



Transport Statement

Newport Knowledge Quarter

August 2026

Prepared for:
WEPco Limited

Prepared by:
Stantec

Project Number:
333701109

Registered Office: Stantec House, Kelburn Court,
Birchwood, Warrington, WA3 6UT

Office Address: Merchants House North, Wapping
Road, Bristol BS1 4RW
T: 0117 945 9225 E: askstantec@stantec.com

Document control sheet

Issued by	Stantec UK Limited Wharton Place 13 Wharton Street Cardiff CF10 1GS UNITED KINGDOM stantec.com	+44(0) 1179 459225 stantec.com
Client	WEPco Limited	
Project name	Newport Knowledge Quarter	
Title	Transport Statement	
Doc ref	NE0101-STN-XX-XX-RP-TP-05000	
Project number	333701109	
Status	A2 – Planning Application	
Date	19/08/2026	

Document production record

Issue number	P06	Name
Prepared by		Lewis Rees BSc (Hons) MSc
Checked by		Rusne Bagdanaviciute, BSc (Hons) MSc MCIHT
Approved by		Lizzie Clark BSc (Hons) MSc MCIHT

Document revision record

Issue number	Status	Date	Revision details
P01	S3	02/09/2025	Suitable for review and comment
P02	A1	19/09/2025	WEPCo Stage 1 Submission
P03	D2	16/07/2026	Suitable for review
P04	D2	21/07/2026	Suitable for review
P05	A2	05/08/2026	Planning
P06	A2	19/08/2026	Planning

Stantec has prepared this report in accordance with the instructions of the above-named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.



Contents

Document control sheet	ii
1 Introduction	5
1.1 Overview	5
1.2 Site location.....	5
1.3 Purpose of report.....	6
1.4 Background information	6
1.5 Pre-application planning submission	6
1.6 Structure of report.....	6
2 Transport policy context	8
2.2 Planning Policy Wales (Edition 12 February 2024)	8
2.3 Newport Local Development Plan 2011-2026 Adopted Plan 2015.....	11
3 Existing conditions	12
3.1 Existing site use	12
3.2 Census data review	12
3.3 Local highway network.....	12
3.4 Existing parking	13
3.5 Highway safety data	14
4 Access via non-car modes	16
4.2 Pedestrian and cycle connectivity	16
4.3 Access to facilities and amenities	17
4.4 Public transport	18
4.5 Site accessibility summary	20
5 Development proposals	21
5.1 Overview	21
5.2 Access strategy	22
5.3 Pedestrian access	22
5.4 Parking strategy	23
5.5 Public realm improvements	25
5.6 Catchment area.....	26
6 Delivery and servicing	28
6.1 Overview	28
6.2 Delivery	28
6.3 Servicing.....	28
6.4 Delivery and servicing trip generation	29
7 Trip generation	31
7.1 Introduction	31
7.2 Proposed college.....	31
7.3 Impact of the proposed development.....	32
8 Summary and conclusions	33



8.1	Summary	33
8.2	Summary	33
8.3	Conclusions.....	34

Tables

Table 3-1 Mode of travel data - staff.....	12
Table 3-2 Local highway network	13
Table 3-3 Parking restrictions within 200m.....	13
Table 3-4 Road safety data	14
Table 4-1 Facilities and amenities within close proximity.....	18
Table 4-2 Bus route frequencies from Emlyn Street	19
Table 5-1 Cycle Parking survey.....	24
Table 6-1 Servicing trip rates and trip generation	29
Table 7-1 Total people trip rates and trip generation	31

List of Figures

Figure 1-1 Site location	5
Figure 2-1 The sustainable transport hierarchy for planning (Source: PPW)	9
Figure 3-1 PIC study area	14
Figure 4-1 Cycle routes	17
Figure 4-2 Newport Bus: City Network	19
Figure 5-1 Site layout.....	21
Figure 5-2 Access points	22
Figure 5-3 Future Walking and Cycling Routes	26
Figure 5-4 Catchment area for the existing college	27

Appendices

Appendix A	Pre-planning application response
Appendix B	Network of bus travel
Appendix C	Site layout
Appendix D	Visibility splays
Appendix E	Stopping Up Order
Appendix F	Swept path analysis
Appendix G	TRICS datasets



1 Introduction

1.1 Overview

- 1.1.1 This Transport Statement has been prepared by Stantec on behalf of WEPco Limited in support of a planning application for the development of Coleg Gwent, located along the A4042 in Newport.

1.2 Site location

- 1.2.1 The proposed development site is located in Newport City Centre, near the Friar's Walk Centre. It is bounded by:

- The A4042 Usk Way – Kingsway roundabout to the north
- The A4042 Usk Way to the east
- Emlyn Street to the south
- Kingsway Multi Story Car Park (MSCP) to the west.

- 1.2.2 The site location is shown in Figure 1-1.



Figure 1-1 Site location

1.3 Purpose of report

- 1.3.1 The purpose of this Transport Statement is to demonstrate that the development is acceptable in terms of transportation, highway safety and access, and that it is compliant with relevant national and local planning policies.
- 1.3.2 This Transport Statement provides a review of the existing conditions; site's location and access by various modes of travel; development proposals - including internal layout, parking and access arrangements, and an assessment of the impact of traffic generated by the re-developed school on the surrounding highway network.
- 1.3.3 It considers guidance from the national local policy. It also considers advice set out by the Department for Transport (DfT) including Transport Evidence in Plan Making, Manual for Streets, Manual for Streets 2, Local Transport Note 1/20: Cycle Infrastructure Design and CIHT's guidance on 'Providing for Journeys on Foot'.
- 1.3.4 A Travel Plan (TP) has also been prepared in support of the development site. The TP identifies measures and initiatives to encourage travel to and from the site by sustainable modes of travel and is submitted as a separate document (ref: 37766-STN-XX-XX-RP-TP-6001).

1.4 Background information

- 1.4.1 An outline planning application (ref. 22/0814) was granted planning consent on 5th October 2022 for the demolition and re-development of the flexible floor space to provide educational use. The full description of the outline application is provided below:

'the demolition and redevelopment of the site for circa 54,000 square metres of flexible floorspace for educational use, or any other use within use classes A1 (shops), A2 (financial and professional services), A3 (food and drink), B1 (business), C1 (hotels), D1 (non-residential institutions) and D2 (assembly and leisure), with all matters reserved.'

1.5 Pre-application planning submission

- 1.5.1 Pre-application planning advice has been obtained from Newport City Council, as the Local Highway Authority. A Transport Scoping Note (ref: NE0101-STN-XX-XX-RP-TP-3000-A1-P03) was issued on 7th April 2026, which set out the principle of the proposed use and agreed the scope of works required to accompany a planning application.
- 1.5.2 A full pre-application response was received from the local highway authority in June 2026, and presented in full in Appendix A.
- 1.5.3 To summarise, the submitted Transport Scoping Note has been confirmed by Highways as a proportionate level of information for the RM submission. The Outline planning permission advocated the proposed parking approach.
- 1.5.4 The pre app response stated that the Council's Highways Officer has raised concerns in relation to the limited direct connectivity from the site to active travel links. It was recommended that, where possible, there is an opportunity to improve the site's connectivity then this is encouraged to be considered.

1.6 Structure of report

- 1.6.1 Following this introductory section, this Transport Statement will be structured as follows:
 - Chapter 2 sets out the local and national policy relevant to the development proposals



- Chapter 3 provides a review of the existing highway network and scope of personal injury collision data analysis
- Chapter 4 sets out the sites connectivity and access via non-car modes.
- Chapter 5 provides a description of the development proposals, including access principles and parking provision.
- Chapter 6 highlights the delivery and servicing arrangement to serve the proposed development
- Chapter 7 assesses the likely multi-modal trip generation
- Chapter 8 provides a summary and conclusion



2 Transport policy context

- 2.1.1 In producing this Transport Statement due regard has been given to the following Local and National Transport Policies and it is considered that the development accords fully in Transport/Highway terms:

2.2 Planning Policy Wales (Edition 12 February 2024)

- 2.2.1 Planning Policy Wales Edition 12 (PPW - adopted February 2024) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.
- 2.2.2 Chapter 4.0 of PWW covers the theme of 'Active and Social Places' and the transportation components of place making.
- 2.2.3 The principle of the PPW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

4.1.1 The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

-Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.

- Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.

*-Where we need new transport infrastructure, we will use the **sustainable transport hierarchy** to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*

-Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.

- 2.2.4 The proposed development site will be accessible by walking, cycling and public transport.
- 2.2.5 A Safer Routes to School Study will be carried out as part of the scope in order to assess walking and cycling routes to the site.



2.2.6 As set out in paragraph 4.1.9, The Welsh Government will seek to encourage cycling:

4.1.9 The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport.

4.1.11 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

2.2.7 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

4.1.12 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.

2.2.8 Figure 2-1 indicates the sustainable transport hierarchy for planning.

Figure 9: The Sustainable Transport Hierarchy for Planning

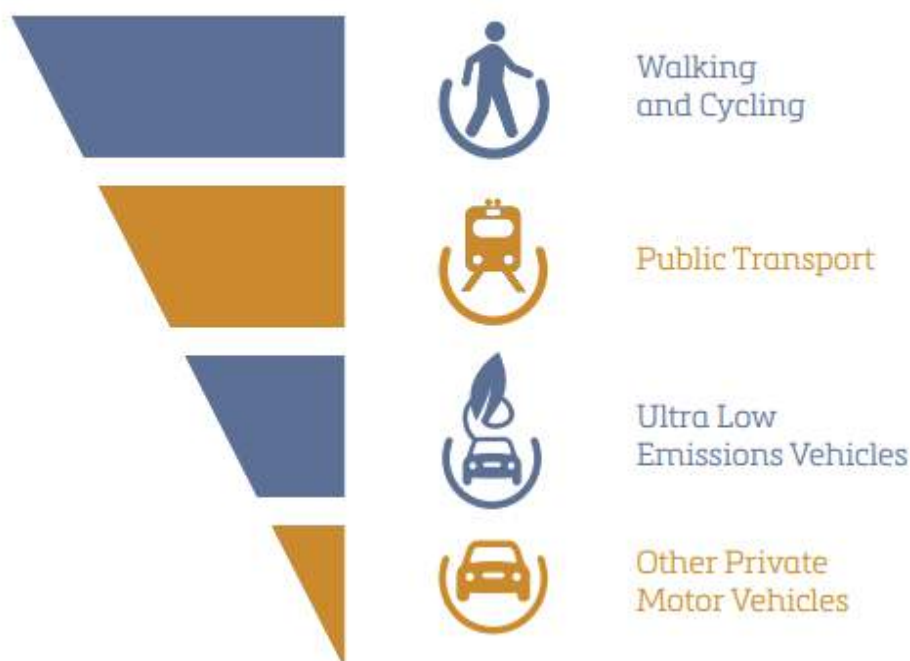


Figure 2-1 The sustainable transport hierarchy for planning (Source: PPW)

2.2.9 The development proposes pedestrian and cycling infrastructure which connects the site to existing facilities.

2.2.10 The PPW acknowledges in para 4.1.17 that in rural areas the approach to sustainable transport will be site-specific:



4.1.17 Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.

2.2.11 This site is located on the edge of town, and with the proposed pedestrian improvements the level of sustainable travel options is considered appropriate for a site in such a location.

2.2.12 The PPW promotes Active Travel and sets out that new development should integrate with existing active travel networks;

4.1.30 New development places additional demand on transport infrastructure and networks, with the location, layout and design of development affecting the distance and way in which people travel. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.

2.2.13 The site will be accessible via non-car modes.

2.2.14 The PPW sets out in relation to cycle parking that:

4.1.35 New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations and public transport interchanges, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Act Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance.

2.2.15 The site is accessible by public transport.

2.2.16 Paragraphs 4.1.49, 4.1.50 and 4.1.52 outline the Welsh policy regarding car parking provision:

4.1.50 Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

4.1.51 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, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

4.1.53 Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under



review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

2.2.17 An appropriate level of car parking will be provided, in line with guidance.

2.2.18 PPW regarding Transport Assessments, sets out that:

4.1.56 Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.

2.2.19 The proposals accord with the Welsh National Guidance.

2.3 Newport Local Development Plan 2011-2026 Adopted Plan 2015

2.3.1 Newport County Borough Council is preparing a Replacement Local Development Plan for the period 2026 - 2036. The current LDP will remain in force until the Replacement LDP is adopted.

2.3.2 Newport occupies a strategic location on national road, rail and sea routes, and this Plan seeks to capitalise upon this to benefit the economic and social wellbeing of the City and its sub-region. The Newport City Wide Transport Strategy seeks to understand movement within and beyond the City.

