



Coleg Gwent – Newport Knowledge Quarter Heritage Impact Assessment

Former Newport Centre Site, Kingsway, Newport, NP20 1UH

NE0101-ASL-XX-XX-RP-A-00020-P02

Status: A2 – PLANNING APPLICATION

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Executive Summary

This Heritage Impact Assessment has been prepared by Austin-Smith:Lord on behalf of Coleg Gwent in support of the Reserved Matters application for layout, scale and appearance at the former Newport Centre site, Kingsway, Newport, submitted pursuant to Condition 11 of outline planning permission 22/0814.

The assessment has been prepared in response to Condition 11 of the outline consent, which requires an assessment of the impact of the proposed layout, scale and appearance upon the Lower Dock Street Conservation Area and demonstration of how the design has evolved to avoid or mitigate heritage harm.

Although the application site lies immediately north of the conservation area, it has historically occupied a markedly different urban role. Historic mapping, aerial photography and documentary evidence demonstrate that, for more than 150 years, the site has accommodated railway infrastructure, engineering works, commercial premises and, most recently, the Newport Centre. It has never formed part of the fine-grained residential and commercial morphology that characterises the Lower Dock Street Conservation Area.

The significance of the conservation area derives principally from the survival of its nineteenth-century street pattern, coherent urban grain, enclosed townscape and landmark institutional buildings centred upon the Drill Hall Quarter. The proposals have therefore been assessed principally against their influence upon these defining characteristics rather than upon the former uses of the application site itself.

The assessment concludes that the proposed development preserves the character, appearance and significance of the Lower Dock Street Conservation Area.

The development occupies land that has long accommodated buildings substantially different in scale and function from the residential dockland quarter immediately to the south. The proposed educational building therefore represents the continuation of an established pattern of larger institutional and commercial development beyond the historic northern edge of the conservation area rather than the introduction of an unfamiliar urban form.

The principal heritage relationship occurs along Emlyn Street, where the scheme restores a continuous built edge following demolition of the Newport Centre while maintaining an appropriate relationship with the adjoining terraces through reduced building height, increased stand-off distances and the enclosure of servicing behind an architecturally treated masonry boundary incorporating articulated brickwork and screened upper elements. Elsewhere, views of the development from within the conservation area are either heavily filtered by existing buildings or experienced against a skyline already defined by twentieth-century redevelopment associated with Kingsway and the wider city centre.

The proposals also deliver wider townscape benefits through improved public realm, stronger pedestrian connections and the replacement of a vacant brownfield site with an active educational campus that reinforces the northern gateway to the conservation area.

Conclusion and Planning Balance

Having regard to the Historic Environment (Wales) Act 2023, Planning Policy Wales, Technical Advice Note 24, Cadw guidance and Newport Local Development Plan Policy CE7, the proposals preserve the character and appearance of the Lower Dock Street Conservation Area and satisfy the requirements of Condition 11 of Outline Planning Permission 22/0814.

1. Introduction

1.1 Background

This Heritage Impact Assessment has been prepared by Austin-Smith:Lord on behalf of Coleg Gwent in support of the Reserved Matters application for the redevelopment of the former Newport Centre site, and has been prepared in accordance with national and local planning policy and current Welsh Government guidance, informed by the Council's pre-application response (ref. PRELET/P/26/0029, 19 June 2026).

The application seeks approval of the reserved matters relating to layout, scale and appearance following the grant of outline planning permission (22/0814, granted 5 October 2022, varied by S73 application 24/0965) for the demolition and redevelopment of the site to provide flexible floorspace for educational use, or other Use Classes A1, A2, A3, B1, C1, D1 and D2, with all matters reserved. The outline permission establishes the development parameters for the site as a whole; the current Reserved Matters application relates to the first phase of that allocation, the Coleg Gwent teaching building.

The application site occupies land immediately north of the Lower Dock Street Conservation Area, bounded by Kingsway Shopping Centre to the west, Usk Way (A4042) to the east, and Emlyn Street to the south. It occupies the site formerly developed as the Newport Centre, which opened in 1985 and has since been demolished.

Although the application site lies outside the Lower Dock Street Conservation Area, designated in 1995, it forms part of its immediate northern setting and therefore has the potential to influence the way in which the significance, character and appearance of the conservation area are experienced. This Heritage Impact Assessment considers whether the redevelopment of that site preserves or enhances the character and appearance of the Lower Dock Street Conservation Area.

1.2 Purpose of the Assessment

The assessment has been prepared in response to Condition 11 attached to the outline planning permission (22/0814), which states:

"The reserved matters application(s) for 'layout', 'scale' and/or 'appearance' submitted in pursuant of condition 02 shall include a Heritage Statement which assesses the impact of the layout, scale and appearance of the building(s) upon the surrounding heritage asset (Lower Dock Street Conservation Area) and demonstrates how the scheme has been designed to mitigate any harm to these historic assets."

The purpose of this report is therefore to identify the designated and non-designated heritage assets potentially affected by the proposals; establish the significance of those assets and the contribution made by their setting; describe the proposed development; assess the effect of the proposed layout, scale and appearance upon heritage significance; explain how the design has evolved to avoid or minimise adverse heritage effects; and determine whether the proposals preserve or enhance the character and appearance of the Lower Dock Street Conservation Area.

The Heritage Impact Assessment has been prepared to assess the effects of the proposed development upon the significance, character and appearance of the Lower Dock Street Conservation Area, together with the contribution made by the setting of nearby Grade II listed buildings and identified non-designated heritage assets. The assessment has been undertaken having regard to the Historic Environment (Wales) Act 2023, Planning Policy Wales, Technical Advice Note 24: The Historic Environment and relevant local planning policy, together with Cadw guidance including Heritage Impact Assessment in Wales and Conservation Principles for the Sustainable Management of the Historic Environment in Wales.

1.3 Scope of Assessment

The principal heritage asset considered within this assessment is the Lower Dock Street Conservation Area, which adjoins the southern boundary of the application site. The assessment also considers the wider historic context where this contributes to an understanding of the conservation area's significance and setting, including the historic development of Newport's docks, railway infrastructure, the Emlyn Engineering Works and subsequent twentieth-century redevelopment.

The assessment is informed by site inspection, historic Ordnance Survey mapping, historic aerial photography, the Lower Dock Street Conservation Area Appraisal, the submitted architectural proposals and associated visualisations, and the Council's pre-application planning response.

1.4 Methodology

This assessment has been undertaken in accordance with the methodology advocated by Cadw within Heritage Impact Assessment in Wales.

This assessment has been undertaken following investigation of various sources including:

- Examination of the Lower Dock Street Conservation Area Appraisal (designated June 1995) and its character area analysis;
- Consultation of historic Ordnance Survey mapping (1883–84, 1920–21, 1954–55 and 1987 extracts) and a 1940s aerial photograph, together with archival photographs of Emlyn Street prior to demolition of the Newport Centre;
- Site inspection and photographic survey (May 2026), including Caroline Street, Mellon Street/Drill Hall, the Lower Dock Street/Emlyn Street junction, and the Kingsway/Ebenezer Terrace boundary wall;
- Review of the submitted architectural drawings (elevations 00140–00148 rev D2, general arrangement plans rev D2), CGI visualisations, landscape proposals and the RIBA Stage 3 architectural design information.

This investigation has informed a full understanding of the site and the proposals in order to inform an assessment of significance, in accordance with Cadw's Conservation Principles. This assessment has been used to assess the impacts of the proposed layout, scale and appearance upon the surrounding heritage assets.

1.5 Existing Information

All historic and factual material referenced in this report has been verified against primary or authoritative secondary sources, including Cof Cymru, Coflein/RCAHMW, the Conservation Area Appraisal, the Newport Local Development Plan, and the published histories of Newport City Council and Newport Harbour Commissioners.

2. Legislative and Planning Policy Context

2.1 Legislative Framework

The statutory framework for the protection and management of the Welsh historic environment is provided by the Historic Environment (Wales) Act 2023, which came fully into force on 4 November 2024. The Act consolidates and modernises previous Welsh historic environment legislation, replacing, within Wales, the Planning (Listed Buildings and Conservation Areas) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979. The statutory duties relating to the preservation and enhancement of conservation areas remain substantively unchanged.

In determining applications affecting conservation areas, decision-makers are required to have special regard to the significance of the designated heritage asset and the contribution made by its setting, ensuring that change is appropriately managed and that the character and appearance of conservation areas are preserved or enhanced.

