

PLANNING STATEMENT

Phase 2 (Block A), The Crescent, Corporation Road

ON BEHALF OF TAI HEDYN LTD

November 2025



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1 Introduction

- 1.1 This Planning Statement accompanies a full planning application, submitted on behalf of Tai Hedyn Ltd (hereafter Hedyn) (previously Newport City Homes) for Phase 2, Block A at The Crescent comprising of 14 residential units with access arrangements, parking and associated works at the former Transport Yard, Corporation Road, Newport.
- 1.2 The application comprises a series of drawings and suite of technical information to demonstrate the suitability of developing the site for housing. The full list of plans and reports is noted below.

DOCUMENT	PREPARED BY	REFERENCE / DATE
Planning application forms	LRM Planning	
Covering Letter	LRM Planning	November 2025
Site Location Plan	Hammonds Architects	-
Planning Statement	LRM Planning	November 2025
PAC Report	LRM Planning	November 2025
Design and Access Statement	Hammond Architects	August 2025
Tree Letter	Arboricultural Technician Services	August 2025
Ecology Summary Note	Soltys Brewster Ecology	July 2025
Flood Risk Assessment	JBA Consulting	November 2025
Noise Assessment Report	Stuart Michael Associates	August 2025
Transport Statement	Stuart Michael Associates	August 2025
Block A Elevations	Hammond Architects	S11 BLA_MP_ELE_01
Block A Ground Floor Plan	Hammond Architects	S01 BLA_MP_GF_00 B
Block A First Floor Plan	Hammond Architects	S02 BLA_MP_1F_01 B
Block A Second Floor Plan	Hammond Architects	S03 BLA_MP_2F_02 B
Block A Third Floor Plan	Hammond Architects	S04 BLA_MP_3F_03 B
Block A Roof Plan	Hammond Architects	S05 BLA_MP_RF_03 B
Block A Sections	Hammond Architects	S12 BLA_MP_SEC_02
Block A Elevations	Hammond Architects	S10 BLA_MP_ELE_00 A
Soft Landscape Proposals	MHP Design	25178.101 Rev A
SAB Compliance and Drainage Strategy	Quad	November 2025

- 1.3 Together these documents provide an explanation of the proposal and how it represents an appropriate residential development, in accordance with national and local planning policy.

2 Site description and context

THE SITE

- 2.1 The site is located within the wider riverside regeneration area of Newport, forming part of a larger “L”-shaped parcel of land measuring approximately 0.82 hectares. The application site itself occupies a smaller portion of this land, measuring approximately 0.13 hectares, and is located at the western edge of the comprehensive site, directly adjacent to Phase 1, which has commenced. The site is bounded:
- **to the north** by commercial development, including a car garage, with further commercial and retail uses beyond;
 - **to the east** by Corporation Road;
 - **to the south** by the Spyttt Pill and a riverside walkway which links the site to Newport City Centre;
 - **to the west** by phase 1 which comprises residential development (under construction) of up to four storeys, forming part of the wider riverside scheme;
- 2.2 The site lies within a mixed-use area comprising residential, commercial, and service uses. It benefits from proximity to both the Corporation Road local centre (approximately 1km away) and Newport City Centre (approximately 2km away), which offers a wide range of services, facilities, and employment opportunities.
- 2.3 The surrounding area includes a variety of amenities and services within walking distance, including retail outlets, cafes, restaurants, and employment uses. The riverside walkway, Argosy Walk, provides a direct pedestrian link to the city centre, enhancing connectivity and accessibility.
- 2.4 The site forms part of previously developed land, historically used as a tip in the early 19th century and more recently granted planning permission for use as a builder’s yard. It is currently vacant and derelict, and has been subject to fly tipping and anti-social behaviour
- 2.5 The site benefits from good transport connectivity, with the A48 running to the south and linking to the M4 motorway both east and west. Public transport options are available nearby, and the site is well connected to the wider Newport area.
- 2.6 The site has benefitted from flood mitigation works and is not currently identified as being at significant risk of flooding.
- 2.7 As part of wider flood defence works, the western and southern parts of the site have been raised to 9.3m AOD, improving resilience to flood risk. The site is therefore considered suitable for redevelopment.
- 2.8 The site does not contain, nor is it located within the vicinity of, any designated heritage assets. It is not within a Conservation Area.