2.3.3 The Plan seeks to secure more integration in transport provision, providing people and businesses with more transport choices and enabling greater use of more sustainable transport modes (see Policy SP1, paragraph 2.6).



3 Existing conditions

3.1 Existing site use

- 3.1.1 The site was previously occupied by a leisure centre which was last occupied in 2023 and subsequently demolished.

3.2 Census data review

- 3.2.1 A review of 2011 Census data has been undertaken to establish how people employed within this area of Newport currently travel to work.
- 3.2.2 The 'Location of usual residence and place of work' data for the MSOA Newport 014 area (in which the site is located) has been used. This is presented in Table 3-1.

Table 3-1 Mode of travel data - staff

Method of Travel to work	Percentage (%)
Train	2
Bus, minibus or coach	14
Driving a car or van	63
Passenger in a car or van	7
Bicycle	1
On foot	12
Other	2
Total	100

- 3.2.3 It can be seen within the table above that approximately 29% of people that work within the area, travel by sustainable modes of travel, including walking, cycling and public transport. Approximately 63% of people drive, with an additional 7% of people car sharing.
- 3.2.4 It should be noted that 2011 Census data has been used, as the Office for National Statistics has issued a warning in relation to the use of 2021 Census mode of travel data due to inaccuracies in the data. This is due to Covid-19, when an increased proportion of people were working from home or were being furloughed, at the time when the data was collected.
- 3.2.5 It is therefore likely that trips by sustainable modes have since increased significantly since 2011, with recent improvements to public transport and active travel provisions throughout Newport promoting more sustainable travel. It is therefore likely that the proposed development will have significant fewer people arriving to the college by single occupancy vehicle trips.

3.3 Local highway network

- 3.3.1 Table 3-2 provides a description of the local highway network and the pedestrian infrastructure in place.
- 3.3.2 The site location is well connected to the local pedestrian network and is walking distance to number of key facilities and amenities within Newport City Centre.



Table 3-2 Local highway network

Item	Description
Emlyn Street	
Description	This is a two-way local access road, which loops around the site, and which can be accessed via a signalised junction with the A4042 to the east. The road becomes Kingsway, south of the junction with Lower Dock Street. The road has historically looped around the proposed development site, but since the multistorey car park has been built, full access has been blocked. This road is now mainly used by buses and vehicles accessing the multistorey car park. The western section provides access to Kingsway Car Park and the southern section is 'bus only' southbound. The northern end is two-way working and is mainly used by taxis.
Speed limit	20mph.
Crossing facility	Formal crossings (signalised and Zebra). Refuge islands are provided at some of these crossings.
Footways (location and width)	2.5m – there are footways provided both sides of the carriageway.
Cycle provision	No dedicated cycle infrastructure present.
Street lighting	Yes.
Parking	Taxi bays and double yellow lines.
A4042	
Description	This is two-way working, dual carriageway local distributor road, which runs in northwest/southeast alignment, adjacent to the site location. Further to the north, this road provides access to the M4 and the A48 to the south.
Speed limit	20mph.
Crossing facility	Signalised crossings.
Footways (location and width)	2.5m - located along both sides of carriageway road. There is a central island provided, separating northbound and southbound traffic.
Cycle provision	No dedicated cycle infrastructure present.
Street lighting	Yes.
Parking	Double yellow lines.

3.4 Existing parking

3.4.1 Table 3-3 below provides a summary of available parking within a 200m distance of the site, based on a desktop review.

Table 3-3 Parking restrictions within 200m

Parking road name/car park within 200m	Parking restrictions and charges
Emlyn Street	Double yellow lines
Usk Way	Double yellow lines
A4042	Double yellow lines
Kingsway	Double yellow lines and pay and display parking



Emlyn Street car park - approximately 36 spaces	Two accessible spaces NCC car park (open 24 hours). NCC car park 33 accessible spaces and EV charging The car park is open Monday to Sunday from 6am until midnight.
Kingsway car park - approximately 1050 spaces	There are disabled parking bays and electric charging spaces. Parking permits can be purchased, these can be used Monday to Sunday with unlimited use.
Friars Walk car park – approximately 350 spaces	Private car park – Open 24 hours Charges apply – daytime and evening tariffs

3.4.2 It is considered that, due to multiple car parking options within close proximity to the site, it is likely that staff and visitors would use the existing car parks surrounding the site.

3.5 Highway safety data

3.5.1 Personal Injury Collision data has been reviewed for the latest available five-year period between 1st January 2020 – 31st December 2024. The study area is displayed in Figure 3-1.

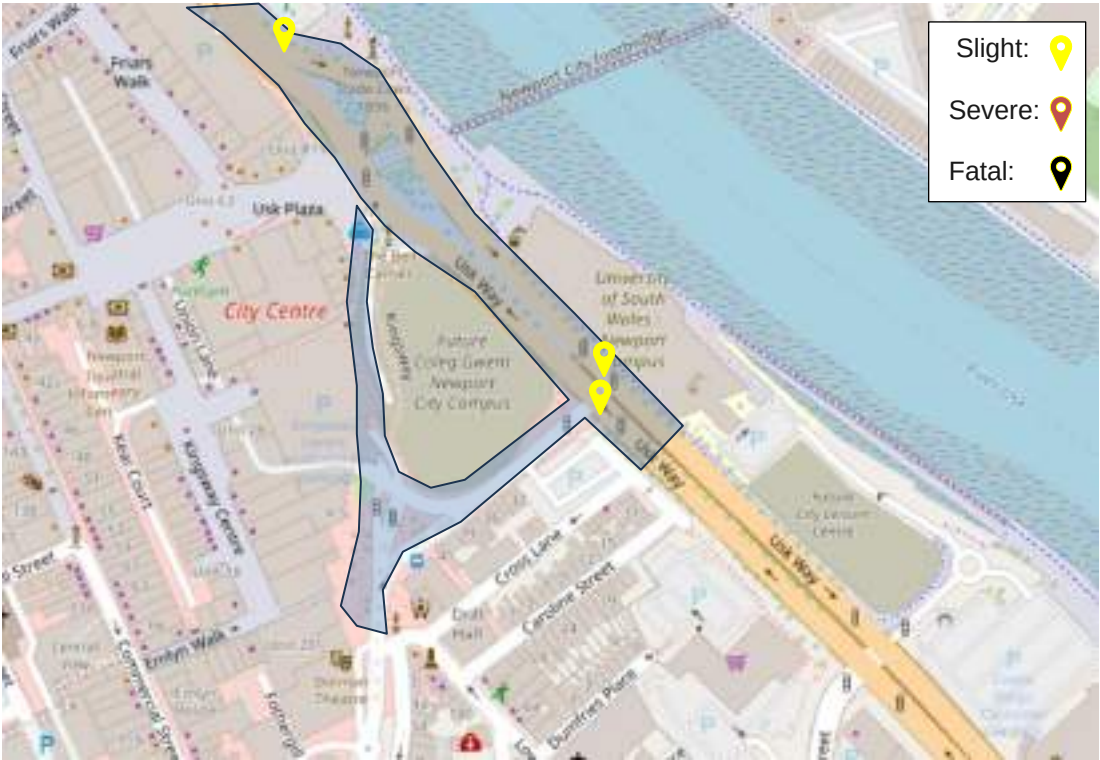


Figure 3-1 PIC study area

3.5.2 A total of three collision occurred within the study area within the most recent five-year period, all of which resulted in slight injuries being sustained. Table 3-4 below provides a summary of the collisions, including casualty types and the year of collision.

Table 3-4 Road safety data



Year	Slight	Severe	Fatal	Pedestrian	Cyclist	Child	Motorcyclist
2020	1	0	0	1	0	0	0
2021	0	0	0	0	0	0	0
2022	1	0	0	0	0	0	0
2023	1	0	0	0	0	0	0
2024	0	0	0	0	0	0	0
Total	3	0	0	1	0	0	0

3.5.3 Table 3-4 shows that three collisions were recorded which resulted in slight injuries being sustained. One collision involved a pedestrian in 2019.

3.5.4 The collision records do not demonstrate any particular pattern of PICs. As a result, these incidents are not indicative of an inherent highway deficiency that is contributing to a rise in collisions on the local road network. Therefore, it is considered that there are no apparent highway safety issues on the existing network within the study area.



4 Access via non-car modes

- 4.1.1 This chapter of the Transport Statement sets out the site's connectivity and access via non-car modes.

4.2 Pedestrian and cycle connectivity

- 4.2.1 There are a number of publications which provide guidance for appropriate walking and cycling distances. These have been summarised as follows.

- 4.2.2 Planning for Walking (CIHT, 2015) states that:

'walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres).

However, the propensity to walk or cycle is not only influenced by distance but also the quality of experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating'

- 4.2.3 Local Transport Note (LTN) 1/20 states that 'two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'.
- 4.2.4 There is also increasing interest in the concept of 20-minute neighbourhoods, which aim to create places where key facilities can be reached within a 20-minute walk or cycle journey. This is equivalent to an approximate walking distance of 1.6km, based on 4.8km/h (Providing for Journeys on Foot, IHT) and a cycling distance of 5.3km, based on 16km/h (LTN 1/20).
- 4.2.5 As such, it is considered that suitable walking distances could be up to 2km and up to 8km cycle distance, which equates to around a 25-minute walk travelling at 3mi/h (4.8km/h) and a 30-minute cycle journey.

Pedestrian

- 4.2.6 The site is located in an accessible location within Newport City Centre and benefits from access to a multitude of pedestrian routes.
- 4.2.7 As mentioned in Table 3-2 above, there are footways provided on both sides of Emlyn Street. This provides access to Usk Plaza to the north which is a public realm area leading to the city centre. To the east, footways are provided on both sides of the A4042, which provides access to the residential areas to the north and north-east. To the south of the site, footways are provided on Kingsway, which provides access to Commercial Street.
- 4.2.8 There are additional pedestrian links provided through Kingsway Shopping Centre to the west.
- 4.2.9 There are signalised and zebra crossings provided in the vicinity of the site on Emlyn Street, Kingsway A4042, with dropped kerbs and tactile paving.
- 4.2.10 Newport City footbridge to the east of the site provides a connection across the River Usk to residential areas in the east. This can be accessed using the signalised crossings at the A4042.
- 4.2.11 These facilities provide access to Newport City Centre as well as residential areas and it is considered that the proposed development is accessible by walking.

Cycle



4.2.12 National Cycle Network (NCN) Route 47 runs along the A4042 to the north-east of the site. The NCN 47 is a long-distance cycle route starting at Newport and finishing at Fishguard. This route provides access to northern part of Newport and NCN routes 88 and 49 to the north and Duffryn to the southwest.

4.2.13 Cycle routes within the vicinity of the site are shown in Figure 4-1.

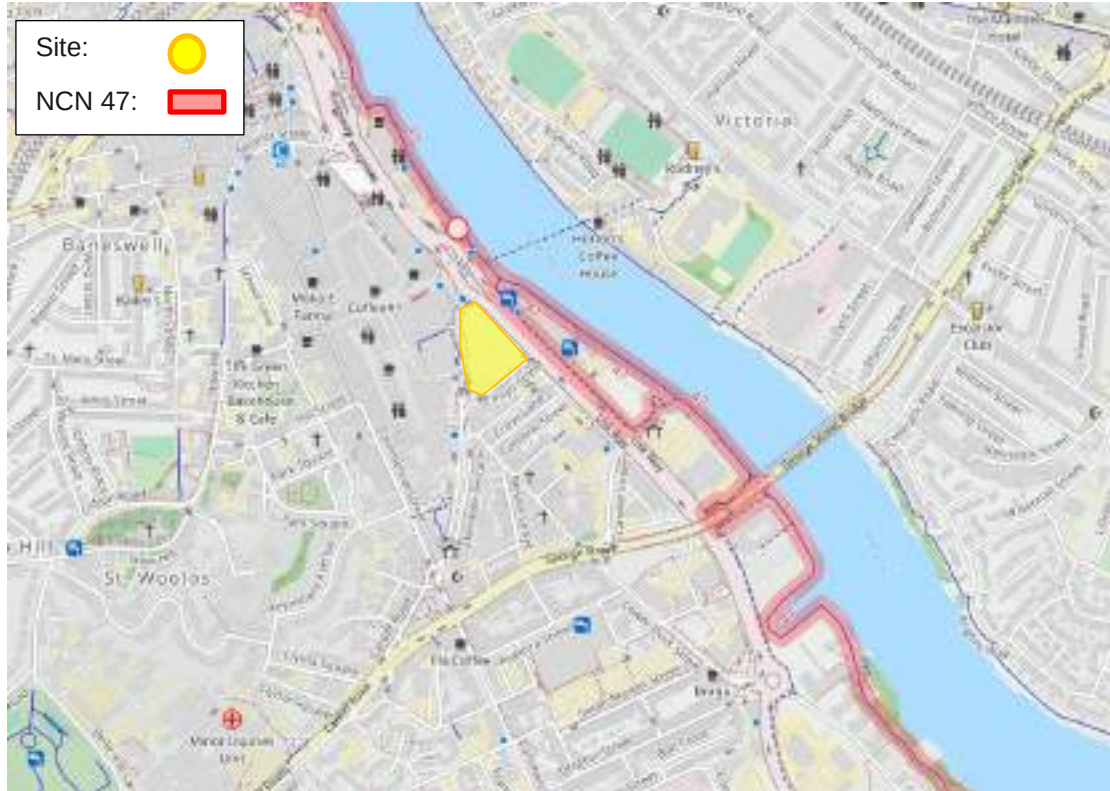


Figure 4-1 Cycle routes

4.3 Access to facilities and amenities

4.3.1 The site is located in Newport City Centre. Kingsway shopping centre and Commercial Street are located to the west of the site providing connectivity to a range of facilities and amenities.