2.2 Planning Policy Wales

Planning Policy Wales (Edition 12, February 2024) identifies the historic environment as an irreplaceable resource that should be protected, conserved and, where appropriate, enhanced. The planning system seeks to ensure that decisions affecting heritage assets are informed by an understanding of significance and that proposals sustain those aspects of significance which contribute to Wales' distinct historic character. Change is inevitable within historic places; the objective is not to prevent change but to ensure that development responds positively to local character, conserves heritage significance and contributes to the creation of sustainable places.

2.3 Technical Advice Note 24: The Historic Environment

Technical Advice Note 24: The Historic Environment (May 2017) provides detailed guidance for considering development affecting the historic environment and remains valid pending its amendment to reflect the 2023 Act. TAN 24 requires heritage impact assessments to identify the significance of affected heritage assets, understand the contribution made by setting, assess the effects of proposed change, demonstrate how adverse impacts have been avoided or minimised through design, and explain how proposals preserve or enhance the significance of designated heritage assets.

2.4 Newport Local Development Plan

The principal policies relevant to this assessment are Policies SP9 and CE7 of the Newport Local Development Plan (adopted January 2015). Policy SP9 (Conservation of the Natural, Historic and Built Environment) requires that the conservation, enhancement and management of recognised sites within the natural, historic and built environment will be sought in all proposals. Condition 11 of the outline permission is applied in the interests of Policies SP9 and CE7, the policy governing conservation areas.

Policy CE7 (Conservation Areas) requires development within or adjacent to conservation areas to:

- be designed to preserve or enhance the character or appearance of the conservation area, having regard to the Conservation Area Appraisal where appropriate;
- avoid the removal of existing historic features, including traditional shopfronts and joinery;
- use materials which are traditional, or appropriate to their context;
- complement or reflect the architectural qualities of nearby buildings which make a positive contribution to the character of the area;
- pay special attention to the settings of buildings, and avoid the loss of any existing domestic gardens and open spaces which contribute to the character of the area;
- avoid adverse impact on any significant views, within, towards and outwards from the conservation area.

This assessment addresses each of these six limbs directly. Policy CE6 (Archaeology) is also relevant; archaeological matters arising from the proposals are addressed through the archaeological condition attached to the outline consent.

2.5 Cadw Guidance

This assessment has been prepared having regard to Cadw's Heritage Impact Assessment in Wales (2017), Conservation Principles for the Sustainable Management of the Historic Environment in Wales (2011), Setting of Historic Assets in Wales (2017) and Managing Conservation Areas in Wales (2017). These documents establish that heritage assessment should focus upon significance rather than age alone, that setting extends beyond visual relationships, and that proposals should demonstrate how they have evolved to avoid or minimise harm while delivering well-designed places.

2.6 Outline Planning Permission and Relevant Conditions

Outline planning permission 22/0814 was granted on 5 October 2022, subject to conditions. In addition to Condition 11 (heritage), two further conditions are of direct relevance to this assessment. Condition 06 requires that reserved matters for layout and/or scale ensure the proposed building is set back a minimum of 3m from the edge of the application site along its length facing Usk Way, with scaled sections provided to demonstrate the relationship of the building with the University of South Wales, Newport City Campus building, in the interests of visual amenity and placemaking (Policies GP2, GP6 and CE1). Condition 17 requires that no development, other than demolition, take place until a written scheme of historic environment mitigation has been agreed with the local planning authority, in accordance with Policy CE6; archaeological matters are addressed separately in the accompanying archaeological strategy, and are considered in this report only insofar as they inform an understanding of the site's historic development.

3. Understanding the Site

3.1 Introduction

The application site occupies a prominent position on the northern edge of the Lower Dock Street Conservation Area, at the interface between Newport's nineteenth-century dockland quarter and the modern city centre. The site lies immediately north of Emlyn Street and south of Kingsway, occupying land formerly developed as the Newport Centre and, historically, the railway corridor and associated industrial premises.

Although centrally located, the site is experienced very differently from within the conservation area than from the wider city centre. Within the conservation area, views are generally enclosed by continuous terraces, institutional buildings and established street frontages. By contrast, the site is experienced more openly from Kingsway and the surrounding civic quarter, reflecting the fundamentally different urban character that has evolved north of Emlyn Street during the twentieth century. This distinction forms an important part of the existing townscape context and provides the baseline against which the proposals have been assessed.

3.2 Existing Site

The application site extends to approximately 8,190 m². The building footprint is triangular in form; the overall site boundary is quadrilateral, the additional geometry arising from the inclusion of public realm area over the former railway sidings corridor. The site is bounded by Kingsway to the north; Usk Way (A4042) and the University of South Wales campus beyond, to the east; Emlyn Street to the south; and the Kingsway Shopping Centre and associated multi-storey car park to the west. The site is currently cleared following demolition of the Newport Centre, characterised by hardstanding and hoarded boundaries, with little remaining built form contributing positively to the surrounding townscape, and there are no surviving buildings or structures of heritage significance within it.

The absence of enclosure along Emlyn Street has created a weakened northern edge to the conservation area. Rather than defining the street, the site currently presents a fragmented urban edge characterised by temporary fencing, exposed service areas and expansive areas of hard surfacing. This represents a marked deterioration from the historic pattern of continuous enclosure that formerly characterised this part of the city, notwithstanding the comparatively poor architectural relationship previously established by the Newport Centre.



Redline site boundary plan.

3.3 Surrounding Townscape

The application site occupies the meeting point between two distinct townscape characters. To the south, the Lower Dock Street Conservation Area retains the compact urban morphology established during Newport's nineteenth-century dockland expansion. Continuous terraces, institutional buildings and relatively narrow streets create a strongly enclosed townscape in which movement and views are experienced principally at street level; the significance of this area derives largely from the survival of its historic street pattern, building hierarchy and urban grain.

To the north and west, Kingsway, the University of South Wales campus and Kingsway Shopping Centre define a markedly different urban character. Here, larger building footprints, wider carriageways, contemporary civic architecture and more generous public spaces reflect successive phases of twentieth-century redevelopment following the removal of the railway corridor and associated industrial uses. The application site therefore occupies a long-established transition between these contrasting urban environments rather than introducing a new relationship between them.

3.4 Existing Views and Townscape Experience

Moving through the conservation area, the application site is experienced very differently depending on position within the historic street pattern. Approaching from the south along Lower Dock Street, Kingsway is the first element of the modern city to register, its raised carriageway

and signage occupying the skyline above the terraces well before the application site itself comes into view. From Caroline Street, the relationship is quieter: the continuous terraced frontages on both sides of the street largely close off any sight of the application site, with only brief, filtered glimpses northward through gaps between properties. The Drill Hall's castellated bulk performs a similar screening function from Mellon Street and the streets clustered around it, its scale and silhouette absorbing what would otherwise be a more open view towards Kingsway. It is only at Emlyn Street itself that the application site becomes a direct, unobstructed presence: the street forms the one point along the conservation area's northern boundary where the historic terraces stop and the working, changing edge is met face on, making Emlyn Street the principal interface between the two environments rather than a secondary or incidental one.

The southern boundary of the application site adjoins the northern edge of the conservation area along Emlyn Street, with a further relationship experienced at the Kingsway/Lower Dock Street/Ebenezer Terrace junction, where the application site forms part of the wider civic setting experienced upon entering the conservation area from the north. The principal heritage interest at this location derives from the continued legibility of Lower Dock Street as the historic route into the dockland quarter, together with the surviving railway boundary wall adjacent to Ebenezer Terrace, which provides tangible evidence of the former railway corridor. Within the interior of the conservation area, views of the site become increasingly limited by the surviving nineteenth-century urban grain.

3.5 Existing Public Realm

The public realm surrounding the application site reflects successive phases of twentieth-century redevelopment rather than the historic character of the adjoining conservation area. Kingsway functions as one of Newport's principal urban distributor roads, prioritising movement through the city centre; wide carriageways, signal-controlled junctions and substantial areas of hard surfacing create an environment that differs markedly from the finer-grained pedestrian character of the conservation area immediately to the south.

Emlyn Street forms the principal point of transition between these two environments. Although historically acting as the boundary between the residential dockland quarter and the industrial landscape beyond, the quality of the current public realm is diminished by inactive frontages, hoardings and the absence of continuous enclosure following demolition of the Newport Centre. Pedestrian connections between the city centre and the conservation area remain functional but are visually weak, with limited opportunities for activity or positive engagement along the site's frontage.

3.6 Townscape Appraisal

The existing townscape demonstrates that the application site's heritage sensitivity derives principally from its position at the northern gateway to the conservation area rather than from the intrinsic historic significance of the site itself. The conservation area's significance is expressed through the survival of its historic street hierarchy, enclosed urban form and architectural coherence; these characteristics remain largely unaffected by the present condition of the application site, although the absence of enclosure and active frontage currently

detracts from the quality of the transition between the historic dockland quarter and the modern city centre.