PLANNING HISTORY

- 2.9 In October 2018 an outline application was submitted by LRM Planning on behalf of Lynwood Investment for the comprehensive development of the site. Initially, the area now designated as ‘Phase 2’ was proposed to accommodate a drive-through coffee shop (Use Classes A1/A3). However, this use was later deemed unsuitable for the location.
- 2.10 In December 2019 upon the submission of the reserved matters, the site of ‘Phase 2’ was omitted from the plans, as a revised proposal for that part of the site had not yet been finalised. The remainder of the Reserved Matters areas comprises an extant permission.

PRE APPLICATION ADVICE

2.11 Pre-application advice was sought from the Local Planning Authority. This resulted in a reduction in dwelling numbers and the scale of proposals. The evolution of the proposals in this regard is set out in the Design and Access Statement.

2.12 To note, the final comments provided by the Local Planning Authority are provided below along with the applicants response:

- The reduction in massing is helpful but the design would benefit from a setback at 4th floor level on the side elevations as well as the front elevation. On the approved blocks the set back on the side elevations is minimal but the impact of that is quite low given the significance of the front elevations which are well treated. However the side elevations of this building will be prominent and need considerable thought.

Design Response: A set back has been provided and more detailing added to the more prominent elevations. An overlay has been provided in the D&AS which shows the more thoughtful design approach (comprising use of detailing, materials and colours) and reduction in massing.

- In terms of better replication of what has been improved there is more contiguity to the site which is welcome in terms of a uniform design approach along the banks of the Pill. Particularly given the well-used riverside path and the elevated views available from the SDR bridge.
- We think that more care needs to be given to the north and south elevations of the block since these will be prominent and should be of a high design standard. They will be readily visible from the riverside path, the SDR bridge and Corporation Road – all well used routes.

Design Response: Further detailing has been added to the more prominent elevations. An overlay has been provided in the D&AS which shows the more thoughtful design approach (comprising use of detailing, materials and colours) and reduction in massing.

- We appreciate the issues over level changes but given the prominence of the site we will need to understand how the retaining structures will work when viewed from within and outside the site and how the green infrastructure will integrate the site into the riverfront – retaining structures that are visually attractive and scope to provide good planting will be important here. The public realm interface must be good in this location – this includes the riverfront and Corporation Road.

Design Response: With the design amendments further 3D views have been provided that show how the structures will work together to create a coherent and attractive feature.

3 Proposed development

- 3.1 The proposed development seeks to develop 14 residential units. The proposal is for 'Block A' a high quality building which is contemporary in design and responds to its prominent position on Corporation Road.
- 3.2 It consists of a four storey new build block comprising 14 residential apartments with on-site parking, access and associated landscaping and amenity space.

QUANTUM OF DEVELOPMENT

- 3.3 The proposed development of Phase 2 (Block A) comprises of 14 one-bedroom units.
- 3.4 The tenure will be private rented. It is anticipated that in order to provide an appropriate proportion of affordable housing, Hedyn will provide an additional number of units as an affordable tenure on the adjacent Phase 1 site.
- 3.5 The residential units shall take into account communal & circulation spaces, ancillary spaces (cycle, bin store, etc), amenity space provision and meet a suitable parking ratio.