4.3.2 A summary of the local services and amenities within walking and cycling distance from the site is provided in Table 4-1.

Table 4-1 Facilities and amenities within close proximity

Amenity	Distance from the site (m)	Walking journey (time) *	Cycling journey (time) *
Kingsway shopping centre	30	1	1
Emlyn Street bus stop	60	1	1
Friars Walk shopping centre	100	2	1
Kingsway Car Park	80	1	1
Sainsburys Local	100	2	1
Sainsburys ATM	100	2	
Boots chemist	250	3	2
Pure Gym	70	1	1
Newport Museum & Art Gallery	150	2	2
Post box	150	2	2
Emlyn Street Car Park	140	2	2
University of South Wales	140	2	2
Commercial Street shops	220	4	3
Newport Market	650	8	3
Newport railway station	800	12	4

**Based on walking speeds of 80 metres per minute and cycling speeds of 267 metres per minute (LTN1/20).*

- 4.3.3 It can be seen that a majority of these facilities are within an easy 800m distance from the site, equivalent to a 10-minute walk or a three-minute cycle journey from the site. This suggests the site is located in a highly sustainable location, with a wide range of facilities within an easy walk or cycle journey.

4.4 Public transport

Bus

- 4.4.1 The site is located within 300m of Newport Bus Station which provides excellent connections throughout Newport and beyond. Newport Bus Station is accessed via Friars Walk and provides regular connections to a range of destinations throughout the day.
- 4.4.2 Newport Bus provides reduced fares for people aged 5-21 with a 'mytravelpass' or 'Youth Passport', with fares based on locations within Zones A-D. This provides a convenient and accessible option for travelling to site by public transport.
- 4.4.3 The network of bus travel throughout Newport City is presented in Figure 4-2 below. This is presented in full in Appendix B, which also sets out the regional map.





Figure 4-2 Newport Bus: City Network

- 4.4.4 The nearest bus stop to the site is located on Emlyn Street, approximately 60m south-west of the site.
- 4.4.5 Table 4-2 presents routes that serve this stop, as well as their frequency and the hours that they operate.

Table 4-2 Bus route frequencies from Emlyn Street

Service No.	Route	Operating hours Monday to Friday	No. Services Monday to Friday
30	Cardiff Bus Interchange = Newport City Centre	5am-9pm	2 an hour
31A 31C	Newport City Centre = Castleton, Marshfield, Peterstone, St Brides and Lighthouse Park	7am-6pm	Every other hour
32	City Centre – Duffryn – Celtic Springs	6am – 7pm	2 an hour
33	City Centre – Duffryn	5am – 10pm	2 an hour
37	Newport City Centre – Rhiwderin	9am – 5pm	Every other hour
40 41	Newport Bus Station – Newport Bus Station via Pillgwenlly (circular)	7am – 6pm	1 an hour

- 4.4.6 There are several frequent services that serve the development site throughout the day, providing services to a number of areas within Newport and further afield.



- 4.4.7 The bus stop located along Emlyn Street can be accessed via a signalised pedestrian crossing facility which is located adjacent to the development site. Existing footways provide direct off-road connections from the development site to the existing bus stop, located along the northern side of Emlyn Street.

Rail

- 4.4.8 The closest railway station to the site is Newport train station, located approximately 800 metres northwest of the development site, equivalent to a 10-minute walk or three-minute cycle. The station is accessible within a 15-minute walk distance of the development site.
- 4.4.9 Newport train station offers hourly services locally to Eddw Vale, Abergavenny and Cardiff and further afield to places such as Swansea, Bristol, London, Portsmouth, and Manchester.
- 4.4.10 There are a total of 62 cycle spaces in the form of 31 Sheffield stands provided at this station, which are sheltered and covered by CCTV. The station has step-free access, accessible ticket machines, and wheelchairs available.
- 4.4.11 The proposed college is conveniently located within a 10-minute walk or a three-minute cycle journey from the station. Pedestrians can access Newport train station using direct pedestrian routes through Newport City Centre which benefits from being well lit pedestrian footways and crossing facilities along main pedestrian desire lines. Cyclists travelling to and from the station can use the existing cycle route located along the A4042 to the east (NCN 47).

4.5 Site accessibility summary

- 4.5.1 The site has a high level of pedestrian permeability and offers significant potential for trips to be made on foot / bike in Newport city centre. Given the City Centre location of the site, there are a number of key facilities and amenities within walking or cycling distance for both staff and students.
- 4.5.2 There is an excellent provision of public transport provision within close proximity of the development site, with regular bus services providing connections throughout Newport and beyond. Newport Bus Station is located within 300m of the development site and accessed via Frias Walk, which provides regular connections to a range of destinations throughout the day. Furthermore, the bus stops located along Emlyn Street can be accessed via a signalised pedestrian crossing facility which is located adjacent to the development site.
- 4.5.3 Newport Railway Station is located within 800m of the site (approximately 10-minute walk or a three-minute cycle journey), with services to local areas such as Cardiff, Ebbw Vale and Abergavenny.
- 4.5.4 The choice of travel options, frequent bus services and access to facilities within the vicinity of the site, offer a realistic potential for staff and students at the proposed college development to travel by sustainable modes of transport. Travel measures to encourage and promote sustainable travel behaviour are also set out in the supporting Travel Plan.



5 Development proposals

5.1 Overview

5.1.1 The proposed redevelopment will consist of 15,999 m² of mixed-use development split over six levels. This will include classrooms, workshops and receptions areas.

5.1.2 The GIA of the floors are outlined:

- Ground floor: 3606m²
- First floor: 2835m²
- Second floor: 3095m²
- Third floor: 2908m²
- Fourth floor: 2983m²
- Fifth floor: 571m²

5.1.3 The site layout is shown in Figure 5-1 and is also included in Appendix A .



Figure 5-1 Site layout



5.2 Access strategy

- 5.2.1 This section details access arrangements for all modes, including pedestrians, cyclists and vehicles.

5.3 Pedestrian access

- 5.3.1 The main pedestrian access point to the development is provided to the north of the site from Usk Plaza, which provides the only access into the college for students and visitors.
- 5.3.2 A pedestrian access point will also be provided via the service yard to the south, which will provide access to the workshops, and will only be used by staff. Emergency exits will be provided at multiple locations on the ground floor.
- 5.3.3 All pedestrian, cycle and maintenance access points are shown in Figure 5-2.

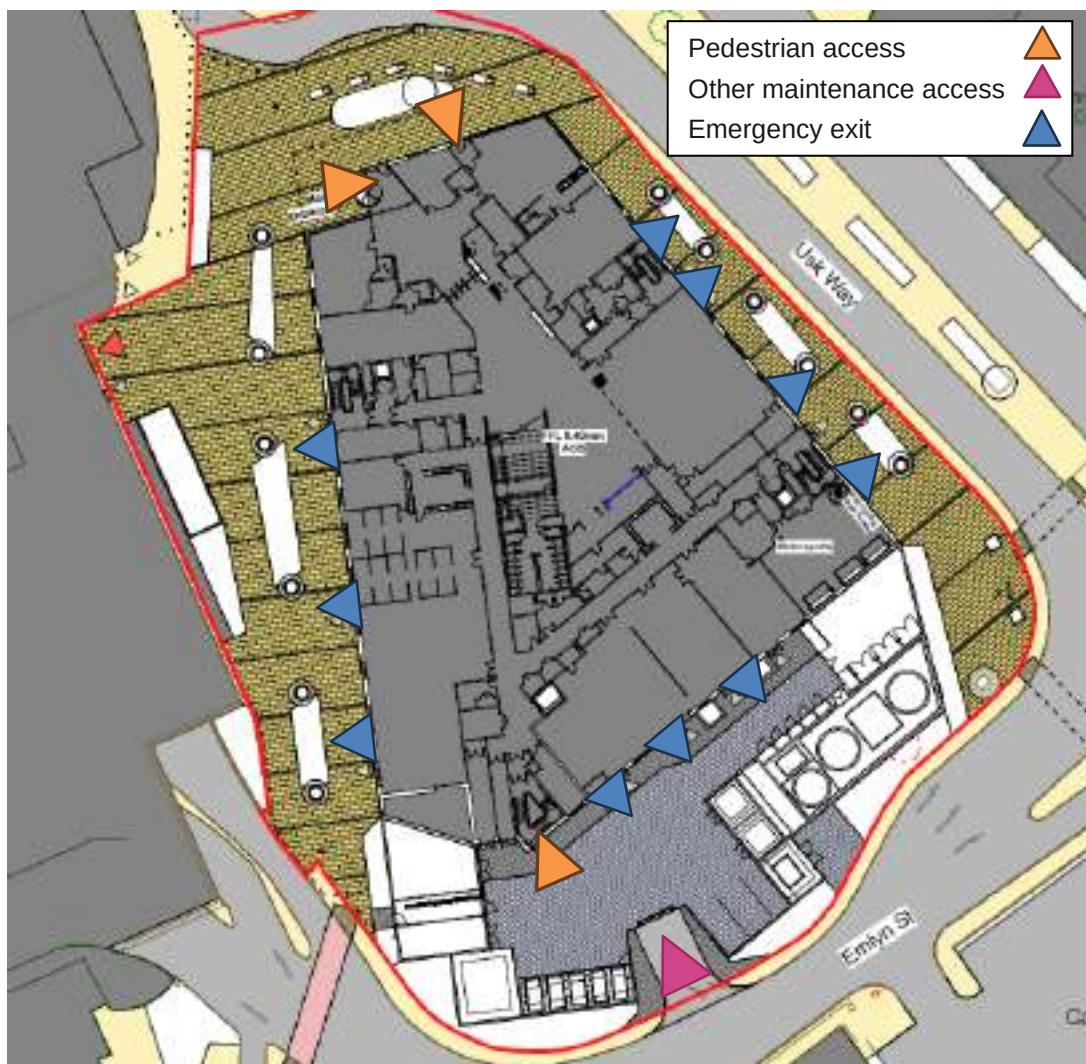


Figure 5-2 Access points

- 5.3.4 As part of the development, it is proposed to provide high quality public realm space along the western site boundary. This will provide a direct off-road north to south connection and provide the main pedestrian and cycle access to the proposed development.

Cycle access



- 5.3.5 Cycle parking for students and visitors will be provided externally to the west of the building beside the rain garden planning and seating area. This will be a secure cycle store facility. Staff parking is located within the service yard, which will also be sheltered and secure. Pedestrians will then enter the building via the main pedestrian access.
- 5.3.6 There is a small number of short stay cycle parking provided within close proximity of the site, with eight located along the western side of Emlyn Street and 30 located on Usk Plaza to the north.

Vehicle access

- 5.3.7 All servicing and deliveries will be undertaken within the proposed service yard, accessed via Emlyn Street. As part of the redevelopment of the site, it is proposed to utilise and modify the existing junction from Emlyn Street to provide access to the College.
- 5.3.8 Visibility splay has been carried out at the existing access junction to show that a 2.4m x 25m visibility splay can be achieved within highway land, or land within the applicant's ownership. It is proposed that the landscaping area within the visibility will incorporate low landscaping, to ensure the appropriate visibility at the access junction can be achieved.
- 5.3.9 The required visibility splay is presented in Appendix D.
- 5.3.10 Further details regarding the proposed delivery and servicing strategy for the proposed development is included in Chapter 0.