Importantly, the existing skyline experienced from within the conservation area is already influenced by twentieth-century redevelopment associated with Kingsway and surrounding civic buildings, as set out above; the proposed development will therefore be experienced within an established urban context rather than against an undeveloped or historically intact backdrop. This existing setting forms the baseline against which the proposed redevelopment has been assessed.

3.7 Existing Townscape Relationship

The northern edge of the conservation area has historically formed the transition between the residential dockland quarter and larger industrial and civic development. To the south, the conservation area retains the compact plots and closely enclosed streets of Newport's nineteenth-century dockland expansion. To the north and west, successive redevelopment has produced a broader urban grain of highway infrastructure, civic buildings and educational and commercial development. Historic mapping confirms this distinction is not recent: the application site has consistently accommodated uses that differ in scale and character from the streets to its south, from the Emlyn Engineering Works and railway sidings through to the Newport Centre and the present proposals. The conservation area's setting is characterised, at this edge, by continuity of function rather than continuity of built form.

The cumulative effect of separate developments has transformed the northern boundary of the Lower Dock Street Conservation Area from an integrated urban neighbourhood into a deeply severed boundary condition weakening the historic connections between the conservation area and the commercial core of the city.

The current site condition therefore forms part of an altered dockland fringe environment rather than an intact nineteenth-century townscape.

3.8 The Contemporary Townscape

Following demolition of the Newport Centre, the application site now forms a cleared part of Newport's modern civic core, bounded to the north and west by Kingsway, the University of South Wales campus and the Kingsway Shopping Centre, and to the south by the conservation area's historic streets, institutional buildings and terraces. Newport City Council's wider regeneration proposals relocate the Newport Centre's leisure function to a new leisure centre on the Riverfront, with the former Newport Centre site redeveloped as the new Coleg Gwent campus forming part of the Newport Knowledge Quarter regeneration area, which also encompasses the University of South Wales campus on the opposite side of Usk Way.

3.9 Designations

Listed Buildings

Listed Buildings are buildings of special architectural and historic interest which make up Wales' historic environment. They are protected under the Historic Environment (Wales) Act 2023, under which works affecting their character as buildings of special architectural or historic interest require Listed Building Consent before they can proceed.

While the Coleg Gwent site is not listed there are two listed buildings within the Drill Hall Quarter. These play an important part in the setting and character of the Conservation Area and should be considered in the impact assessment. The following buildings in the vicinity are identified as Designated Historic Assets:

Grade II Listed

- Former Drill Hall – Ref 21290
- 69 Lower Dock Street – Ref 3029

The Drill Hall has stood as a fire-damaged shell since 2018. Planning permission for its conversion to residential was granted on 24 August 2023 (ref. 23/0745). It remains a significant heritage asset central to the conservation area's character. The proposed development does not physically affect any listed building. The potential effects relate solely to setting.

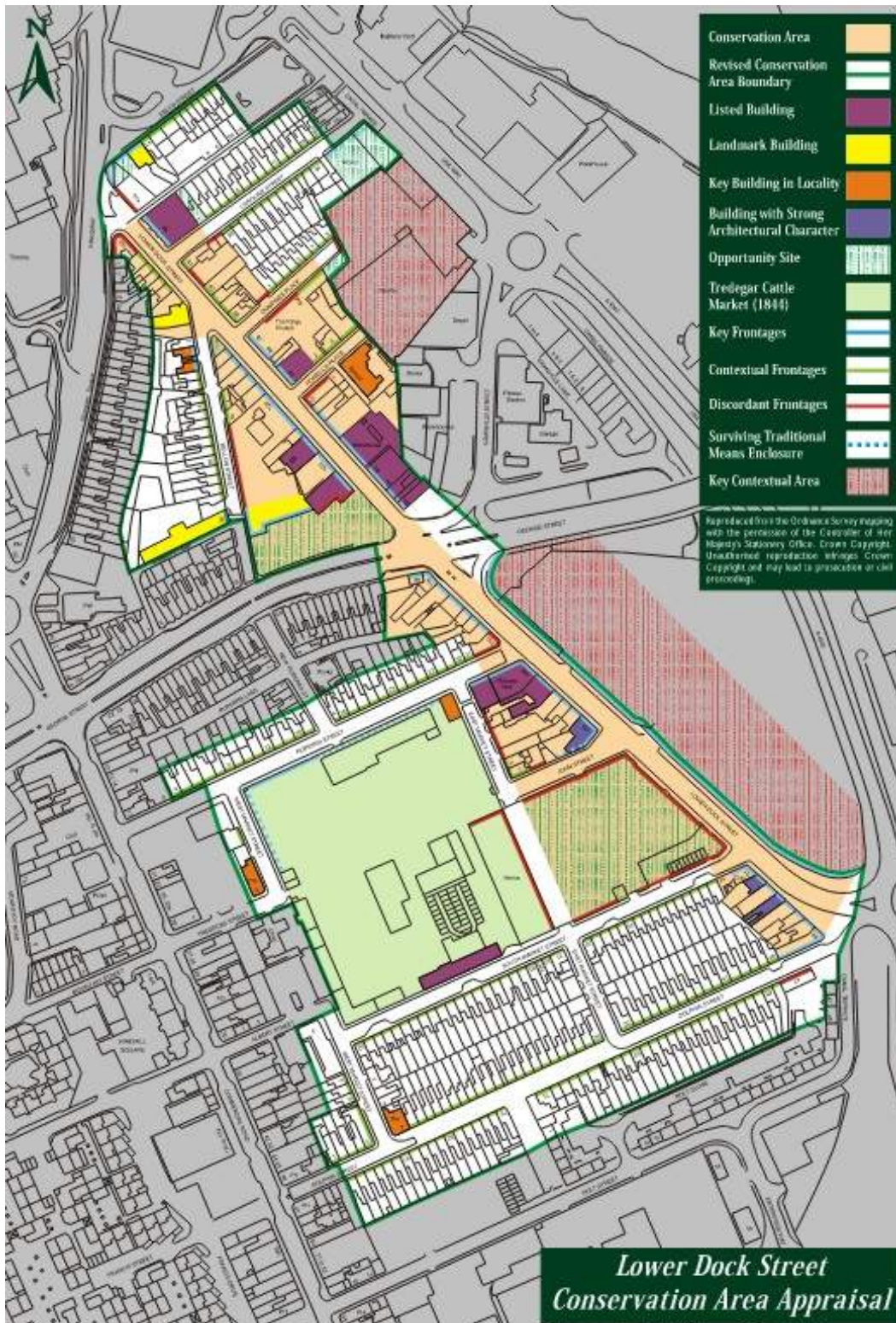


Cof Cymru search showing locations of the Drill Hall (North) and No. 69 Lower Dock Street (South)

Lower Dock Street Conservation Area

The Lower Dock Street Conservation Area was designated in June 1995 and extended in 1999. It adjoins the southern boundary of the application site. It is the principal designated heritage asset affected by the proposals, encompassing the surviving nineteenth-century dockland quarter and containing a diverse collection of commercial, residential and institutional buildings associated with the growth of the docks, together with a largely intact historic street pattern.

The Conservation Area Appraisal identifies distinct character areas within the conservation area. The application site principally affects the northern edge, including the area focused upon the Drill Hall, Caroline Street, Emlyn Street, Dumfries Place, Ebenezer Terrace and the northern section of Lower Dock Street. This character area is distinguished by its surviving enclosure, consistent terrace form, the landmark presence of the Drill Hall, a clear hierarchy between primary and secondary streets, and its role as the transition zone between the conservation area's commercial core to the south and the city centre to the north. The Appraisal identifies the Drill Hall Quarter as "a distinctive residential community... focussed on the former Drill Hall", sharing a clear street hierarchy between Caroline Street, Dumfries Place and Powells Place as primary frontages and the smaller courts and lanes as secondary spaces.



Conservation Area boundaries as featured in the Lower Dock Street Conservation Area Appraisal

Archaeological Interest

The application site occupies land with archaeological potential owing to its historic association with Newport's dockland expansion, the Emlyn Engineering Works and the Monmouthshire Railway and Canal Company. Archaeological matters are addressed through the written scheme of historic environment mitigation required by Condition 17 of the outline consent, and this assessment considers archaeology only insofar as it contributes to an understanding of the historic development of the site and surrounding conservation area.