DESIGN AND APPEARANCE

- 3.6 The proposed development comprises a four-storey residential block, carefully positioned to be set back from the main road frontage. This deliberate siting allows for the introduction of a generous landscaped buffer between the building and Corporation Road, enhancing the visual amenity of the streetscene. The set-back position not only reduces the visual impact of the building's height but also provides space for a well-considered soft landscaping scheme, including tree planting, specimen plants and shrub and herbaceous planting bed. These features contribute to a greener streetscape and support biodiversity.
- 3.7 The building adopts a contemporary architectural style, with clean lines and high-quality materials that respond positively to the surrounding context. The proposed four-storey development adopts a higher-density approach that is considered appropriate given its urban setting and prominent position along Corporation Road.

TENURE/MANAGEMENT ARRANGEMENTS

- 3.8 The tenure will be private rented. It is anticipated that in order to provide an appropriate proportion of affordable housing, Hedyn will provide an additional number of units as an affordable tenure on the adjacent Phase 1 site.

AMENITY

- 3.9 The scheme makes provision for the future occupiers in the form of suitably sized private balconies.
- 3.10 Inclusion of well-integrated landscaping and green infrastructure, and adherence to secured by design requirements will be provided.

ACCESS, PARKING AND CYCLE STORAGE

- 3.11 The site is highly sustainable and can be easily accessed by foot, bicycle, and public transport. The site will be accessed from the site access road, off Corporation Road, which already services the 'Phase 1 development'. Parking provision offers 15 vehicular parking spaces a provision of one vehicular parking space per dwelling, which given the sustainable credentials of the site, its town centre location, and its proximity to public services, is considered an acceptable and appropriate level of parking provision.
- 3.12 Cycle storage for 12 bicycles and bin storage will also be provided on site.

4 National Planning Policy

- 4.1 The planning policy context for the determination of this application is provided by national guidance, comprising of Future Wales, Planning Policy Wales and its accompanying Technical Advice Notes.

FUTURE WALES: THE NATIONAL PLAN 2040

- 4.2 Future Wales is Welsh Government's top-tier national development framework. It is a strategy for addressing key national priorities through the planning system over the next two decades, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.
- 4.3 It is a spatial strategy which does not seek to take decisions that are most appropriately taken at the regional or local level but does provide a strategic direction for all scales of planning and sets out policies and key issues to be taken forward at the regional scale.

PLANNING POLICY WALES

- 4.4 Planning Policy Wales (PPW) is the Welsh Government's national planning policy framework. Its primary purpose is to guide the preparation and implementation of local development plans and inform decisions on individual planning applications across Wales. The latest version is the twelfth edition, published in February 2024.
- 4.5 One of the main purposes of the PPW is to promote sustainable development and ensure that planning decisions contribute to sustainable economic growth, environmental protection, and social well-being. Placemaking lies at the heart of the PPW encouraging development that creates well-connected, vibrant, and resilient communities.
- 4.6 In a bid to ensure placemaking is prioritised, and in order to aid in implementing the Well-being of Future Generations Act, policy topics within PPW have been grouped under four themes, namely *'Strategic and Spatial Choices'*; *'Active and Social Places'*; *'Productive and Enterprising Places'*; and *'Distinctive and Natural Places'*. Each of the four headed chapters is supplemented by detailed and interwoven policy, which seek to work together in delivering sustainable places.
- 4.7 PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. In this regard it seeks to achieve WG's well-being goals. All statutory bodies in Wales carrying out a planning function must exercise those functions with the principles of sustainable development as defined in the Well-being of Future Generations Act. Accordingly, paragraph 1.18 of PPW states emphatically that *'legislation secures a presumption in favour of sustainable development'*.
- 4.8 Figure 4 of PPW covers the Key Planning Principles of WG in seeking to *achieve 'the right development in the right place.'* Development proposals must seek to deliver development that addresses these outcomes, albeit paragraph 2.20 recognises that not all of these outcomes can necessarily be achieved under every development proposal.
- 4.9 Another Key Planning Principle of WG is facilitating accessible and healthy environments, stating later in Figure 4 that *'Our land use choices and the places we create should be accessible for all and support healthy lives. High quality places are barrier-free and inclusive to all members of society. They ensure everyone can live, work, travel and play in a way that supports good physical and mental health.'*
- 4.10 Creating & sustaining communities is a subsequent Key Planning Principle, stating:
- 'The planning system must work in an integrated way to maximise its contribution to well-being. It can achieve this by creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be and interact with others. Our communities need the right mix of good*

quality/well designed homes, jobs, services, infrastructure and facilities so that people feel content with their everyday lives.'