5.4 Parking strategy

Cycle parking provision

- 5.4.1 The Newport City Council cycle parking standards for colleges/universities are set out on Sustainable Travel Supplementary Planning Guidance (July 2020), which are:
- Long-stay: 1 space per 4 staff plus 1 space per 10 students
 - Short-stay: 1 space per 10 students
- 5.4.2 Based on a potential for 1900 students and 245 staff, this would result in a requirement of 441 spaces.
- 5.4.3 As part of the proposals, a total of 20 staff cycle parking spaces will be provided in the form of a secure cycle store facility. Staff will access the building via the main pedestrian entrance.
- 5.4.4 A total of 80 cycle parking spaces will be provided for students within an enclosed and secure cycle store to the west of building. This cycle store will be provided with a green roof, access control and CCTV. Single and double tier spaces will be provided.
- 5.4.5 Census data shows that currently only 1% of existing residents in Newport currently cycle to work, resulting in a demand of two-three spaces for staff and 20 spaces for pupils. As part of the Travel Plan the use of cycling will be encouraged and suitable measures and targets will be included in the supporting Travel Plan, based on discussions with the college.
- 5.4.6 The pre-application response received from the LHA stated that:

“Given the location of the site and the demographic of the future users, provision of high quality cycle store will be important to encourage use. The current proposal outlines 20no. staff cycle parking spaces to be provided within the secured service yard, with 80no. cycle spaces provided within an enclosed and secured store to the west of the building adjacent to Kingsway Car Park. This is below the SPG level for the proposed use, however the



view is that the location and quality of cycle storage is most important. There are no issues in principle with the provision and location, however this is dependent on achieving a high quality of public realm, which will then provide good natural surveillance of cycles.”

5.4.7 The provision of high-quality cycle parking has been incorporated in the public realm proposals, including the provision of the lite, covered, sheltered and secure cycle parking storage structure for long stay and short stay parking.

Cycle parking surveys

5.4.8 To assess the capacity of the existing cycle parking available in the vicinity of the site, a peak period camera survey was undertaken on the 30th September 2025, covering the AM period (07:00-10:00) and PM period (16:00-19:00). The survey data recorded the number of bicycles parked within each Sheffield stand over a 15-minute intervals.

5.4.9 Cycle parking surveys were carried out at three locations:

- 8 cycle parking located along the western side of Emlyn Street
- 30 cycle parking spaces, at two locations, within Usk Plaza (10 spaces in Usk Plaza west and 20 spaces in Usk Plaza east).

5.4.10 The cycle parking survey data for all three locations has been analysed. The number of spaces available during the AM and PM peaks is summarised in Table 5-1 below.

Table 5-1 Cycle Parking survey

Location	Number of Available Spaces	AM (07am-10:00)		PM (16:00-19:00)	
		Spaces occupied	Spaces available	Spaces occupied	Spaces available
Usk Plaza (west)	10	1	9	4	6
Usk Plaza (east)	20	2	18	3	17
Emlyn Street	8	0	8	0	8
Total	38	3	35	7	31

5.4.11 As shown in Table 5-1, cycle parking recorded across each location was relatively low during both AM and PM peak hour periods. During the AM peak period, occupancy is low, with up to 35 cycle spaces available (approximately 8% of total occupancy).

5.4.12 In PM peak period the cycle parking demand is slightly higher, with approximately 18% of spaces occupied, with a total of 31 cycle parking available within close proximity of the development site.

5.4.13 Usk Plaza (west) experiences the highest demand, reaching 40% occupancy in the PM period, while Usk Plaza (east) shows 15% of spaces occupied. Throughout the survey, Emlyn Street did not experience any cycle parking.

5.4.14 Overall, the surveys show that the existing cycle parking capacity is relatively low with a total of 35 cycle parking spaces available in the morning peak period and 31 spaces available in the evening peak period. This shows that there are a number of unused cycle parking bays which can be utilised by the students, staff and visitors of the college.



Car parking provision

- 5.4.15 The development site is located within Newport City Centre and is identified as Zone 1 within Newport CC Parking standards. Therefore, there is no requirement to provide any non-operational parking (for staff, visitors and customers). There is a requirement of one commercial vehicle space only.
- 5.4.16 Given the highly sustainable location of the site and access to facilities as well as public transport availability, and in line with the parking standards, there will be no car parking spaces provided on site.
- 5.4.17 A total of two parking bays have been provided for minibuses or vans within the service yard, located on the south of the site. A service yard has been provided within the redline boundary to ensure all vehicles that are required to service the college can do so within the development site, removing the need for loading/unloading on the local highway network. This is set out in more detail in Chapter 6 below.
- 5.4.18 Any students and staff who wish to drive to the site can use The Kingsway Centre Car Park, located to the west of the site.
- 5.4.19 There is also an existing taxi rank located to the north of the site, adjacent to Usk Plaza. These spaces can be used by students, staff or visitors travelling to/from the college by council-licensed taxis.

5.5 Public realm improvements

- 5.5.1 As part of the development, it is proposed to provide high quality public realm space along the western site boundary. This will provide a direct off-road north to south connection and provide the main pedestrian and cycle access to the proposed development. This route has been identified as a future walking and cycling route as part of the Active Travel Network, which would connect to Usk Plaza to the north and Emlyn Street to the south.
- 5.5.2 An existing signalised crossing facility is located approximately 70m north of the development site from Usk Plaza, providing connections to NCN 47 to the east.
- 5.5.3 As shown in Figure 5-3 below, a number of Future Walking and Cycling Routes are proposed within close proximity of the college as set out in the WG Active Travel Map. This will improve connectivity of the wider area, providing a betterment to the existing walking and cycling infrastructure within Newport City Centre.
- 5.5.4 It is therefore considered that the proposed public realm improvements, which are being delivered as part of this project, will connect to the future walking and cycle routes surrounding the development site, which will be delivered as part of the strategic objective for the local authority.





Figure 5-3 Future Walking and Cycling Routes

- 5.5.5 The proposed public realm improvements delivered as part of this project would greatly improve the connectivity of the site. The further improvements surrounding the proposed college, as identified with the Active Travel Network Map, are considered as part of the wider strategic objective for the local authority, and outside of the scope of this project.
- 5.5.6 As part of the proposed public realm improvements, the area of existing highway land along the western site boundary will be stopped up. The proposed area to be included in the Stopping Up Order, which will be delivered once planning has been submitted, is presented in Appendix E.

5.6 Catchment area

- 5.6.1 The catchment area for the existing college covers a large area within South Wales. Given the site's sustainable location, it is likely that a large percentage of students and staff are likely to travel by public transport.
- 5.6.2 The site is well located with safe access to both the bus station and train station. The proposed public realm improvements would provide direct connections to the existing active travel routes. The proposed college has incorporated high-quality public realm improvements as part of the development proposals, which provides the infrastructure required to support the future walking and cycling route surrounding the site.
- 5.6.3 The catchment area for the existing college is presented in Figure 5-4 below.

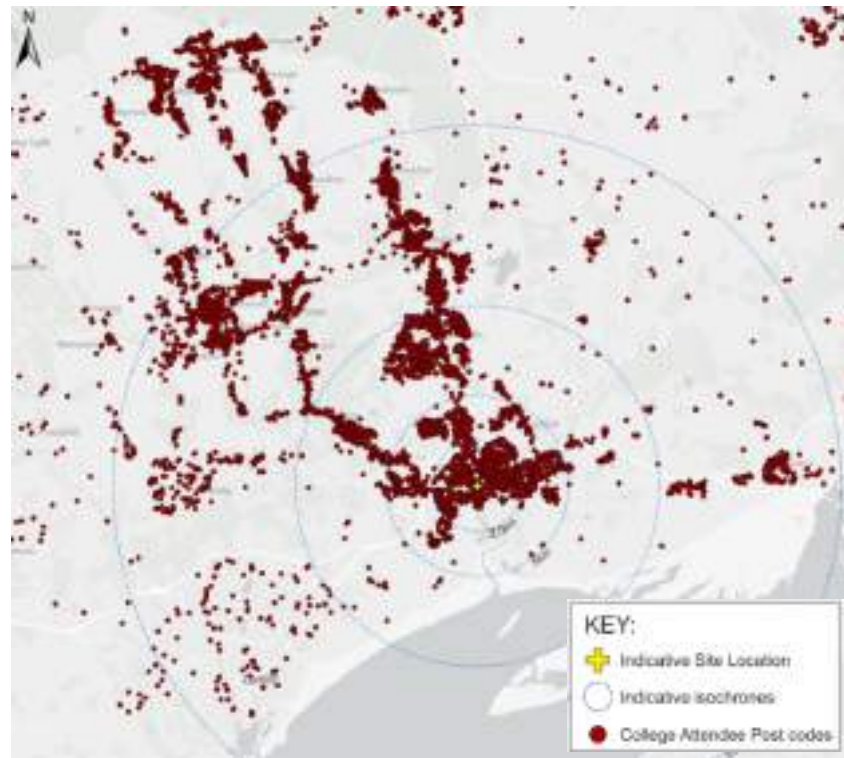


Figure 5-4 Catchment area for the existing college

- 5.6.4 The existing catchment area shows that a large percentage of staff and students that attend the existing college are located within 5km of the proposed development site. It can be seen that the existing college attracts people and students residing in Newport, Cwmbran, Caerphilly, Blackwood, all of which are accessed via regular public transport services.

6 Delivery and servicing

6.1 Overview

- 6.1.1 All servicing and deliveries will be undertaken within the proposed service yard, accessed via Emlyn Street. As part of the redevelopment of the site, it is proposed to utilise and modify the existing junction from Emlyn Street to provide access to the College.
- 6.1.2 Swept path analysis will be undertaken, as presented in Appendix F, of the following vehicles:
- Phoenix 2 Duo Recycler (10.3m)
 - Hydraulic platform pumping appliances (10.1m)
 - 10m rigid vehicle
 - Mini-bus
 - 6.2m skip truck
 - Extended transit and trailer

6.2 Delivery

Minibus

- 6.2.1 Two minibus bays have been provided within the service yard for long wheelbase minibuses with access from Emlyn Street to the south. The purpose of these spaces is to be used only by staff of the college for occasional trips, rather than for transporting students to/from the college on a daily basis. The provision of mini-bus spaces onsite enable the college to have access to this mode of transport without impacting on the surrounding highway network.

Coaches

- 6.2.2 If coaches are required to drop off/pick up students this will occur offsite, for example within the existing layby located along the Kingsway. There are good existing pedestrian crossing facilities connecting the off-site bus layby to the site.

6.3 Servicing

Refuse

- 6.3.1 Refuse collection will be accommodated within the servicing yard to the south of the site. The refuse vehicles accessing the site will enter and exit the service yard via the simple priority junction from Emlyn Street. Swept path analysis will be carried out of an 10.3m refuse vehicle safely accessing the site and exiting in a forward gear.

Fire

- 6.3.2 Access for emergency vehicles will be via the service yard to the south of the site or along the western side of the development, where there is a turning head. There is sufficient space for a 10.1m pumping appliance to manoeuvre onsite and exit in forward gear.

Contractors van



- 6.3.3 There are two spaces for vans (shared with minibuses) within the service yard that can be used by contractors when visiting the site.

Skip truck

- 6.3.4 The skip truck will access the skips via the servicing yard. Skips are needed for the construction classes. Swept path analysis will be carried out of a 6.2m small skip trip manoeuvring within the service yard.

Van and trailer associated with motorsports

- 6.3.5 Access for motorsports facility will also be accessed via the service yard and will be used every 2-3 weeks.

Substation

- 6.3.6 There are two substations in the service yard. One can be accessed via Emlyn Street and the other via the main service yard access, reversing towards the substation store to the west of the site. Swept path has been undertaken for a 10m rigid truck.

6.4 Delivery and servicing trip generation

- 6.4.1 The total number of servicing movements associated with the site are presented in Table 6-1.

- 6.4.2 The site for colleges were selected using the following criteria:

- Survey type: multi-modal
- Use class: Education – College/University
- Calculation factor: 100sqm
- Regions: England (excluding Greater London), Wales and Scotland
- Locations: edge of town centre.

- 6.4.3 The full TRICS datasheet is included in Appendix G . The number of servicing movements has been established by combining LGV and OGV movements included in the TRICS datasheets, as presented in the table below.