Non-designated Heritage Assets

The boundary wall between Ebenezer Terrace and the Kingsway car park is a non-designated heritage asset of particular importance to this assessment. This coursed rubble stone wall marks the alignment of the former railway corridor and provides direct physical evidence of the historic relationship between the residential dockland quarter and the transport and industrial infrastructure that formerly occupied the application site.

Summary

The principal heritage asset affected by the proposals is the Lower Dock Street Conservation Area. Its significance derives from the survival of its nineteenth-century street pattern, its residential and commercial townscape, and its institutional buildings, including the Grade II listed Drill Hall. The Ebenezer Terrace/Kingsway boundary wall is a non-designated asset of evidential value that merits attention.

4. Historic Development

4.1 Introduction

The significance of the Lower Dock Street Conservation Area derives from the survival of its nineteenth-century street pattern and residential and commercial townscape, not from the retention of any particular character beyond its boundary. Understanding how the application site and its surroundings evolved over the last two centuries establishes why this distinction holds and provides the basis for assessing the proposed college against it.

The application site's role at the interface of the residential dockland quarter and the city's industrial and commercial hinterland has remained consistent for over 150 years. What has changed is the nature of the development occupying it — ironworks, railway sidings, engineering premises, a civic leisure centre, and now a further education campus. Throughout these changes, the defining characteristics of the conservation area including its street pattern, urban morphology, institutional buildings and residential character have remained substantially intact.

4.2 Early Development

Before Newport's nineteenth-century expansion, the land north of Lower Dock Street formed part of the low-lying marshland bordering the River Usk.

Newport developed at the historically lowest crossing point of the River Usk, with early settlement focused on St Woolos Church and the medieval castle on the western bank of the river. The rapid industrialisation of South Wales during the late eighteenth and nineteenth centuries transformed Newport into one of the principal industrial and maritime centres of Wales.

By 1811, the Monmouthshire Canal had linked Newport with the South Wales Valleys, and a tramroad had been established from the Sirhowy furnaces through the Pillgwenlly marshes towards the docks.

The intertidal marshes between Pillgwenlly and the River Usk were progressively infilled between 1797 and 1805 in association with canal and tramroad construction. Further reclamation followed through the tipping of ballast and excavated material associated with dock construction.

The Newport Dock Bill received Royal Assent in 1835. The construction of the Town Dock, which opened on 10 October 1842 to designs by the engineer John Rennie the younger and was built by Dike and Meyrick of Bristol for the Monmouthshire Canal Company, and Newport's growth as one of Britain's principal coal-exporting ports, transformed the surrounding landscape, and industrial development spread northwards from the docks as residential streets were laid out to house the growing workforce.

Lower Dock Street, Caroline Street, Emlyn Street, Dumfries Place and Ebenezer Terrace were established during this period as part of a planned expansion serving the docks. Their narrow plots, regular layout and continuous terraces remain the principal expression of the conservation area's historic character.



OS Six-Inch Monmouthshire XXXIII Surveyed 1875-1882 Published 1887 showing the layout of the dockland streets.

4.3 The Railway Corridor

The arrival and expansion of the Monmouthshire Railway and Canal Company's branch line was the dominant force shaping the application site through the second half of the nineteenth century. Railway sidings and goods yards occupied an extensive corridor immediately north of Emlyn Street, linking the docks to the wider industrial landscape. The northern edge of the conservation area was defined not by open ground but by a working transport corridor, and it is this corridor, rather than any single industrial occupier, that principally accounts for the site's long-standing separation from the fine-grained residential quarter to its south.

The alignment of that corridor survives today in the boundary wall separating Ebenezer Terrace from Kingsway — the most direct physical evidence remaining of the historic relationship between the residential streets and the industrial land to their north, and the principal evidential thread connecting the conservation area to the application site's history.



OS Six-Inch Monmouthshire XXIXSW Revised 1899-1900 Published 1902 showing the railway sidings.



The surviving railway boundary wall, Ebenezer Terrace

4.4 Industrial Expansion and the Emlyn Engineering Works

Historic mapping and desk-based assessment indicate that the application site was historically occupied by dense industrial and transport infrastructure. The block interior was dominated by Charles D. Phillips' Emlyn Engineering Works, specialising in manufacturing, repairing, and selling heavy maritime, electrical, and colliery equipment.

The works utilised substantial brick workshops and multi-storey showrooms built directly along the western boundary line of Emlyn Street. This created a distinct socio-economic hierarchy between the active engineering yards of the block interior and the commercial frontages of Lower Dock Street, which primarily housed shipping agents, consular offices, and marine brokers.

A dense grid of standard-gauge locomotive lines and coal sidings operated by the Monmouthshire Railway and Canal Company extended along the present Kingsway alignment, connecting dockland infrastructure and industrial premises. That alignment remains legible in the surrounding urban morphology.

Terraced housing historically lined Emlyn Street and nearby streets, forming part of the dense dockland residential hinterland associated with industrial employment.

Unlike the residential streets to the south, the application site accommodated large industrial buildings set within expansive plots. This contrast in urban grain — fine-grained residential streets adjoining large-scale industrial land — became one of the defining characteristics of this part of Newport, and has persisted, in one form or another, ever since.



Historic mapping showing the Emlyn Engineering Works (1920-1921)

4.5 Twentieth-Century Transformation

The historical connectivity between the town centre and the maritime quarter was systematically compromised by two entirely separate phases of mid-to-late twentieth-century development.

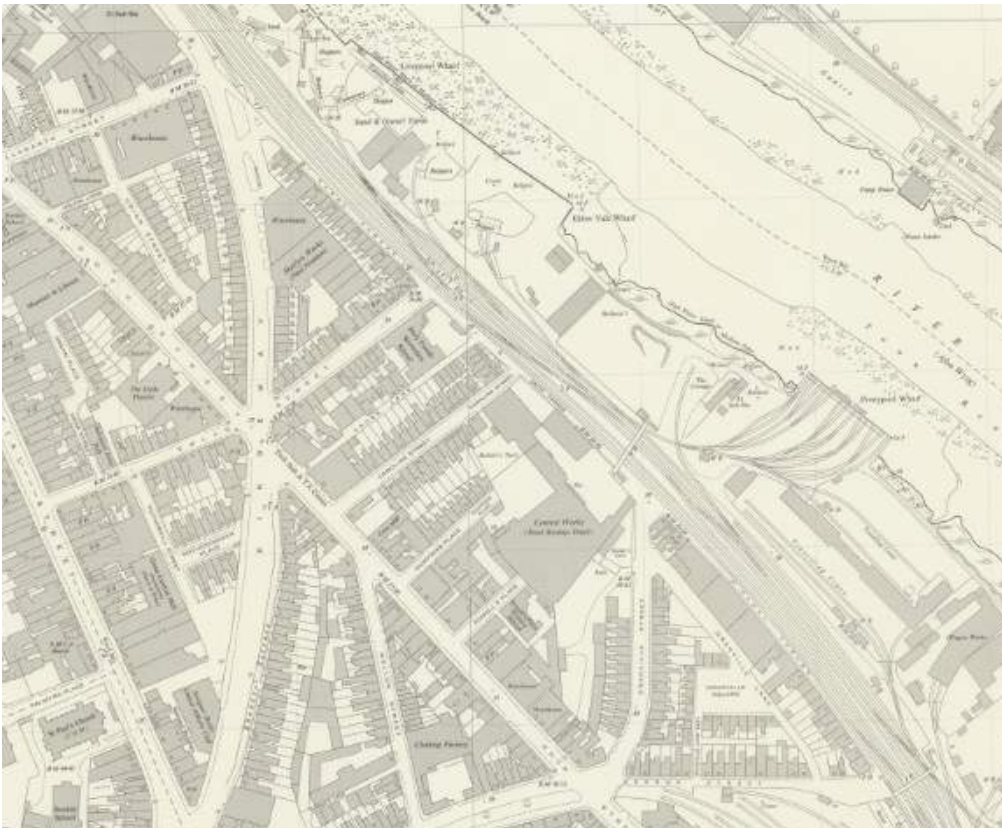
The initial phase of severance occurred with the construction of Kingsway itself: the Monmouthshire Railway lines through this stretch closed in 1907 and were lifted after a period as sidings, and the Newport Corporation (No. 1) Act 1930 empowered the closure of a further section of the former Monmouthshire Canal and the diversion of a short length of railway onto

the vacated canal land, which the Corporation then used to build a new road; Kingsway opened on 5 November 1934 (Skillern, 1960). This is a distinct phase from the later development of the Kingsway Shopping Centre and the elevation of Usk Way to principal trunk road status, addressed separately below. This initial infrastructure project compounded the physical barrier to historic east-west pedestrian movement.