Strategic and Spatial Choices

- 4.11 It is indicated within PPW that the first stage of the assessment of proposals must take place in respect of Strategic and Spatial Choices. In this regard it is stated that *'Effective strategic placemaking requires early collective consideration of placemaking issues at the outset... when developing specific proposals.'*
- 4.12 Paragraphs 3.3 through to 3.18 of PPW highlights the importance of good design in *'creating sustainable places where people want to live, work and socialise'*. To achieve good design development, proposals need to meet the five overarching aims of design which comprise of access, character, community safety, environmental sustainability, and movement.
- 4.13 Accessibility is covered between paragraphs 3.49 to 3.52, wherein it is stated that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car, and increasing walking, cycling and use of public transport.
- 4.14 PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services, and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.
- 4.15 At paragraph 3.55 PPW advocates a strong preference for bringing forward brownfield land stating *'Previously developed (also referred to as brownfield) land (see definition overleaf) should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome. It is recognised, however, that not all previously developed land is suitable for development. This may be, for example, because of its unsustainable location, the presence of protected species or valuable habitats or industrial heritage, or because it is highly contaminated.'*
- 4.16 PPW indicates at paragraphs 3.61-3.63 that development should be located so that it can be well serviced by existing or planned infrastructure.

Active and Social Places

- 4.17 A key theme of PPW is creating places that are active and social, this includes sustainable transport provision for housing development. The opening paragraphs to this chapter include the following aspiration of PPW:
- 'New development should prevent problems from occurring or getting worse such as the shortage of affordable homes, the reliance on the private car and the generation of carbon emissions.'*
- 4.18 PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes other than the private car.
- 4.19 In terms of car parking paragraph 4.1.51 indicates that *'A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down.'*
- 4.20 In respect of housing, WG recognises the importance of a home to people's lives and indicates that the planning system must:
- *'identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*

- *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
- *focus on the delivery of the identified housing requirement and the related land supply.'*

- 4.21 Paragraph 4.2.5 states that 'Planning authorities should plan for a mix of market and affordable housing types to meet the requirement and specifically consider the differing needs of their communities.'
- 4.22 Paragraph 4.2.26 states that '*a community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.'*
- 4.23 Paragraph 4.2.14 the need for diversity in housing delivery options is discussed stating '*When allocating sites, planning authorities need to consider providing a range of sustainable and deliverable sites to allow all sectors and types of house-builder, including nationals, regionals, registered social landlords (RSLs), Small and Medium-sized Enterprises (SMEs) and the custom and self-build sector, the opportunity to contribute to delivering the proposed housing requirement.*'[emphasis added]. PPW continues at 4.2.5 '*To assist in broadening the housing delivery options and enable the provision of housing by RSLs, SMEs and the custom and self-build sector, planning authorities should set a locally determined target for the delivery of housing on small sites. To facilitate this, planning authorities should maintain a register of suitable sites which fall below the threshold for allocation in their development plan.'*