Table 6-1 Servicing trip rates and trip generation

Time	Arrivals	Departures	Total trip rate	No. of arrivals	No. of departures	Total no. of trips
OGVs						
08:00-09:00	0.002	0.002	0.004	0	0	0
17:00-18:00	0.001	0.000	0.001	0	0	0
07:00-19:00	0.012	0.013	0.025	2	2	4
LGVs						
08:00-09:00	0.012	0.002	0.014	2	0	2
17:00-18:00	0.004	0.004	0.008	1	1	1



07:00-19:00	0.072	0.074	0.146	12	12	24
-------------	-------	-------	-------	----	----	----

- 6.4.4 The proposed development is likely to generate two servicing trips in the AM peak, one servicing trip in the PM peak, and 28 servicing movements throughout the day. The majority of these deliveries (85%) will be undertaken by LGV (under 3.5t).



7 Trip generation

7.1 Introduction

- 7.1.1 This section of the Transport Statement details on the number of trips predicted to be generated by the proposed development.
- 7.1.2 As stated earlier the proposed development has been designed to accommodate up to 1,900 students, which the trip generation has been based upon.
- 7.1.3 Given that the leisure centre that previously occupied the site has been demolished, trip generation for this use has not been provided.

7.2 Proposed college

- 7.2.1 TRICS data base has been used to calculate the likely multi-modal trip generation of the proposed development. Sites have been selected using the following criteria:
- Survey type: Multi-modal
 - Use class: Education – College/University
 - Calculation factor: 1,900 Students
 - Regions: England, Wales, Scotland, and Northern Ireland
 - Locations: Town Centre
- 7.2.2 The use class 'Education – College or University' has been applied as this provides the most accurate representation of the proposed college with pupils arriving and departing to the college throughout the day, from 8am-3pm. Staff will onsite throughout the day, and likely to arrive at the College before 9am and depart between 4pm-5pm.
- 7.2.3 Table 7-1 represents all the total people, vehicles and multi-modal trip generation. The full TRICS datasheet is included in Appendix G .

Table 7-1 Total people trip rates and trip generation

Time	Arrivals	Departures	Total trip rate	No. of arrivals	No. of departures	Total no. of trips
Total people						
08:00-09:00	0.171	0.014	0.185	325	27	352
16:00-17:00	0.058	0.139	0.197	110	264	374
17:00-18:00	0.041	0.08	0.121	78	152	230
Total vehicles						
08:00-09:00	0.044	0.007	0.051	84	13	97
16:00-17:00	0.012	0.034	0.046	23	65	87
17:00-18:00	0.011	0.021	0.032	21	40	61



Pedestrians						
08:00-09:00	0.039	0.007	0.046	74	13	87
16:00-17:00	0.037	0.046	0.083	70	87	158
17:00-18:00	0.021	0.035	0.056	40	67	106
Cyclists						
08:00-09:00	0.005	0	0.005	10	0	10
16:00-17:00	0	0.004	0.004	0	8	8
17:00-18:00	0	0.001	0.001	0	2	2
Public transport						
08:00-09:00	0.072	0.002	0.074	137	4	141
16:00-17:00	0.011	0.05	0.061	21	95	116
17:00-18:00	0.006	0.019	0.025	11	36	48

7.3 Impact of the proposed development

7.3.1 Based on the above, it is considered the proposed development will generate:

- 352 two-way total person movements in the AM peak period (8am-9am) and 230 two-way total person movements in the PM peak (5pm-6pm).
- 97 two-way vehicle movements in the AM peak (8am-9am) and 61 two-way vehicle movements in the PM peak (5pm-6pm).

7.3.2 Given the City Centre location, the availability of pedestrian and cycle facilities, and a wide range of public transport within 800m of the site (bus and rail) means that majority of pupils, staff and visitors will access the site by sustainable modes of transport.

7.3.3 A Travel Plan will also be prepared as part of the planning application with an aim to increase travel by more sustainable modes and reduce the reliance on a private car.



8 Summary and conclusions

8.1 Summary

- 8.1.1 This Transport Statement has been prepared by Stantec on behalf of WEPco Limited in support of a planning application for the redevelopment of land along the A4042 in Newport.
- 8.1.2 The proposed development, Coleg Gwent, will consist of a new 16+ further education facility on land adjacent to Friar's Walk Centre, in Newport City Centre. The site will consist of 15,999 m² of mixed-use development split over four levels.

8.2 Summary

Cycle parking

- 8.2.1 As part of the proposals, a total of 20 staff cycle parking spaces will be provided in the service yard, and a total of 80 spaces will be provided for students within an enclosed and secure cycle store to the west of building.
- 8.2.2 The provision of high-quality cycle parking has been incorporated in the public realm proposals, including the provision of a cover, lite, sheltered and secure cycle parking storage structure for long stay and short stay parking.
- 8.2.3 Cycle parking surveys also demonstrate that is opportunity to maximise existing cycle parking within vicinity of the site which is relatively underutilised. Surveys demonstrate that there are a number of unused cycle parking bays which can be utilised by the students and staff of the college, located in front of the site beside Bell Carrier Statue and along Usk Plaza.

Car parking

- 8.2.4 The proposed development will be car free with staff, students and visitors who wish to drive to the college utilising The Kingsway Centre Car Park, located to the west of the site.
- 8.2.5 The service yard will provide an area for service/delivery vehicles to access the proposed development off the highway network. Onsite parking will be provided only for two minibuses within service yard.

Delivery and servicing

- 8.2.6 Access to the service yard will be gained by utilising and modify the existing access junction from Emlyn Street, this will provide access for the following vehicles:
- Phoenix 2 Duo Recycler (10.3m)
 - Hydraulic platform pumping appliances (10.1m)
 - 10m rigid vehicle
 - Mini-bus
 - 6.2m skip truck
 - Extended transit and trailer

Trip generation



8.2.7 Based on an analysis of TRICS Use class 'Education – College or University' it is likely the proposed development will generate:

- 352 two-way total person movements in the AM peak period (8am-9am) and 230 two-way total person movements in the PM peak (5pm-6pm).
- 97 two-way vehicle movements in the AM peak (8am-9am) and 61 two-way vehicle movements in the PM peak (5pm-6pm).
- Three two-way servicing movement in the AM peak (8am-9am) and one two-way servicing movements in the PM peak (5pm-6pm).

8.3 Conclusions

8.3.1 The site is located in Newport City Centre, a highly sustainable location. The public transport options within the vicinity of the site offers a realistic and alternative to the car for travel to and from the site. The accessible location and provision of the development will, therefore, encourage and promote sustainable travel behaviour.

8.3.2 In reviewing the details of the incident data, it is considered that there are no safety issues in the vicinity of the site that would be exacerbated by the proposals.

8.3.3 Based on the information contained within this Transport Statement it is considered that the development will not have a material impact on the operation or safety of the surrounding highway network.

8.3.4 Paragraph 116 of the NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'



Appendix A Pre-planning application response



Our Ref/Ein Cyf PRELET/ P/26/0029
Your Ref/Eich Cyf
Tel/Ffôn 01633 656656
Direct Dial/Rhif Union 01633 235461
DX 99463 Newport (Gwent) 3
E-Mail/E-Bost planning@newport.gov.uk



Liam Hopkins
The Urbanist

19th June 2026

Dear Mr Hopkins,

PROPOSAL: PRE APPLICATION PLANNING ENQUIRY: COLEG GWENT
KNOWLEDGE QUARTER
SITE: Newport City Centre Redevelopment Site Kingsway
Newport South Wales
APPLICATION TYPE: Pre-app Non Stat Enquiry

I refer to your recent request for pre-application advice in respect of the above. In formulating this response I have had regard to comments obtained from the parties listed below:

- Highways;
- Environmental Health;
- Landscape;
- Ecology;
- Trees;
- Heritage;
- Active Travel;
- Planning Contributions;
- Public Rights of Way;
- Waste.

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice any formal decision of the Council in respect of any application, on which a more extensive consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to officers.

Relevant Site History

22/0814	OUTLINE APPLICATION FOR THE DEMOLITION AND REDEVELOPMENT OF THE SITE FOR CIRCA 54,000 SQUARE METRES OF FLEXIBLE FLOORSPACE FOR EDUCATIONAL USE, OR ANY OTHER USE WITHIN USE CLASSES A1 (SHOPS), A2 (FINANCIAL AND PROFESSIONAL SERVICES), A3 (FOOD AND DRINK), B1 (BUSINESS), C1 (HOTELS), D1 (NON-RESIDENTIAL	GRANTED WITH CONDITIONS
---------	--	-------------------------

	INSTITUTIONS) AND D2 (ASSEMBLY AND LEISURE), WITH ALL MATTERS RESERVED	
24/0965	S73 APPLICATION TO VARY CONDITIONS 1 (SUBMISSION OF RESERVED MATTERS) AND 3 (IMPLEMENTATION) OF 22/0814 OUTLINE APPLICATION FOR THE DEMOLITION AND REDEVELOPMENT OF THE SITE FOR CIRCA 54,000 SQUARE METRES OF FLEXIBLE FLOORSPEACE FOR EDUCATIONAL USE, OR ANY OTHER USE WITHIN USE CLASSES A1 (SHOPS), A2 (FINANCIAL AND PROFESSIONAL SERVICES), A3 (FOOD AND DRINK), B1 (BUSINESS), C1 (HOTELS), D1 (NON-RESIDENTIAL INSTITUTIONS) AND D2 (ASSEMBLY AND LEISURE), WITH ALL MATTERS RESERVED. AMENDMENTS INCLUDE CHANGES TO IMPLEMENTATION TIMESCALES	GRANTED WITH CONDITIONS

Site Constraints / Designations

- Urban Boundary;
- Parking Zone 1;
- Archaeologically Sensitive Area;
- Adj. to Lower Dock Street Conservation Area;
- Flood Zone 3 (Sea).

Relevant Policy Context and material considerations

The National Development Framework: Future Wales - the National Plan 2040

Planning Policy Wales (Edition 12) 2024

Historic Environment (Wales) Act 2023

Technical Advice Notes:

- Technical advice note (TAN) 4: retail and commercial development
- Technical advice note (TAN) 5: nature conservation and planning
- Technical advice note (TAN) 11: noise
- Technical advice note (TAN) 12: design
- Technical advice note (TAN) 15: Development, Flood and Coastal Erosion
- Technical advice note (TAN) 18: transport
- Technical advice note (TAN) 21: waste
- Technical advice note (TAN) 23: economic development
- Technical advice note (TAN) 24: the historic environment

Newport Local Development Plan (2011-2026)

Objectives

Objective 1 – Sustainable Use of Land;
 Objective 2 – Climate Change;
 Objective 3 – Economic Growth;
 Objective 5 – Conservation of the Built Environment;
 Objective 6 – Conservation of the Natural Environment;
 Objective 7 – Community Facilities and Infrastructure;
 Objective 8 – Culture and Accessibility;
 Objective 9 – Health and Well-Being;
 Objective 10 – Waste.

Strategic Policies

SP1 Sustainability

SP2 Health

SP3 Flood Risk

SP9 Conservation of the Natural, Historic and Built Environment

SP12 Community Facilities

SP18 Urban Regeneration

General Policies

GP1 Climate Change

GP2 General Amenity

GP4 Highways and Accessibility

GP5 Natural Environment

GP6 Quality of Design

GP7 Environmental Protection and Public Health

Environment

CE1 Routeways, Corridors and Gateways

CE2 Waterfront Development

CE6 Archaeology

CE7 Conservation Areas

CE10 Renewable Energy

CF4 Riverfront Access

Transport and Waste

T4 Parking

T5 Walking and Cycling

T7 Public Rights of Way and New Development

W3 Provision for Waste Management Facilities in Development

Retail

R1 City Centre Schemes

Supplementary Planning Guidance

- Sustainable Travel
- Archaeology and Archaeologically Sensitive Areas
- Wildlife and Development
- Trees, Woodland, Hedgerow and Development Sites
- Parking Standards.

Officer Assessment

Introduction

This pre application enquiry is seeking advice in respect of the proposed Coleg Gwent Knowledge Quarter, on the Former Newport Leisure Centre site in Newport City Centre.

Outline planning permission (22/0814) has been granted along with a S73 amendment (24/0965), which varied Condition 01 to five years from the grant of permission. The Former Leisure Centre has since been demolished.

The principle of development has been established through the Outline planning permission for the demolition and redevelopment of the site for circa 54,000sqm of flexible floorspace for education use, or any other use within use classes A1, A2, A3, B1, C1, D2 and D2.

As part of the Outline permission, all matters were reserved and this enquiry is seeking advice on the Reserved Matters submission.