A 1940s aerial photograph shows that, despite changes, other relationships established in the nineteenth century remained intact: the residential streets retained their historic morphology while the application site continued to accommodate railway infrastructure and industrial premises. Post-war redevelopment saw engineering works give way to commercial premises, vehicle depots and warehousing, but the site continued to function as part of the city's industrial and commercial hinterland rather than as an extension of the residential quarter to its south.



OS Air Photos 1:10560 Sheet 31-38 NW Photography taken August 1947



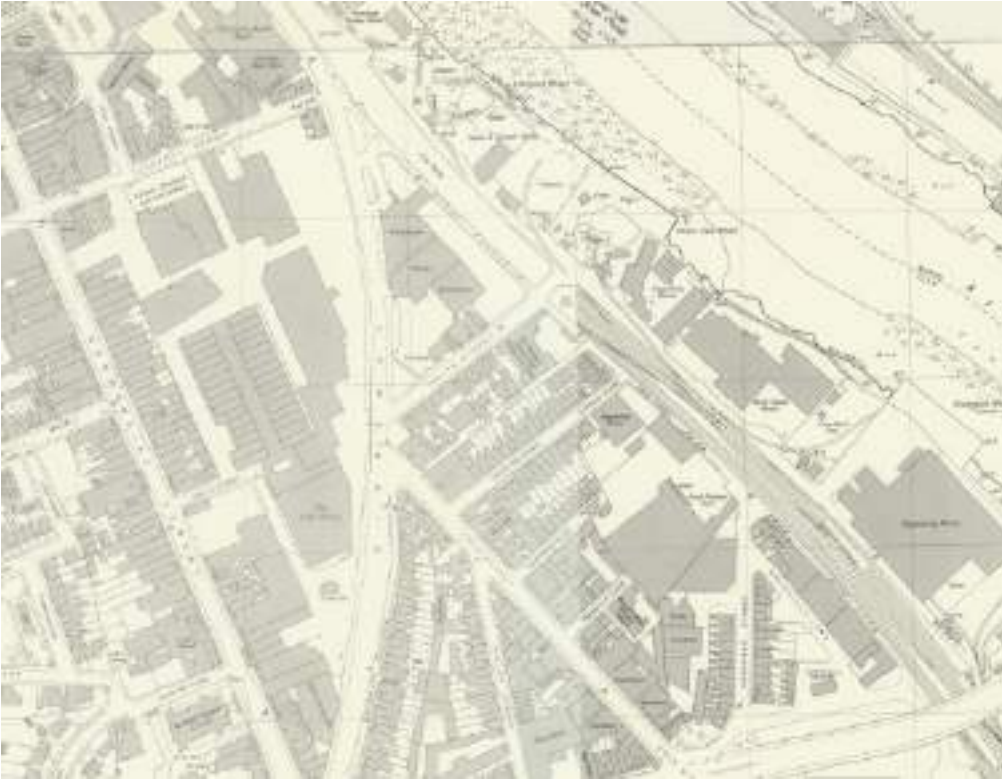
OS 1:1250 ST3288SW A Surveyed 1955 Published 1956

4.6 Kingsway and the Newport Centre

The most substantial change to the conservation area's setting came with the comprehensive redevelopment of Newport city centre in the second half of the twentieth century. Removal of the railway corridor and construction of Kingsway replaced the former industrial infrastructure with a major urban distributor road, and the Newport Centre, built in 1985 on the former railway and industrial land, introduced a substantial civic leisure building immediately beyond the conservation area's boundary.

Historic photographs confirm that the Newport Centre presented largely inactive elevations to Emlyn Street and contributed little to the quality of the surrounding public realm. The current proposals replace one large-scale civic building within an already transformed urban context; they do not introduce large-scale development into a setting that was previously intact.

This initial severance was subsequently exacerbated and permanently locked in during the late twentieth century by the development of the Kingsway Centre shopping complex. Unlike the 1930s highway project, which merely intercepted the streets, the construction of this massive, inward-facing retail footprint physically demolished the remaining street grid blocks, replacing a porous network of lanes with unyielding, solid masonry masses, elevated concrete ramps, and inactive parking deck elevations.



OS 1:1250 ST3288NW B Revised 1968 Published 1969 showing Emlyn Street prior to construction of the Newport Centre.



The Newport Centre site in 1987

5. Assessment of Significance

5.1 Summary of Significance

The Lower Dock Street Conservation Area is of high local and regional significance as a surviving fragment of Newport's nineteenth-century dockland and mercantile quarter.

Its significance derives from:

- surviving urban morphology;
- strong linear enclosure
- dockland commercial architecture;
- residential hinterland streets;
- historic association with industrial expansion;
- and surviving evidence of Newport's maritime and railway economy.

The significance of the Lower Dock Street Conservation Area derives not from the preservation of individual buildings in isolation but from the collective survival of a nineteenth-century dockland townscape whose character continues to express Newport's rapid industrial expansion during the nineteenth century.

The historic interest of the conservation area lies principally in the relationship between its street pattern, plot structure, building hierarchy and surviving institutional buildings. These characteristics continue to provide a legible record of the residential, commercial and civic communities that developed alongside Newport's expanding docks and railway infrastructure.

The application site, by contrast, has never shared that morphology, having consistently accommodated large footprint uses since the nineteenth century, successively a foundry, the Emlyn Engineering Works, railway sidings and engineering premises, and the Newport Centre.

The application site lies immediately beyond this historic townscape. While closely related historically, it developed as part of the adjoining industrial and transport landscape rather than as an extension of the residential dockland quarter. Understanding this distinction is fundamental to assessing the heritage effects of the proposals.

This pattern of change at the conservation area's northern edge is not a recent phenomenon: the Appraisal itself records that the corner at the Lower Dock Street/Kingsway/Emlyn Street junction was, at the time of its preparation, a fire-damaged shell presenting "a dismal gateway feature to the northern half of the Conservation Area" (Lower Dock Street Conservation Area Appraisal, p.14). That site was subsequently redeveloped, under planning permission 18/1233, as new residential housing. The northern gateway has therefore already been through a complete cycle of dereliction, clearance and renewal since the conservation area was designated, the same sequence the application site itself is currently midway through.

5.2 Criteria for Assessing Significance

In accordance with Cadw's Conservation Principles, heritage significance is assessed through four heritage values: evidential, historical, aesthetic and communal. There is no prescribed hierarchy between these values; their relative contribution depends upon the character and significance of the particular historic asset.

Understanding how these values contribute to the significance of an historic asset provides the basis for informed decisions about its conservation and the management of change.

Following these principles, the significance of the Drill Quarter of the Lower Dock Street Conservation Area has therefore been assessed under the four heritage values of evidential, historical, aesthetic and communal value.

The "values based" assessments were first pioneered by James Semple Kerr and were embodied into the ICOMOS Burra Charter and are now an established part of Cadw's Conservation Principles.

Evidential Value: This derives from those elements of an historic asset that can provide evidence about past human activity, including its physical remains or historic fabric. These remains provide the primary evidence for how the asset has changed over time. It is the potential of a place to yield evidence about past human activity.

Historical Value: The ways in which past people, events and aspects of life can be connected through a place to the present. These illustrative or associative values of an historic asset may be less tangible than its evidential value but will often connect past people, events and aspects of life with the present.

Aesthetic Value: The ways in which people draw sensory and intellectual stimulation from a place. This might include the form of an historic asset, its external appearance and how it lies within its setting. Understanding the aesthetic value of an historic asset will be more subjective than the study of its evidential and historical values and will involve trying to express the aesthetic qualities or the relative value of different parts of its form or design.

Communal Value: This derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have additional and specific aspects; it can be commemorative, symbolic or spiritual.

In order to identify the relative contributions that these values make to the significance of a place and to assist with objective decision-making, the significance of the Conservation Area is assessed using a scale of significance ratings ranging from High to Detrimental:

High: An aspect of value that strongly contributes to the significance of a place, forming an essential piece of its history and cultural value.

Medium: An aspect of value that will have some cultural importance and will make a moderate contribution to the significance of a place.

Low: An aspect of value that will make a slight (yet still noteworthy) contribution to the significance of a place.

Neutral: An aspect that has no discernible value that neither adds to nor detracts from the significance of the place. Informed change will be acceptable.

Detrimental: An aspect of the place that detracts from its values and therefore its significance. In material terms, removal or reversal of these aspects should be strongly encouraged.