Distinctive and Natural Places

- 4.24 This chapter of PPW covers a range of topics, including cultural heritage matters, natural assets, and environmental quality. The opening statement of the chapter states that: '*Development proposals should be formulated to look to the long-term protection and enhancement of the special characteristics and intrinsic qualities of places...Problems should be prevented from occurring or getting worse. Biodiversity loss should be reversed, pollution reduced, environmental risks addressed and overall resilience of ecosystems improved.'*
- 4.25 Paragraph 6.2.1 relates to Green Infrastructure and notes that '*at a local scale, [green infrastructure] might comprise parks, fields, public rights of way, allotments, cemeteries and gardens. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.'* Green infrastructure provides multiple benefits for social, economic and cultural as well as environmental resilience. These benefits are important in domestic environments where they can facilitate health and well-being related benefits.
- 4.26 Paragraph 6.4.4 states '*All reasonable steps must be taken to maintain and enhance biodiversity and promote the resilience of ecosystems and these should be balanced with the wider economic and social needs of business and local communities.'*
- 4.27 Para 6.4.11 confirms that a step wise approach to maintain and enhance biodiversity must be taken. This should "*build resilient ecological networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for. Enhancement must be secured by delivering a biodiversity benefit primarily on site or immediately adjacent to the site, over and above that required to mitigate or compensate for any negative impact."*

TECHNICAL ADVICE NOTES

- 4.28 The following Technical Advice Notes ("TANs") are considered to be of relevance in the consideration of these proposals.
- TAN 2 – Planning and Affordable Housing (2006)
 - TAN 12 – Design (2016)
 - TAN 18 – Transport (2007)

- 4.29 TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.
- 4.30 TAN 12 relates to Design and was updated in March 2016. It provides advice and information on a number of related areas including the definition of design for planning purposes; design considerations in planning decisions; and local planning authority design policy and advice.
- 4.31 TAN 18, which was published in March 2007, deals with Transport matters, and advocates locating development where there is good access by public transport, walking and cycling; generally advocating development at sustainable sites.

WELL-BEING OF FUTURE GENERATIONS ACT

- 4.32 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

5 The Local Development Plan

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act and Section 70(2) of the Town and Country Planning Act 1990, all applications for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2 In this case the Development Plan comprises the Newport LDP which covers the period to 2026.
- 5.3 This section describes the policy context provided by the Development Plan and how the proposals respond.

VISION, STRATEGY & PLAN OBJECTIVES

- 5.4 It is the vision of the plan for Newport to *“be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing City, with communities living in harmony in a unique natural environment.”*
- 5.5 In order to achieve the vision a sustainable development strategy is proposed with a focus on regeneration and maximizing the use of previously developed land. It is recognized that part of this involves bringing derelict and rundown areas and buildings back into beneficial use. The plan identifies a number of Objectives that are directly relevant to the proposal, these include:
- **Sustainable use of Land:** it is a clear objective to focus development on previously developed sites such as that proposed;
 - **Climate Change:** to locate development in sustainable locations and of particular note managing the impacts of flooding;
 - **Housing provision:** To ensure an adequate supply of land for housing to meet all the needs of the population.
 - **Conservation of the Natural Environment:** To protect the quality of the natural environment.

SPATIAL STRATEGY & STRATEGIC POLICIES

- 5.6 The LDP Spatial strategy is essentially focused on maximizing the use of brownfield sites “in the interests of sustainability, regeneration, community cohesion and Urban Form”. In achieving this there are a number of strategic policies that are of importance to the proposal, these include:
- 5.7 Policy SP1 (Sustainability) requires that proposals make a positive contribution towards sustainable development by focusing on sustainable locations on brownfield land within the settlement boundary. In particular contributing towards:
- The efficient use of land;
 - The re-use of previously developed land in preference to greenfield sites;
 - Providing integrated transportation systems and encourages the co-location of housing and other uses which will reduce the overall need to travel
 - Minimizing the risk of flooding;
- 5.8 Other policies of note include:
- Policy SP2 (Health) requires that proposals should be located in sustainable locations close to public transport links and provide efficient walking and cycling routes.
 - Policy SP3 (Flood Risk) indicates that proposals will only be permitted in accordance with national policy.
 - Policy SP4 (Water Resources) which sets out the technical requirements for drainage

- Policy SP13 (Planning Obligations) which lists the potential planning obligations required to mitigate the impact of a proposal if justified.
- Policy SP18 (Urban Regeneration) which notes that proposals will be favoured which assist the regeneration of the urban area particularly where they contribute towards residential and business opportunities and the reuse of vacant or derelict land.