The Proposal

The scheme is for the development of a new facility for Coleg Gwent, referred to as the Knowledge Quarter which will create a new Newport City Campus providing a range of curriculum and skills learning. Learners will include Further Education students from 16+ years, as well as Work-Based Learning (WBL) apprentices, Higher Education students and Adult Learners.

The proposed building is almost triangular in footprint, is located broadly centrally within the site and will span five stories, providing circa 16,000sqm of floorspace. The proposed layout will allow the building to be visible from Usk Way, becoming a significant landmark for those travelling through the City Centre along this route. The primary frontage faces north, both towards Usk Way and Kingsway.

The access to the building is contained within the primary northern elevation and the floor plan is centred around an atrium space containing café with seating area. As you travel through the stories the central void is retained with the classrooms and workshops all located around the perimeter of the building and accessed via a network of corridors. The roof of the building provides opportunity for renewable energy generation, with a series of indicative photovoltaic arrays marked out.

Externally, the site layout contains a mix of hard and soft landscaping around the perimeter of the building. The soft landscaping is limited to pockets of rain garden planting and raised planters. To the south, a service yard is proposed to be enclosed by a boundary wall and would contain infrastructure associated with the use of the building including water tanks, substation, stores, staff cycle storage and mini bus parking. West of the building adjacent to Kingsway new public realm is proposed which includes planting, seating and cycle storage. This area would also accommodate emergency vehicle access to Kindways car park through a shared surface, with drop down bollard adjacent to the northern taxi rank to limit access.

At the time of the meeting, details of the building design had not been made available, however a Stage 2 Report has now been submitted outlining the concept design. Following consideration as set out within the Stage 2 Report, design options were scored and the preferred option is based around a central atrium enclosed by two building forms, which are lower level to the south due to the residential properties at Emlyn Street. The building mass will rise to the north, which is the elevation in which the entrance will be located, so creates more of a focal point and adds to the prominence of the entrance.

In terms of the design intent and appearance of the building, a modern and contemporary aesthetic is to be followed, which is suggested as being taken from the industrial heritage of Newport, the dynamic qualities of the riverfront and the need for contemporary and resilient architecture. A plinth of facing brickwork has been incorporated at ground floor level, with the upper stories of a lightweight cladding, providing a contrast. The west wing is angled upwards and to engage with the primary approach to the building and sightlines north. The intention is to provide a visual interest through an overhang in the northern elevation to provide legibility to the buildings entrance. The upper floors of the buildings facades are to include vertical fins, to provide interest and rhythm to the elevation, as well as being designed to control solar gain to the glazed openings formed across the upper levels.

A number of precedent images of the materials and design details being considered have been included within the report to outline the design intent being pursued.

General Layout & Landscaping

In terms of the layout that has been put forward, this is broadly acceptable in general terms however there are some fundamental concerns with how it is proposed to be treated and landscaped, as discussed during our recent meeting.

In terms of the relationship with Usk Way, the minimum 3 metre buffer from the proposed building to the western edge of the site in line with the requirements of Condition 06 appears to be met. This is based on scaling the submitted Landscape Layout at 1:250m and for certainty, I would recommend annotating a metric dimension at the narrowest point on the submitted proposed site layout plan for certainty.

This edge of the site however is predominantly hard surfaced with some areas of low level ornamental planting. Structural tree planting is required along this boundary of the site to reinforce the existing character of the streetscape which currently benefits from trees between the two carriageways and on the north eastern side. At five stories, the building is significant and structural tree planting will be key to ensuring a successful transition from public realm to the building.

Turning to the western edge of the site, Condition 07 of the outline permission requires the RM submission to ensure that there is sufficient high quality public realm between the building and the Kingway Car Park/unit R1A and R1B of Friars Walk, that positively integrates with the existing public realm. The current proposal does not achieve this and is not supported.

Concerns from the Designing Out Crime Officer were raised during the meeting, however as advised significant weight would be placed on high quality design and meeting good placemaking objectives and this would outweigh the concerns of the DOCO. The proposed space in its current form is at risk of being a sterile and underused area of space that could attract unwanted behaviours or anti social issues. Due to the proximity of the building entrance and other limited offerings on site, it is likely to become an area of amenity that students of the facility will wish to use, for example during classes or lectures, and should offer a good quality of general amenity, as well as street furniture i.e. seating and use of a good mix of hard surfacing. This corridor will also be a space that members of the public will transition through to either access Kingsway Car Park or access and egress the City Centre from the south. Therefore it will need to provide a positive space that offers permeability and benefits from natural surveillance. This is particularly important when considering the cycle store is proposed here as well.

At the building entrance, structural tree planting will again be crucial to visually soften the multi storey building from views outside the site, but also to create a positive sense of welcome to the main focal point of the building. The current layout needs to be reviewed as there is concern that raised concrete walls to planters at face of building to provide vehicle barriers is highly likely to result in a functional and uninspiring environment.

It is also worth bearing in mind that across the site, where planting beds are proposed, anything under 1m in width is rarely successful due to the restrictive size. An alternative could be planting climber to brick walls, particularly to the southern boundary of the site at the service yard.

The Landscape Officer encourages the proposal to review the timber seating, paving, planter design and tree planting at the nearby University of South Wales site. Analysis of this should be included within the RM submission, and it is recommended to reflect this approach to public realm hard and soft landscaping.

It is understood from the meeting that there are servicing constraints around the perimeter of the building that have impacted the layout and ability of the proposed planting. For a scheme of this scale and importance it must be demonstrated that all options have been considered in relation to the soft landscaping of the site. Low level ornamental planting as suggested will not have the required impact to provide a good level of visual amenity, contribute to placemaking objectives and soften the five storey building.

Condition 05 of the Outline consent requires submission of a minimum level of landscape

information to inform the proposed scheme, and this will be required as part of the RM submission in order to comply with the condition.

Design and Appearance

The proposed site occupies a prominent and highly visible location when travelling along the A4042 and when viewed from John Frost Square. Given the scale and height of the proposed building, it will read as a landmark feature within the city centre. As such, achieving a high quality design, appearance, detail and palette of materials will be critical to the overall success of the project.

As noted earlier in this response, a modern and contemporary design approach has been outlined within the submitted report. A finalised design is not yet available for comment, and it is understood that further detail will be provided through a follow up submission, alongside a meeting with the relevant parties to discuss the proposals.

Given the stage reached, I will not comment in extensive detail, as the design remains under review. However, some general observations are provided for consideration. The stated design intent, supported by precedent imagery and proposed suggested materials, offers a clear indication of the direction being taken. A contemporary approach, incorporating a mix of robust materials, substantial glazing, and well articulated elevations to create visual interest and architectural quality, is supported. Where the roof steps down to provide visual relief, there is opportunity to incorporate soft landscaping, which should be considered as part of the scheme moving forward.

When considering the surrounding context, it is evident that much of the recent development (including Friars Walk plaza, the University of South Wales building, the new leisure centre, and the former leisure centre on this site) has incorporated curved design elements, potentially reflecting the influence of the nearby River Usk. In contrast, the proposed building adopts more traditional angular corners and this may represent a missed opportunity, as the introduction of curved edges could better respond to the character of the surrounding built environment and align more closely with these notable neighbouring developments.

At this stage, alongside general design observations, there are also some more specific aspects that should be considered. Particular attention should be given to the primary elevation and the entrance on the north facing façade. The proposed overhang has the potential to be a strong feature and is welcomed. However, the northern elevation as a whole should read more clearly as a focal point, emphasising the building's main entrance. For example, the picture window serving the library could become a more prominent design feature, with a wrap around treatment spanning a greater height and offering a stronger visual impact that would be visible as you approach the site from the wider area. This approach would improve the legibility of the entrance, particularly when viewed from a distance, and help establish a clear and identifiable focal point.

The intention to incorporate deep reveals to glazed openings is strongly supported and will be required, as this will add depth and visual interest to the façades while helping to break down the overall scale and massing of the building. The inclusion of vertical fins would further reinforce this effect, contributing to a more articulated and visually engaging elevation.

In terms of proposed materials, where cladding is proposed to the upper levels, the precedent imagery suggests the use of textured or perforated (pin-holed) finishes. This would enhance overall quality and provide greater visual interest. In contrast, flat or matt cladding would be resisted and can appear less dynamic and is generally less effective in creating a strong façade.

Similarly, the precedent imagery for the brick plinth indicates a more contemporary approach to detailing, moving away from traditional brickwork patterns. The use of vertically oriented bricks, recessed elements, and varied depths would contribute to a richer appearance and higher quality

finish. These subtle design interventions can significantly enhance the façade and will play an important role in the overall success of the scheme. It is also considered whether naturalistic materials, such as stone/slate as used elsewhere within the vicinity could be a viable alternative to the plinth treatment.

Sustainable design should be incorporated into the overall scheme as best as possible. This should include renewable energy sources, orientation to best utilise daylight, heating and cooling. The provision of solar panels within the design is noted and Suds and biodiversity features on the roof will also make a positive contribution.

Overall, whilst the general design principles are supported, the success of the proposal will come down to the detail and I am keen to ensure that the overall quality, detail and architectural features as shown throughout the precedent imagery is continued through to the final design. It will be useful to discuss this in greater detail during the follow up meeting.

Impact on the Conservation Area

Directly south of the site is the Lower Dock Street Conservation Area, and more specifically Emlyn Street which contains a row of Victorian terraces. The site is also visible from the Grade II Listed George Street Bridge, and there is also the Former Drill Hall, a nearby Grade II Listed Building within the CA.

Section 90 of the Historic Environment Wales Act (2023) inserts a new section (314A) into the Town and Country Planning Act (1990) which, in Wales, imposes the duty that: *“In considering whether to grant planning permission for development which affects a listed building or its setting, the Welsh Ministers or a local planning authority in Wales must have special regard to the desirability of preserving: (a) the listed building, (b) the setting of the building, or (c) any features of special architectural or historic interest the building possesses”*.

In respect of Conservation Areas, Section 160 of the HEWA 2023 imposes the duty that: *“In exercising a planning function in relation to a building or other land in a conservation area, a person must have special regard to the desirability of preserving or enhancing the character or appearance of that area”*.

Policy SP9 and CE7 are the local planning policies of significant relevance, and specifically refer to the schemes being designed to preserve or enhance the character or appearance of the Conservation Area.

The Principal Heritage Officer supports the principle put forward that the southern end of the building is reduced in footprint, massing and scale. At the time of comment no elevation details had been provided, and they have advised that due to this it is difficult to provide any further detailed or specific comments. However, they will be invited to the follow up meeting that will discuss the detailed design and elevations of the proposal.

The PHO has advised that materiality of the building and also the boundary treatments enclosing the service yard will be key. As discussed during our recent meeting, the provision of a facing brick wall is supported in principle, provision of soft landscaping and tree planting to soften and screen this area is also suggested on the site plan and this will be required. Where metal fencing is proposed, it is encouraged that reference is drawn from local feature, such as the black rails found to the front of Emlyn Street. The substation was also discussed, specifically regarding how this can be enclosed or designed with it being confirmed that a typical green GRP type structure would not be acceptable in this location.

In principle, there are no heritage objections to the proposal based on the current information provided, however as with much of this scheme the key will be the level of detail and quality of materials used. The PHO has requested that a Heritage Impact Assessment is provided with the RM submission (which is a requirement of Condition 11 of the Outline in any case) to detail how the

scheme has considered the nearby assets and the potential impact on setting as well as mitigation measures put forward in relation to this.

Residential Amenity

The scaling down of the building mass to the rear is noted. A requirement of Outline Condition 08 is for the submission of Shadow Analysis and Daylight tests to ensure the proposal does not have an adverse impact on the residential amenity of the properties along Emlyn Street. Upon receipt of this analysis a full assessment will be undertaken.

Given the existing use of the site, it is not considered that comings and goings will result in any adverse impact on residential amenity. However, as the service yard is located opposite the properties any noise impact will need to be assessed. Condition 22 of the Outline permission controls the submission of a noise assessment and I recommend that this is submitted with the RM submission to ensure that potential impact from the layout and design can be given due consideration at this juncture.

Green Infrastructure

Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Planning Policy Wales (Edition 12) (PPW) reiterates that biodiversity must be maintained and enhanced to enable resilient ecological networks to be built and deliver net benefits for biodiversity. Policy GP5 of the NLDP supports this and states that proposals will be expected to maintain, protect and enhance ecological networks and features of importance for biodiversity.

Furthermore, PPW12 indicates that a step-wise approach must be taken to maintain and enhance biodiversity, 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.



