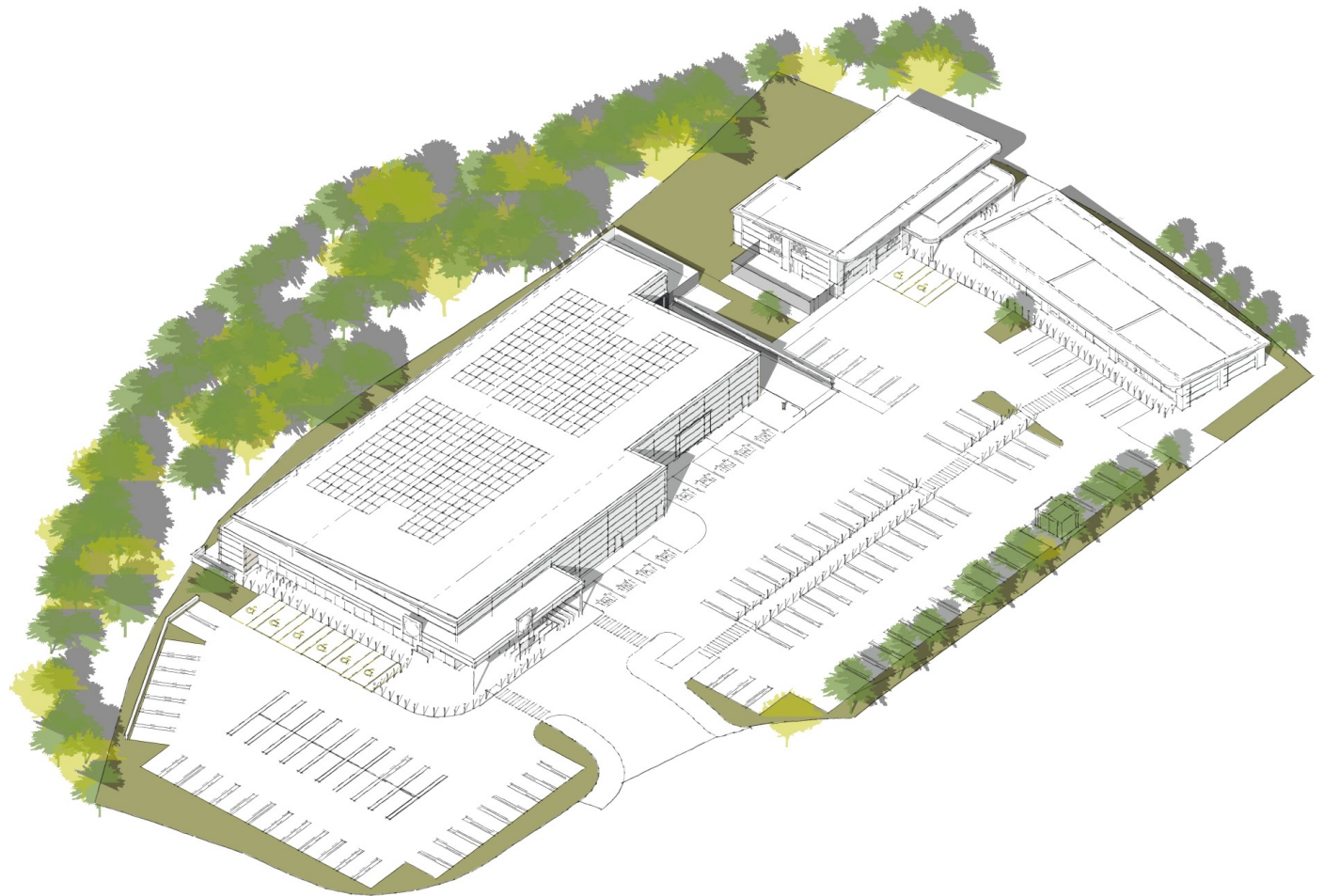
The following principles are expanded on from the overall design principles that have been set and the approved masterplan principles.

+ Formal urban frontage with low ornamental hedgerows to screen parking but allowing visibility into the site

+ Native shrub and tree belt along the residential and Blueway boundary's creating a harmonious connection with existing vegetation along the Blueway

+ Buffer planting along the east and western boundaries

+ Planting within the pedestrian only areas, breaking up hard landscape areas softening edges.