5.9 Plainly there is significant scope for the proposals to play a major role in contributing towards the overall strategy of the Plan.

GENERAL POLICIES

5.10 The plan sets out a number of general policies that are applicable to development proposals.

5.11 Of note policy GP2 relates to General Amenity and requires that proposals:

- Do not adversely impact upon local amenity including noise, privacy, overbearing, light and air quality;
- Will not be detrimental to visual amenities of nearby occupiers;
- Design out the opportunity for crime and anti social behaviour;
- Promote inclusive design; and
- Provides adequate amenity for future occupiers.

5.12 Further detail is set out within the design and access statement, however, it is noted that the proposals will not adversely impact upon local amenity rather provide an opportunity to enhance a derelict piece of land that is prone to anti-social behaviour. It will form a gateway location.

5.13 Policy GP6 seeks to achieve good quality design. Of note it requires that proposals:

- Are sensitive to the unique qualities of the site and respond positively to the character of the area;
- Promote access, permeability and layout to maintain a high level of pedestrian access;
- Provide an appropriate scale and form;
- Provide high quality materials; and
- Promote sustainability.

5.14 The design and access statement sets out in detail how the proposals achieve these overarching policy requirements.

5.15 Others of relevance include:

- GP1 Climate Change: which requires that the risk of flooding is managed and appropriate building standards achieved;
- GP3 requires that appropriate Service Infrastructure is provided;
- GP4 Highways and Accessibility which requires that appropriate access arrangements are provided, in this regard the Transport Statement confirms that the relevant requirements are met; and
- GP5 relates to the Natural Environment, and requires that ecological interests are protected. The Phase 1 habitats survey confirms that this is the case.

ENVIRONMENT POLICIES

5.16 A number of relevant Environment policies are set out within the Plan that are relevant to the proposals.

5.17 Policy CE1 relates to “Routeways, Corridors and Gateways” and requires that any proposals along any of the main routes (including the southern distributor road) seeks to improve the general

environment and help create attractive routeways into the City. Given the location of the site it is considered that the design proposals will facilitate a high quality gateway.

- 5.18 Policy CE2 requires that Waterfront Development, such as the proposal integrates with the waterside.
- 5.19 In addition, of note Policy CE6 relates to Archaeology and a note is submitted to confirm that given previous heavy uses and survey work on site, it is unlikely that there will be any of note.

HOUSING

- 5.20 With regards to Housing, Policy H3 requires that residential development is designed to provide a mix of housing to meet a range of needs (and is provided at a density of at least 30 dwellings per ha). The proposal will provide 68 residential units comprising a range of C2 and C3 uses to meet a wide variety of local needs.
- 5.21 Policy H4 requires that at the application location, 20% of residential development is provided as affordable housing. In this case the total number of C3 units will be 62 of which 12 will be affordable assisted living units.

TRANSPORT

- 5.22 In terms of transportation, Policy T4 sets out parking standards that are expanded upon within relevant supplementary planning guidance.
- 5.23 Policy T5 indicates that a network of safe walking and cycling will be developed and protected. In this regard the proposal will provide overlooking to an otherwise isolated part of the river walk.

CONCLUSION

- 5.24 The LDP is predicated upon a brownfield strategy for meeting future needs. Indeed, in order to achieve the vision of the LDP there is fundamental focus upon regeneration and maximizing the use of previously developed land. It is recognized that part of this involves bringing derelict and rundown areas and buildings back into beneficial use.
- 5.25 The proposal is entirely in line with the requirements of the LDP as demonstrated within this planning statement and the suite of technical work undertaken.

6 Appraisal

- 6.1 This section of statement provides an appraisal of the key development management considerations, to demonstrate the suitability of the site a residential scheme.