Evidence in the form of a Green Infrastructure Statement would need to accompany any Reserved Matters application to ensure that the step-wise approach has been followed and biodiversity enhancement proportionate to the scale and nature of the development must be provided. I am mindful that GI is limited to a small number of trees, however in line with the Stepwise Approach these should be retained.

Subject to an acceptable soft landscaping scheme an incorporation of suitable biodiversity enhancement features on site, then there does not appear to be any obvious reason why a net benefit cannot be achieved here in line with the requirements of Policy 9 of FW, Chapter 6 of PPW12 and Policy GP5 of the NLDP 2011-2026 (adopted January 2015).

Highways and Accessibility

The site is located within Parking Zone 1 as per the adopted Parking Standards and is considered as being highly sustainable. The only vehicular parking provided at the site is for 3no. mini buses within the service yard, with all users either anticipated to utilise active travel, public transport or rely upon existing parking provision within the local area, such as the adjacent multistorey Kingsway Car Park. The Outline planning permission advocated this approach.

The submitted Transport Scoping Note has been confirmed by Highways as a proportionate level of information for the RM submission. However, in their response they have identified shortcomings in relation to trip generation and bus service frequencies, that should be updated and developed further.

The site is located in close proximity to active travel links, including the National Cycle Network. However, the Council's Highways Officer has raised concerns in relation to the limited direct connectivity from the site to active travel links. Where it is possible and there is an opportunity to improve the site's connectivity then this is encouraged to be considered.

Given the location of the site and the demographic of the future users, provision of high quality cycle store will be important to encourage use. The current proposal outlines 20no. staff cycle parking spaces to be provided within the secured service yard, with 80no. cycle spaces provided within an enclosed and secured store to the west of the building adjacent to Kingsway Car Park. This is below the SPG level for the proposed use, however the view is that the location and quality of cycle storage is most important. There are no issues in principle with the provision and location, however this is dependent on achieving a high quality of public realm, which will then provide good natural surveillance of cycles.

The use of the existing taxi rank to the front of Friar's Walk was discussed as being a potential pick up and drop off spot that could continue to be used by taxi's and also by the site, with a time limit restriction in place. There is no issue in principle with this proposal from a planning perspective, however it has been advised by Highways that this will be a Traffic Regulation Order which is subject to a separate process and cannot be guaranteed. As such, it is considered to be difficult to control this through the use of a planning condition regime.

Flood Risk

The site is located within Flood Zone 3 (Sea) of the Flood Maps for Planning.

The grant of outline planning permission establishes that the development is acceptable in principle, and Condition 04 states the below;

The reserved matters application(s) for 'layout' and/or 'appearance' submitted in pursuance of condition 02 shall be informed by an updated Flood Consequences Assessment, which shall provide details of conveyance routes, any impacts of flood water displacement on third parties and any necessary mitigation measures. The development shall be carried out in accordance with the updated Flood Consequences Assessment and any mitigation contained therein.

Reason: To protect against the risk of flooding, in accordance with policy SP3 of the Newport Local Development Plan and Technical Advice Note 15.

The pre application enquiry advises that an updated FCA will be submitted with the RM application in order to address the requirements of this Condition. NRW will be a technical consultee on this matter, and will provide advice to the LPA on the submitted FCA.

At this stage, there is no further comment to make and the LPA welcomes the submission of the updated FCA as part of the RM submission.

Drainage

In May 2018, Schedule 3 of the Flood & Water Management Act was implemented. Schedule 3 requires sustainable drainage (SuDs) on all new developments over 100sqm and local

authorities are the Sustainable Drainage Approving Body (SAB).

Schedule 3 of the Act requires surface water drainage for new developments to comply with mandatory National Standards for SuDs. It also requires surface water drainage systems to be approved by the SAB before construction work with drainage implications may begin. Provided National Standards are met, the SAB would be required to adopt and maintain the approved SuDs that service more than one property.

It is acknowledged that discussions are taking place with the SAB department regarding how surface water will be dealt with as part of the development. Whilst this is a separate regulatory requirement, in principle it appears that the proposed layout of the site can accommodate the necessary SAB features required. From a planning perspective this is likely to be acceptable.

Dŵr Cymru Welsh Water is a statutory consultee in the planning process and we would encourage all developers to engage with Welsh Water as early as possible in order to address any issues that may arise during the planning/construction process. Dŵr Cymru operates a pre-planning advisory service in order to assess the impact of the proposed development on drainage interests and a written response will be provided. This service operates for a fee and can be submitted via an online enquiry form at <http://www.dwrcymru.com/en/Developer-Services>. Further information can be obtained from the dedicated team of planning officers at Dŵr Cymru on 0800 917 2652.

Conclusion

It is considered that the overall success of the scheme will depend on the level of detail secured through the use of high quality materials, appropriate and robust landscaping, and the design and treatment of public spaces. The contemporary design approach is supported in principle, and the precedent imagery provided at this stage represents a positive direction. This can be explored further once additional design decisions have been made and discussed at a follow-up meeting.

However, there are currently significant concerns regarding the external layout and treatment of the public realm, particularly how structural planting will be incorporated to mitigate the visual impact of the five-storey building and to provide an effective transition to surrounding land uses. The reliance on low-level planting, the use of concrete planters, and the general absence of substantial structural landscaping features is not supported.

Any forthcoming Reserved Matters submission will need to include the following documents over and above the statutory requirements;

- Updated FCA as per the requirement of Outline Condition 04;
- Landscaping Scheme to include required information as set out in Outline Condition 05;
- Shadow Analysis and Daylight tests as per requirement of Outline Condition 08;
- Updated Transport Scoping Note, and details required as per Outline Condition 09;
- Scheme of Ecological Enhancements as per requirements of Condition 10
- Heritage Impact Assessment/Statement as required by Outline Condition 11;
- Air Quality Assessment as required by Outline Condition 12;
- Architectural Report setting out design development and further details of external materials etc.
- Proposed cross section of window/glazing openings including depth of reveals;
- Noise Impact Assessment.

While the Council will endeavour to keep pre-application enquiries confidential you should be aware that if for any reason any request for submitted information to remain confidential is subsequently found to be inadequate by the Information Commissioner, following any request under the Freedom of Information Act 2000, the Council will not be held responsible.

E-planning

We strongly encourage you to submit your applications to the planning department online via the 'Planning Portal' (www.planningportal.gov.uk). This will save money on printing costs and travelling/postage together with speed up the processing of your submission. You can attach drawings and supporting documents, including a professional quality site location plan; downloading the appropriate Ordnance Survey map and calculate the fees as part of submitting your application online.

Please contact myself to discuss any of the above further.