(4) DESIGN PROPOSAL - BUILDINGS

(4.1) FORM & SPACE

The building forms are derived from a simple rectangular footprint which have been altered to the user's requirements. In addition, the massing of the forms have been manipulated creating varying depths and extrusions along the elevations for added visual interest and architectural merit.

The spaces created within the footprints have been carefully designed to include adequate provisions and amenities for the current use/users as well as designing in the potential of flexible futuristic expansion/ alteration.

Lidl Foodstore

Standard specification set out by Lidl, is designed with optimisation and efficiency at the forefront of the design, this is shown through the carefully designed internal layout by maximising the spaces needed to run a foodstore efficiently and effectively.

Nursery

The main design driver for the Nursery is safeguarding ensuring safety for the children/users. This has been achieved by having staff areas being positioned along the public/ pedestrian areas, with classrooms facing the private rear garden. The Classrooms have all the amenities required for hands-on and independent play, with the key aspect being safety.

Retail Parade

Retail parades design is formed with future users flexibility in mind. The square sales area and storage room/BOH maximises flexibility of the space enabling any users to customise to meet their own requirements/ needs.



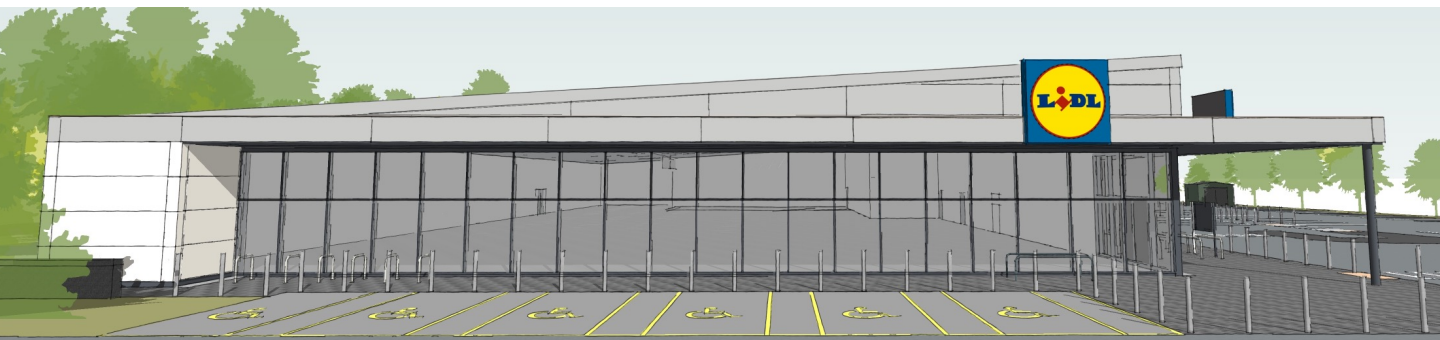
(4) DESIGN PROPOSAL - BUILDINGS

(4.2) MATERIALS

Materiality has a huge impact on design, the proposal has been designed in a way to create complimentary combination of modern and locally harmonising materials. The main material used throughout the design is metal cladding panels in a horizontal formation, this is to add a modern material to the local palette whilst the horizontal panels give a visual reduction in overall height of the building. Whilst being a modern material the metal cladding creates a homage to the history of the site with it being the former steelworks. The metal cladding panels are in both white and grey creating a neutral tone which compliments the additional materials and surrounding hard and soft landscaping.

As mentioned within the Masterplan design document, emphasis has been made to corners and the design of both the Nursery and Retail parade has utilised a traditional material of **red brickwork** which complements the local residential architectural vernacular. This corner detailing of the brickwork is also used in rhythmic notion along the elevations which help break up the massing, by adding variation in depth and materiality.

Each building has a unique and expressed entrance, these have been designed to subconsciously direct the user using large expansions of glazing and canopies, which ties in with the active frontage. The change of hardscaping in front of each building demonstrates the pedestrian route to each entrance, whilst trees and soft landscaping along the Nursery and Retail parade offer a visual break.



SUMMARY

The proposed design is a well throughout and developed proposal which possess and develops key elements set out by the initial masterplan. The proposal achieves a way of facilitating primary service needs of residents in which are encouraged to utilise more sustainable means of transportation. The site sets out a high level of quality and vitality that the local area requires in which the proposed development achieves greatly.





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