PRINCIPLE OF DEVELOPMENT

- 6.2 The site is located within the urban boundary of Newport, where residential development is generally supported in principle under Policy SP1 (Sustainability) and Policy H1 (Housing Sites). The proposal for 14 residential units contributes to the city's housing supply and aligns with the LDP's strategic objective to deliver sustainable communities by making efficient use of previously developed land in accessible locations.
- 6.3 The development proposes a four-storey apartment block comprising 14 one-bedroom units. While the tenure is private rented, it is anticipated that affordable housing contributions will be delivered through Hedyn on the adjacent Phase 1 site. This approach aligns with Policy H4 (Affordable Housing), which requires developments of 10 or more dwellings to contribute to affordable housing provision, subject to viability.

DESIGN & AMENITY

- 6.4 The design of 'Block A' is contemporary and responds well to its prominent corner location. The building form, materials, and articulation are intended to enhance the visual quality of the area, in accordance with Policy GP6 (Quality of Design). The scheme also considers the relationship with adjacent development, including Phase 1, ensuring a cohesive and integrated approach.

ACCESS AND PARKING

- 6.5 The site benefits from good access to public transport and local services, supporting sustainable travel choices in line with Policy T1 (Sustainable Travel). The provision of on-site parking is expected to comply with the Council's adopted parking standards, and the inclusion of cycle storage promotes active travel.

LANDSCAPING AND AMENITY

- 6.6 The proposal includes landscaping and amenity space enhancements, which will improve the visual quality of the site and contribute to urban greening. While the site is previously developed and offers limited existing green infrastructure, the proposed planting and soft landscaping will support biodiversity. Accordingly a Green Infrastructure Strategy has been submitted.

TECHNICAL CONSIDERATIONS

- 6.7 As part of the proposals, a significant amount of technical work has been undertaken which has shaped proposals. This includes:

Transport

- 6.8 A Transport Statement has been prepared and is submitted in support. It demonstrates that the site is well located to local facilities and to public transport (bus) provision and existing pedestrian/cycle facilities near to the site. The site can therefore be regarded as being highly accessible with significant scope for many trips to be made by foot, cycle, and public transport.
- 6.9 The potential vehicular trip generation by the development has been determined by reference to the TRICS database. And confirmed the development would be relatively low in magnitude and cannot be regarded as being significant.
- 6.10 Appropriate and sufficient car and cycle parking can be provided on site. The number of proposed spaces reflects the high accessibility of the site in relation to local facilities and regular bus services.

In this regard, the requirement would be 17 spaces (1 per unit and 3 visitor spaces) however, the level of sustainability points scored (11) confirms as reduction in two spaces is appropriate.

Noise

- 6.11 A noise assessment has been prepared and submitted in support. It makes recommendations in respect of using certain types of window and with suitable mitigation it is confirmed that noise levels will be within acceptable levels set out in national policy.

Ecology

- 6.12 An ecological walk over survey has been undertaken which confirms very little change in circumstances since surveys in 2018, 2022 and 2023. There limited habitats all of which are typically associated with recently colonised brownfield land. The ecology report does set out that any future scheme will need to deliver a net benefit for biodiversity and ecosystem resilience from its baseline state, in manner that is proportionate to the scale and nature of the development. Any landscaped/undeveloped areas will therefore need to be designed and managed in a way so as to strengthen ecological networks, encourage botanical diversity and provide a continuation of habitat resource for a wide array of wildlife – a soft landscaping plan has been produced for the scheme (Hammond Architectural, 2025) . Accordingly it recommends a programme of avoidance, mitigation and enhancement and if this follows there will be an overall biodiversity enhancement.