5.3 Evidential Value

The conservation area possesses *high evidential value* through the survival of its historic street pattern and built fabric, providing physical evidence for the nineteenth-century expansion of Newport's docklands.

Lower Dock Street, Caroline Street, Cross Lane, Dumfries Place, Powell's Place and Ebenezer Terrace continue to follow their nineteenth-century alignments with remarkably little alteration. Together they preserve the compact urban grain characteristic of dockland expansion and remain readily identifiable on successive editions of Ordnance Survey mapping.

Evidence of the former relationship between the conservation area and the adjoining railway corridor survives in the stone boundary wall along Ebenezer Terrace. Although modest in architectural terms, the wall represents an important surviving physical reminder of the historic transport infrastructure that once separated the residential quarter from the industrial land occupied by the application site.

Within the application site itself, historic fabric has largely been lost through successive phases of redevelopment culminating in construction and subsequent demolition of the Newport Centre. While the railway tracks and sidings have been lost, their route survives in the form of Usk Way and Kingsway. Reference to the canals which predated these survive in street names such as Canal Parade.

5.4 Historical Value

The conservation area possesses *high historical value* through its direct association with Newport's nineteenth-century maritime and industrial development.

Its residential terraces, commercial buildings and institutional architecture collectively illustrate the rapid expansion of Newport following construction of the Town Dock and associated railway infrastructure. Historic mapping demonstrates the close functional relationship between residential streets to the south and engineering works, railway sidings and dock-related industry immediately to the north. A full ecosystem of shops, offices, a masonic hall, a drill hall, a customs house and a cattle market all survive, with some having remarkably intact 19th century detailing.

Importantly, that historical relationship was complementary rather than homogeneous. The application site consistently accommodated larger industrial and transport uses whose scale, layout and function differed markedly from the fine-grained residential character of the conservation area through its association with the Emlyn Engineering Works and the Monmouthshire Railway and Canal Company's sidings. The distinction between these adjoining

urban forms has therefore been a defining characteristic of this locality since the nineteenth century.

5.5 Aesthetic Value

The aesthetic value of the conservation area derives principally from the collective quality of its townscape and coherent nineteenth-century street morphology.

Lower Dock Street is characterised by high density, continuous terraces, narrow streets, consistent building lines and the landmark presence of the Grade II listed Drill Hall, which together create a distinctive sense of enclosure that survives despite substantial twentieth-century redevelopment beyond its northern boundary. Side streets contain residential properties which contribute to this character as do intact Victorian materials and detailing. The Drill Hall's castellated form and prominent corner position give it historic status as the principal architectural landmark within the northern part of the conservation area.

The conservation area's appreciation is primarily experienced at street level. Long-distance skyline views make only a limited contribution to its significance owing to the enclosed nature of the historic streets and the screening provided by existing buildings.

Modern development associated with Kingsway, Usk Way, the University of South Wales and the wider civic centre already forms part of the wider visual context in which the conservation area is experienced.

For these reasons, the area has *high aesthetic value* although in places it is severely degraded and in a vulnerable condition.

5.6 Communal Value

The conservation area holds *high communal value* as one of the most complete surviving fragments of Newport's historic dockland community. It continues to survive as a living part of Newport's historic urban fabric, providing residential accommodation, community facilities and local businesses, and maintaining a tangible connection with Newport's industrial past.

Although many former commercial uses have changed, the area continues to function as a recognisable neighbourhood centred upon its historic street pattern and landmark buildings.

The Drill Hall remains the defining visual focus of the northern character area despite fire damage and ongoing proposals for redevelopment.

The conservation area serves as a window into Newport's industrial history and a commemoration to the everyday working-class community who lived and worked locally, with many local families having lived in the area for several generations. It continues to provide an important physical and historic link between Newport's surviving dockland heritage and the modern city centre.

5.7 Contribution of Setting to Significance

Cadw's Setting of Historic Assets in Wales is explicit that setting is not simply a matter of visibility: it encompasses the surroundings in which an asset is experienced, understood and appreciated, including movement, historic and functional associations, and the sensory and spatial qualities of its surroundings, as well as views.

The Coleg Gwent site's historic functional relationship with the conservation area, as part of the Emlyn Engineering Works, the Monmouthshire Railway and Canal Company's sidings, and successive phases of engineering and industrial premises is central to understanding why the conservation area developed as it did: a fine-grained residential and commercial quarter with a distinct, working northern edge and dockland south-edge.

The application site's contribution to setting throughout the 20th century has progressively been one of transition rather than visual continuity. While continuing to provide a buffer role between the Lower Dock Street Conservation Area and the city centre, this buffer zone has been increasingly hostile with the now demolished Newport Centre providing a sheer brick façade to Emlyn Street.

Setting is also experienced through movement, how a person moves from the city centre into the conservation area, and how that transition is signalled, and the existing cleared site, with its hoardings and absence of activity, currently offers a poor-quality experience at the principal points of arrival, which have recently been enhanced with the construction of modern apartments in a sympathetic domestic language at the Lower Dock Street and Emlyn Street junction.

The most sensitive relationship with the application site occurs along Emlyn Street where the historic residential terraces directly address the northern boundary of the conservation area.

Elsewhere, existing development substantially limits visual relationships.

Views from Caroline Street are generally restricted to narrow gap views between buildings.

The Drill Hall largely screens views from Mellon Street and surrounding streets.

The skyline experienced from within the conservation area is already defined by twentieth-century redevelopment associated with Kingsway and the wider civic centre, meaning the application site is experienced within an established urban context rather than against an undeveloped historic skyline.

The principal contribution made by the application site to the conservation area's setting is therefore its role as the historic northern edge of the dockland quarter rather than through any surviving architectural or visual relationship.

6. Description of the Proposed Development

6.1 Introduction

The Reserved Matters application seeks approval for the layout, scale and appearance of the new Coleg Gwent – Newport Knowledge Quarter campus on the former Newport Centre site. The building steps down from six storeys to a reduced fifth-floor footprint, a deliberate setback and terracing strategy to minimise impact on Emlyn Street.



CGI visualisation of the proposed development facing Emlyn Street

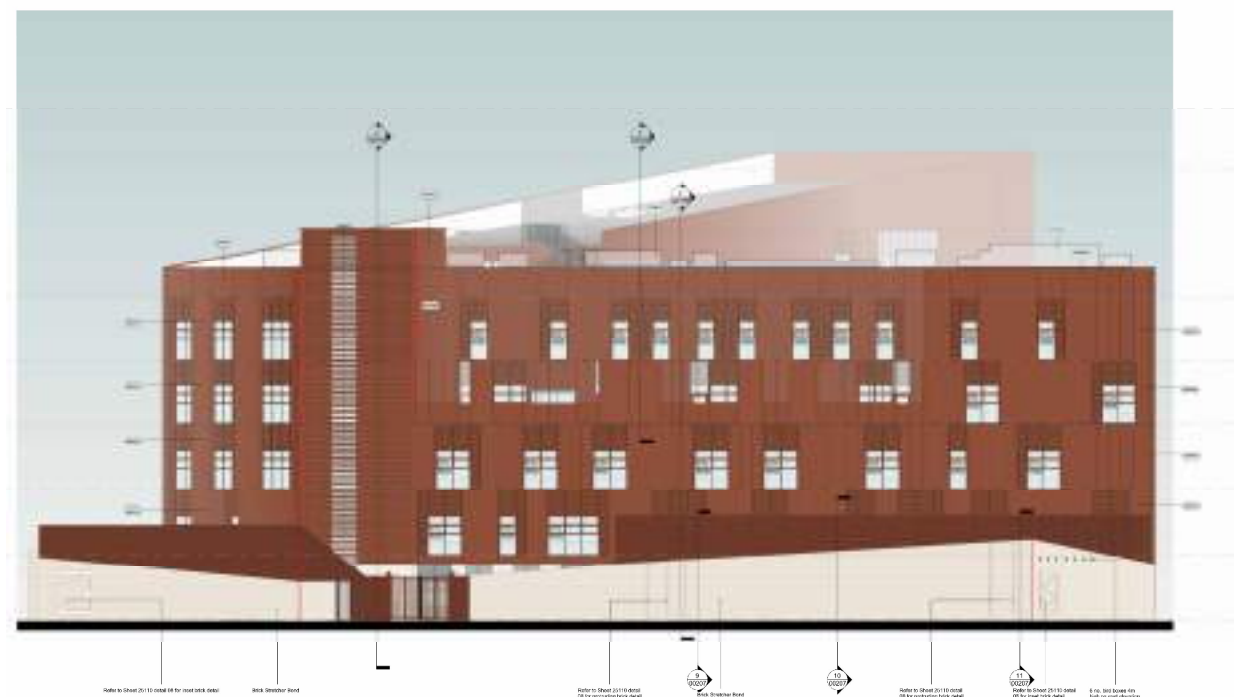
6.2 Layout

The building occupies the modern urban block bounded by Kingsway, Usk Way and Emlyn Street, set back a minimum of 3m from the site edge facing Usk Way in accordance with Condition 06. The layout reinforces the established urban block structure fronting Kingsway and Emlyn Street, with the principal public entrance addressing the Lower Dock Street Gateway.