Flooding

- 6.13 JBA have prepared a Flood Consequences Assessment in support of the proposals. It notes the site is located in TAN 15 Defended Zone for the Sea which is protected against flooding from the sea up to the 1 in 200 year (plus climate change and freeboard) event.
- 6.14 There is little or no risk of fluvial, surface water, groundwater, sewer or reservoir flooding.
- 6.15 In order to manage the risk of flooding the ground floor of the proposed residential building shall be raised to a minimum level of 9.80mAOD. The car park levels shall range between 9.10 and 9.50mAOD. To facilitate a connection to the existing highway, a ramp is proposed which will decrease site levels from 9.5mAOD to 8.24mAOD. The bin storage area will have an FFL of 7.8mAOD to provide level access to street level.
- 6.16 The NRW Caldicot Tidal flood model has been used to assess the tidal flood risk. Updates have been made to tidal conditions applied to the model to align with the latest climate change guidance.
- 6.17 Following development, the ground floor of Block A will be flood free. The majority of the car park will be flood free, with shallow depths predicted to limited areas. The highway connection to the adjoining site is predicted to flood to deeper depths due to level of the point of connection. In the most extreme event, by raising the proposed building to a level of 9.8mAOD the ground floor of the building will be flood free. Flood depths across the car park will be less than the 600mm. The proposed development shall not increase flood risk elsewhere, due to the extensive and massive volume of tidal flooding across Newport and the Caldicot levels.
- 6.18 Considering the risk of tidal flooding across the site, it is recommended that a Flood Plan is prepared for future occupants of the buildings. At a minimum, the flood response plan should cover adequate flood warning, evacuation and access/egress routes in the event of flooding for the lifetime of the development. The properties will be owned and managed by Hedyn, who as a housing association are well placed to prepare, maintain, communicate and support implementation of a flood response plan.
- 6.19 The FCA has found that in respect to flood risk, the development meets the requirements set out in TAN-15 and aims of Planning Policy Wales.

Green Infrastructure

- 6.20 A Green Infrastructure Statement is included with the submission. It confirms that the approach to landscape on the site is to provide a robust climate change resilient new planting scheme to the periphery of the site, to include trees, and areas of amenity planting which bring a diverse mix of new landscaped areas to the site and provide structure and definition to the site's external areas.

The site lies within an urban area to the south of the city within proximity to the river Usk which is further to the west.

- 6.21 Where space allows, new trees are proposed to both enhance the street scene along Corporation Road and provide taller upright structure to the area of new planting. Small to medium sized trees have been selected so that they are allowed the space to reach maturity and not outgrow their locations. Planting to the sloped terraced areas is proposed to fill the spaces without over reliance on frequent management and maintenance. A diverse mix of ornamental shrubs and grasses will provide both pollinators and woody structure attractive to wildlife and insects.

Drainage

- 6.22 A SAB Compliance and Drainage Strategy has been provided that sets out how the proposals will integrate with the existing phases of development and meet SAB requirements. It is proposed that all phases, Block A-F will be serviced by a single outlet into the adjacent Spytty Pill. Initial discussions with Newport SAB have been positive with an unlimited discharge into the tidal river agreed.
- 6.23 Blocks B-F are under construction and are not subject to SAB approval but will include Suds features in the form of permeable paving to improve water quality and reduce flow rates. Block A is subject to SAB approval and will be subject to the full SAB application and approval process. Through discussions, NRW have confirmed a new outfall in the proposed location is viable although a Flood Risk Activity Permit (FRAP) will be required.

7 Conclusion

- 7.1 The proposed development represents a sustainable and well-considered residential scheme that makes efficient use of previously developed land. The site's location within a mixed-use area, its proximity to local services and Newport City Centre, and its strong transport connectivity make it highly suitable for residential use.
- 7.2 The scheme delivers 14 high-quality one-bedroom apartments in a contemporary four-storey block that responds positively to its prominent setting on Corporation Road. The design incorporates generous landscaping, appropriate parking provision, and secure cycle and bin storage, while also enhancing the visual amenity of the area and supporting biodiversity.
- 7.3 Overall, the development will contribute positively to the ongoing regeneration of the riverside area, delivering much-needed housing in a sustainable and accessible location.

LRM Planning
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