6.3 Scale and Massing

The building's height is fixed by the outline consent's maximum height parameter. Its apparent scale as experienced from the conservation area is a function of design decisions rather than height alone. The upper storeys are set back and terraced, stepping the building's mass away from the street edge; the rainscreen elevations are broken into vertical bays by projecting fins to each window opening, introducing a rhythm closer to the vertical proportions of the conservation area's terraced plots; the projecting fins, recessed glazing and change of plane between the brick base and the rainscreen above create depth and cast shadow across the elevations; and the roofline steps down rather than presenting a single continuous ridge. Together, these measures mean the building's apparent scale, as experienced from Emlyn Street or the Lower

Dock Street Gateway, is materially smaller than its actual height and footprint would suggest in isolation (elevations and general arrangement plans, drawings 00140–00148 and 00101–00107).



Emlyn Street elevation drawings – South-west (top) South-east (bottom) Not to Scale

6.4 Materials

The ground floor and part of the first floor are formed in facing clay brickwork with feature bands and panels; the remainder of the building is clad in Euroclad Opus 200 interlocking secret-fix metal rainscreen panels with projected vertical fins to openings. The brickwork draws on the former railway boundary wall along Ebenezer Terrace.

A grey brick has been selected for the base storeys. The design rationale is to tie the building materially with its immediate modern neighbours, the Kingsway Shopping Centre and the University of South Wales Newport Campus, rather than to replicate the warmer brick tones of the Lower Dock Street Conservation Area to the south. This is a deliberate design response to the site's transitional position between the historic dockland quarter and the contemporary city centre considered further against Policy CE7. The metal rainscreen is finished in a specialist metallic coating, a rust/terracotta tone, as shown on the CGI visualisations.

The service-yard enclosure along the southern part of the site has similarly been developed as part of the overall architectural composition rather than as a separate utilitarian boundary treatment. The enclosure uses facing brickwork related to the masonry base of the main building, incorporating changes in brick coursing, projecting vertical brick details and recessed feature panels to articulate the longer sections of wall. Where plant extends above the masonry enclosure, copper-toned metal screening is introduced to provide visual screening while maintaining a material relationship with the metalwork of the principal building.

6.5 Landscape and Public Realm

The landscape strategy provides structural tree planting, quality paving and defined public realm at the Lower Dock Street Gateway and the Kingsway frontage, and comprehensive improvements to enclosure, planting, permeability and natural surveillance at Emlyn Street. The operational service yard is contained behind the architecturally treated masonry enclosure described above, supplemented by secure metal fencing and controlled gates where enclosure cannot be achieved through masonry alone. The Ebenezer Terrace/Kingsway boundary wall is retained within the landscape strategy for this part of the site and positively interpreted as part of the public realm.



The design has been informed by the site's position between Newport city centre and the Lower Dock Street Conservation Area. The heritage-led measures incorporated within the proposals respond both to the historic urban form and morphology of the conservation area and to the experiential and functional dimension of setting.

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apparent scale as experienced from the conservation area. The grey brick base is a considered response to the site's immediate modern context, with the primary heritage-led response to the conservation area delivered through massing, articulation, public realm and urban form.

In response to the experiential and functional dimension of setting, the proposals provide space between the higher elements of the building and the residential properties on Emlyn Street through lower height, setbacks and a service zone. The service-zone enclosure reinforces the established distinction between the public street and operational space, while its facing brickwork, articulated coursing and projecting brick details ensure that this prominent boundary is treated as part of the architectural composition rather than as a purely functional screen. Where plant extends above the masonry enclosure, copper-toned metal screening provides further visual containment. Together with the wider public realm improvements at Emlyn Street and the Lower Dock Street Gateway, this improves the quality of arrival into the conservation area from the north.

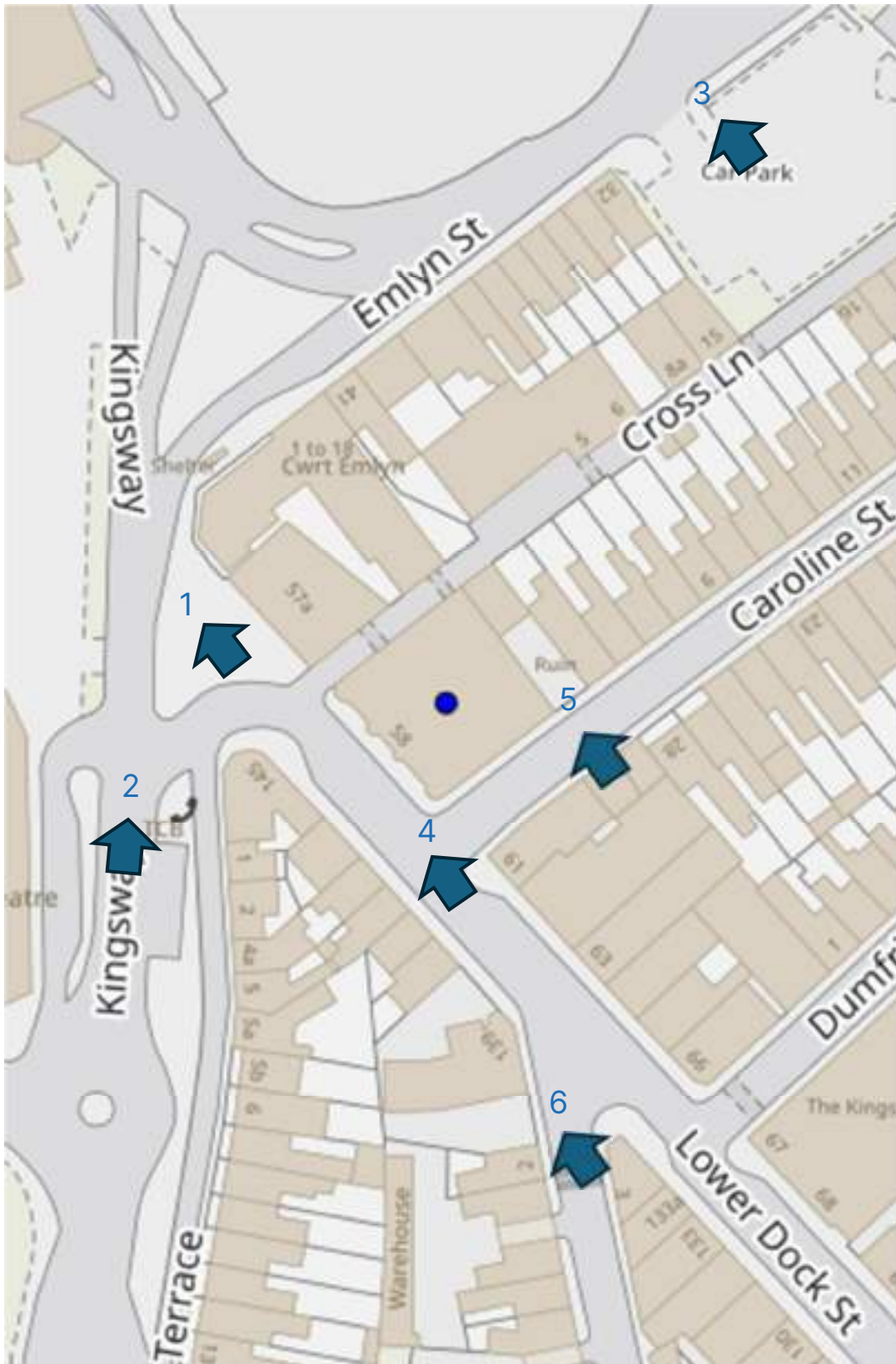
The improved public realm between the site and Kingsway Shopping Centre will improve connectivity between the conservation area and the city centre as well as improving sightlines down Kingsway.

7. Heritage Impact Assessment

7.1 Principal Heritage Receptors

The proposed college is experienced in relation to the conservation area from three principal locations, identified through site inspection and confirmed against historic and current Ordnance Survey mapping.

1. Lower Dock Street Gateway. The junction of Lower Dock Street and Kingsway forms the principal northern entrance to the conservation area. Its significance derives from the continued legibility of Lower Dock Street as the historic route into the dockland quarter, not from views of the application site. The proposed development occupies the modern urban block beyond this threshold without altering the alignment, enclosure or hierarchy of the historic street; replacing the cleared site with a coherent civic frontage strengthens the definition of the gateway and improves the quality of arrival into the conservation area. *Heritage effect: beneficial.*
2. Kingsway / Lower Dock Street / Ebenezer Terrace Junction. This junction marks the point at which the dockland quarter meets the twentieth-century redevelopment of Kingsway, a relationship that has altered repeatedly over the past century, first through removal of the railway and subsequently through construction of the Newport Centre. The surviving Ebenezer Terrace boundary wall remains the principal tangible evidence of that former railway alignment. The proposed building footprint does not extend to this junction, however there are views towards the proposed Coleg Gwent site. *Heritage effect: neutral.*
3. Emlyn Street. Emlyn Street is the boundary between the proposed development and the conservation area and is the most sensitive heritage interface. Historically the street marked the transition between the residential quarter and the industrial land beyond; that relationship has persisted through successive redevelopment of the application site. Demolition of the Newport Centre has left an incomplete edge of hoardings and exposed hardstanding. The proposed development reinstates enclosure along this frontage through the masonry base of the principal building and the architecturally treated service-yard enclosure, with the elevation above articulated through changes in plane, material and vertical emphasis. The service enclosure incorporates brick detailing and screened upper elements rather than presenting an undifferentiated utilitarian boundary to the conservation area. This replaces the sheer blank brick façade formerly presented to Emlyn Street by the Newport Centre and restores a more coherent and considered northern edge to the street. *Heritage effect: beneficial.*



Heritage receptor location plan, Principal (1-3) and Secondary (4-6) Heritage Receptors



1 Principle Heritage Receptor Proposed View, Lower Dock Street Gateway



2 Principle Heritage Receptor Proposed view, Kingsway/Lower Dock Street/Ebenezer Terrace Junction



3 Principle Heritage Receptor Proposed view, Emlyn Street

7.2 Secondary Receptors and Scale

Within Caroline Street and the Drill Hall Quarter/Mellon Street, the surviving nineteenth-century urban grain of continuous terraces, boundary walls and the mass of the Drill Hall substantially screens the application site from view. The proposed development therefore has limited influence upon the experience of these more enclosed parts of the conservation area. *Heritage effect: neutral.*

The proposed college is unquestionably larger than the predominantly two-storey terraces of the conservation area, but actual height should not be confused with perceived scale. Recessed and terraced upper storeys, vertical modulation through projecting fins to window openings, changes of plane between the masonry base and the rainscreen above, and a stepped roofline together ensure the building is experienced as a composition of smaller elements rather than a single volume. The surrounding townscape already accommodates development of comparable scale including Kingsway Shopping Centre and the University of South Wales campus. Within the conservation area itself the skyline is largely concealed by its enclosed street pattern, so the proposed building makes only a limited contribution to the skyline experienced from the historic streets through gap views.



4 Secondary Heritage Receptor Proposed view, Drill Hall at Caroline Street/ Lower Dock Street Junction



5 Secondary Heritage Receptor Proposed view, Caroline Street to rear of Drill Hall at gap location



6 Secondary Heritage Receptor Proposed view, Lower Dock Street/ Mellon Street Junction

7.3 Public Realm

The proposals' most significant heritage benefit is the improved public realm at the conservation area's northern edge. The Newport Centre had little meaningful relationship with Emlyn Street, and the site's clearance further weakened this gateway by removing enclosure and activity. The creation of new public realm, structural tree planting and high-quality landscape design at the Lower Dock Street Gateway and Emlyn Street will improve movement between the city centre and the conservation area, strengthen the legibility of the northern gateway and support greater appreciation of the historic townscape through increased activity and better pedestrian connections. These improvements are heritage benefits in their own right, consistent with Cadw's guidance on the experiential and functional dimensions of setting.

7.4 Public Benefits

The proposed development delivers the following benefits relevant to the heritage planning balance:

- The redevelopment of a cleared, vacant site that currently presents an incomplete and poor-quality urban edge to Emlyn Street and the conservation area
- The delivery of the further education campus that forms the wider Newport Knowledge Quarter regeneration area
- The introduction of active, publicly accessible uses that bring sustained footfall and natural surveillance to the conservation area's northern edge

7.5 Overall Heritage Impact

The historic street pattern, plot morphology, urban enclosure, institutional buildings and architectural hierarchy that define the conservation area's significance remain unaffected by the proposals. The application site has accommodated larger-scale industrial, transport and civic development for over 150 years, and the proposed college continues that established pattern rather than departing from it. Its principal effects are felt at the conservation area's northern gateway, where a cleared redevelopment site is replaced by a high-quality civic building with substantially enhanced public realm and pedestrian connectivity; away from this interface, the enclosed morphology of the conservation area limits the development's influence to occasional filtered views. The proposals preserve the significance, character and appearance of the Lower Dock Street Conservation Area and improve the quality of its northern interface.

The grey brick base is a considered response to the site's northern context rather than a claim of material continuity with the conservation area this limb is properly satisfied through the building's massing, articulation, scale management and active frontage rather than through the brick colour itself, an approach consistent with Cadw guidance, which does not require new development to replicate historic materials. The masonry base, and vertical modulation at Emlyn Street represent a considered architectural response to the adjoining terraces. No domestic gardens or open spaces within the conservation area are affected; the new public realm at the Kingsway gateway and Emlyn Street is an addition to, not a loss of open space.

8. Heritage Impact Statement

The proposed redevelopment has been assessed against the statutory duties contained within the Historic Environment (Wales) Act 2023 together with Planning Policy Wales, Technical Advice Note 24, Cadw guidance and Newport Local Development Plan Policy CE7.

The assessment demonstrates that the application site has historically formed part of Newport's industrial, transport and civic infrastructure rather than the residential dockland quarter represented by the Lower Dock Street Conservation Area. Throughout the nineteenth and twentieth centuries the site accommodated railway sidings, engineering works, commercial premises and the Newport Centre, all substantially different in scale and character from the residential streets immediately to the south.

The significance of the conservation area derives principally from the survival of its historic street pattern, urban morphology, architectural hierarchy and institutional buildings. These defining characteristics remain intact and continue to be readily understood.

The proposed development has been designed in direct response to this historic context. Building height reduces towards Emlyn Street to acknowledge the adjacent residential terraces. Servicing is enclosed behind an architecturally treated masonry boundary that reinforces the established distinction between public street and operational space. Variations in brick coursing and projecting brick details articulate the enclosure, with copper-toned metal screening used where plant extends above the masonry wall, integrating the operational requirements of the service yard into the wider architectural composition. Public-facing educational uses are concentrated along Kingsway, reflecting the contemporary civic role of that frontage while allowing the quieter residential character of Emlyn Street to be maintained.

Assessment of representative viewpoints demonstrates that visual effects are generally limited. The site is experienced principally at the Emlyn Street interface and the Lower Dock Street/Kingsway gateway. Elsewhere, existing buildings substantially restrict views, while the wider skyline is already characterised by twentieth-century redevelopment associated with Kingsway, Usk Way and the city centre. The proposals therefore do not introduce a new visual relationship with the conservation area but replace one substantial civic building within an already transformed urban context.

The redevelopment also delivers wider heritage benefits through removal of a long-standing vacant brownfield site, improved public realm, enhanced pedestrian connectivity and restoration of a coherent urban edge along the northern boundary of the conservation area.

Accordingly, it is concluded that the proposals preserve the character, appearance and significance of the Lower Dock Street Conservation Area, preserve the setting of nearby listed buildings, preserve the significance of identified non-designated heritage assets, and fully satisfy the requirements of Condition 11 attached to Outline Planning Permission 22/0814.

These revisions adopt a more measured, evidence-led tone and align more closely with the style typically expected in Director-level heritage reports. The argument is carried through by historical evidence and assessment rather than by design narrative alone.

9. References

9.1 Legislation and Policy

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9.2 Primary Heritage Sources

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Cadw, Full Report for Listed Buildings: 109 Lower Dock Street (Masonic Hall) (ref. 3028, Grade II, designated 2 May 1980).

Cadw, Full Report for Listed Buildings: Cattle Market (S range) (ref. 18183, Grade II, designated 31 January 1997).

9.3 Planning History

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Newport City Council, planning permission 18/1233 (Lower Dock Street/Emlyn Street corner site).

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9.4 Secondary Sources

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