Yours sincerely

Grant Hawkins

Grant Hawkins

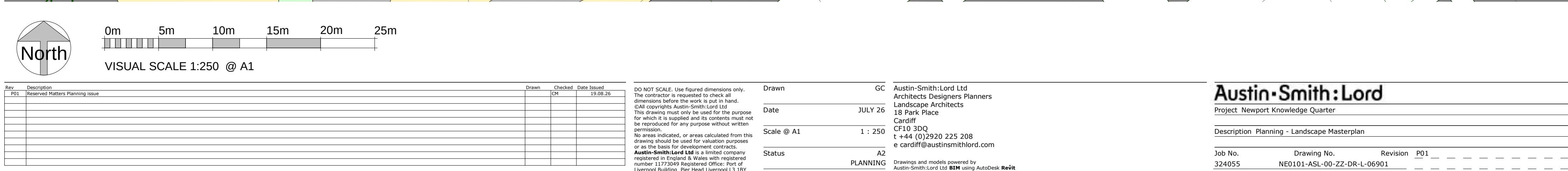
Appendix B Network of bus travel





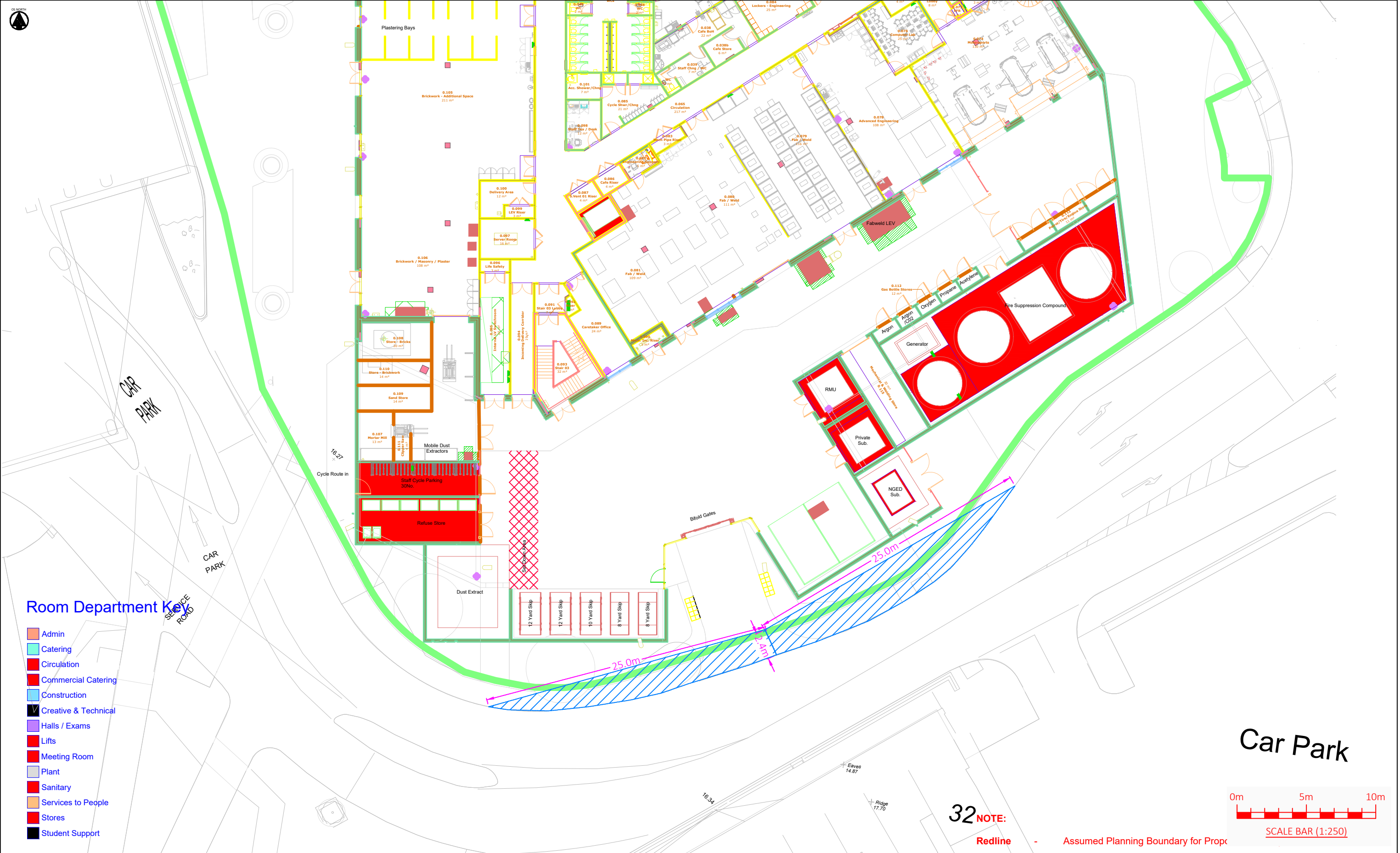
Appendix C Site layout





Appendix D Visibility splays

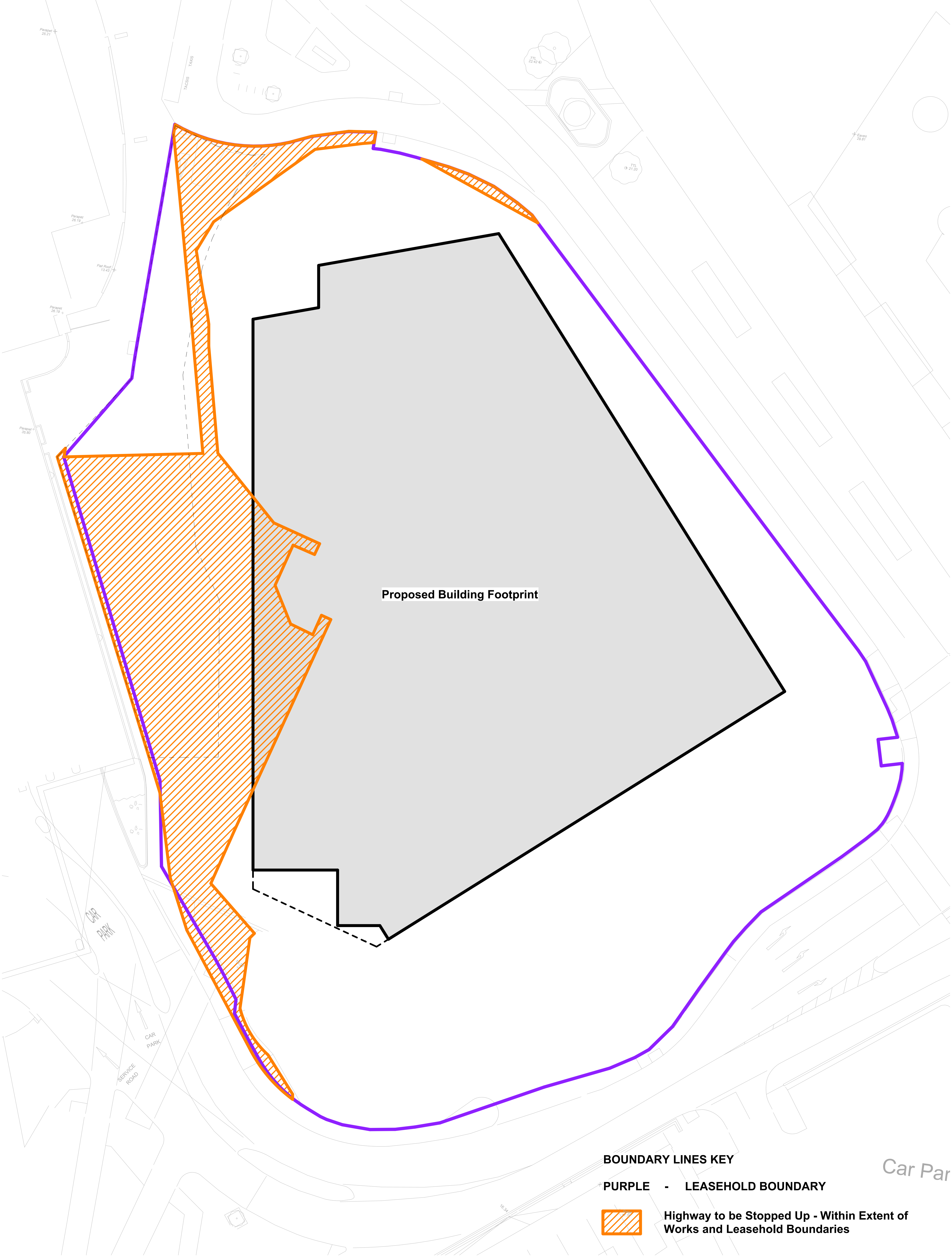




KEY PLAN	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS			Stantec MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: (0117) 9459 225 e: bristol@hydrock.com		TITLE SWEPT PATH ANALYSIS		
				P0405/08/26PlanningLR EC EC P0315/07/26ReviewLR EC EC P0219/09/2025WEPCo Stage 1 SubmissionLR EC EC P0126/08/25First Issue.LR EC EC			CLIENT WEPCO LIMITED		VISIBILITY SPLAY 2.4 X 25M (20MPH)		
							STANTEC PROJECT NO. 333701109		SCALE @ A3 1:500		
							PROJECT NEWPORT KNOWLEDGE QUARTER		STATUS DESCRIPTION PLANNING APPLICATION		STATUS A2
							DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) NE0101-STN-XX-XX-DR-TP-01008		REVISION P04		
				RevDateDescriptionByCkdApp							

Appendix E Stopping Up Order





Proposed Building Footprint

BOUNDARY LINES KEY

PURPLE - LEASEHOLD BOUNDARY



Highway to be Stopped Up - Within Extent of Works and Leasehold Boundaries

Rev	Description	Drawn	Checked	Date Issued
P01	Initial Issue	JWJ	TV	25.05.26
P02	Minor amendments	JWJ	TV	10.06.26
P03	Final plans issue and boundary updates	JWJ	TV	27.07.26

DO NOT SCALE: Use figured dimensions only.
The contractor is requested to check all dimensions before the work is put in hand.
© All copyright Austin-Smith:Lord Ltd
This drawing must only be used for the purpose for which it is supplied and its contents must not be reproduced for any purpose without written permission.
No areas indicated, or areas calculated from this drawing should be used for valuation purposes or as the basis for development contracts.
Austin-Smith:Lord Ltd is a limited company registered in England & Wales with registered number: 11773049 Registered Office: Port of Liverpool Building Pier Head Liverpool L3 1BY

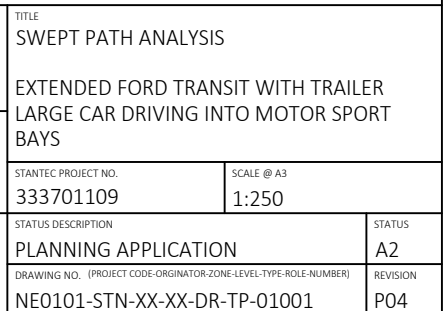
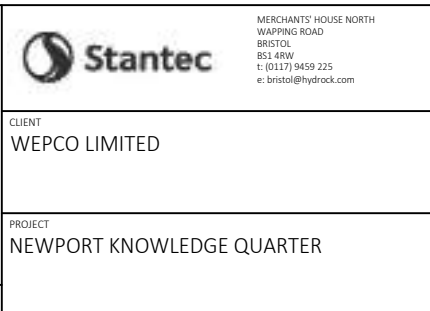
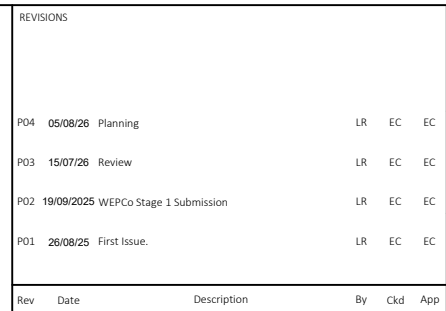
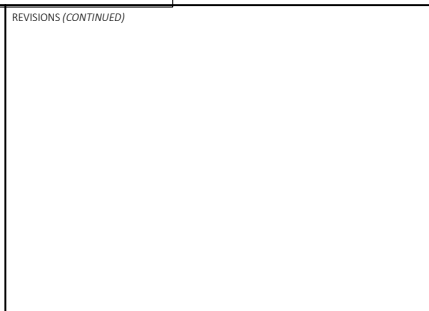
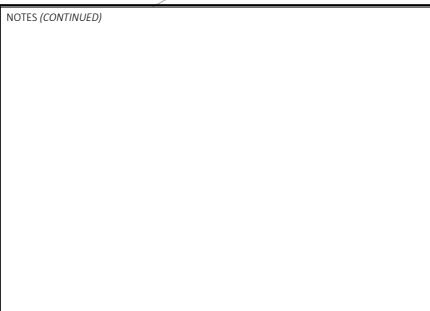
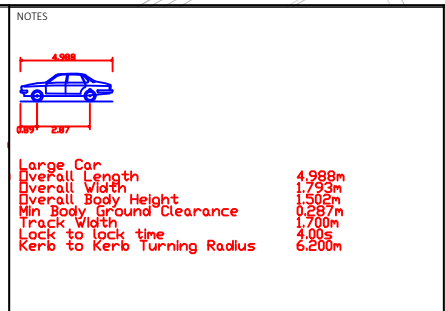
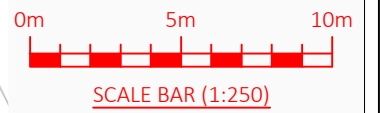
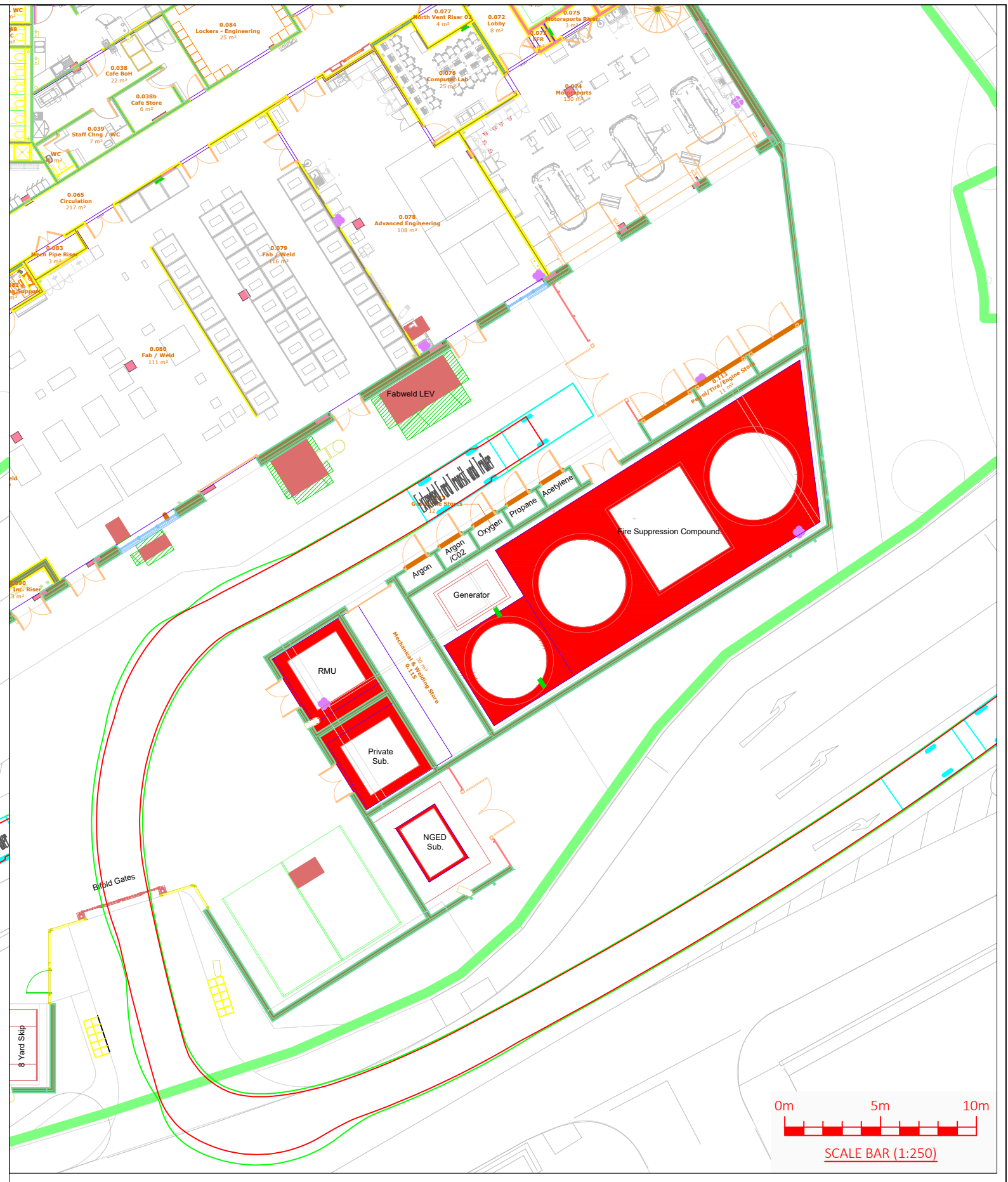
Drawn	JWJ
Date	JUNE 2026
Scale @ A1	1 : 200
Status	12

Austin-Smith:Lord Ltd
Architects Designers Planners
Landscape Architects
18 Park Place
Cardiff
CF10 3DQ
t +44 (0)2920 225 208
e cardiff@austinsmithlord.com
Drawings and models powered by
Austin-Smith:Lord Ltd **BIM** using Autodesk **Revit**

Austin-Smith:Lord			
Project: Newport Knowledge Quarter			
Description: Stopping Up Plan			
Job No.	Drawing No.	Revision	P03
324055	NE0101-ASL-00-ZZ-DR-A-00912		

Appendix F Swept path analysis







KEY PLAN

DFRS hydraulic platform
Overall Length 10.100m
Overall Width 2.550m
Overall Body Height 3.603m
Min Body Ground Clearance 0.416m
Max track width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.800m

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS				
P04	05/08/26	Planning	LR	EC EC
P03	15/07/26	Review	LR	EC EC
P02	19/09/2025	WEPCo Stage 1 Submission	LR	EC EC
P01	26/08/25	First Issue.	LR	EC EC
Rev	Date	Description	By	Ckd App

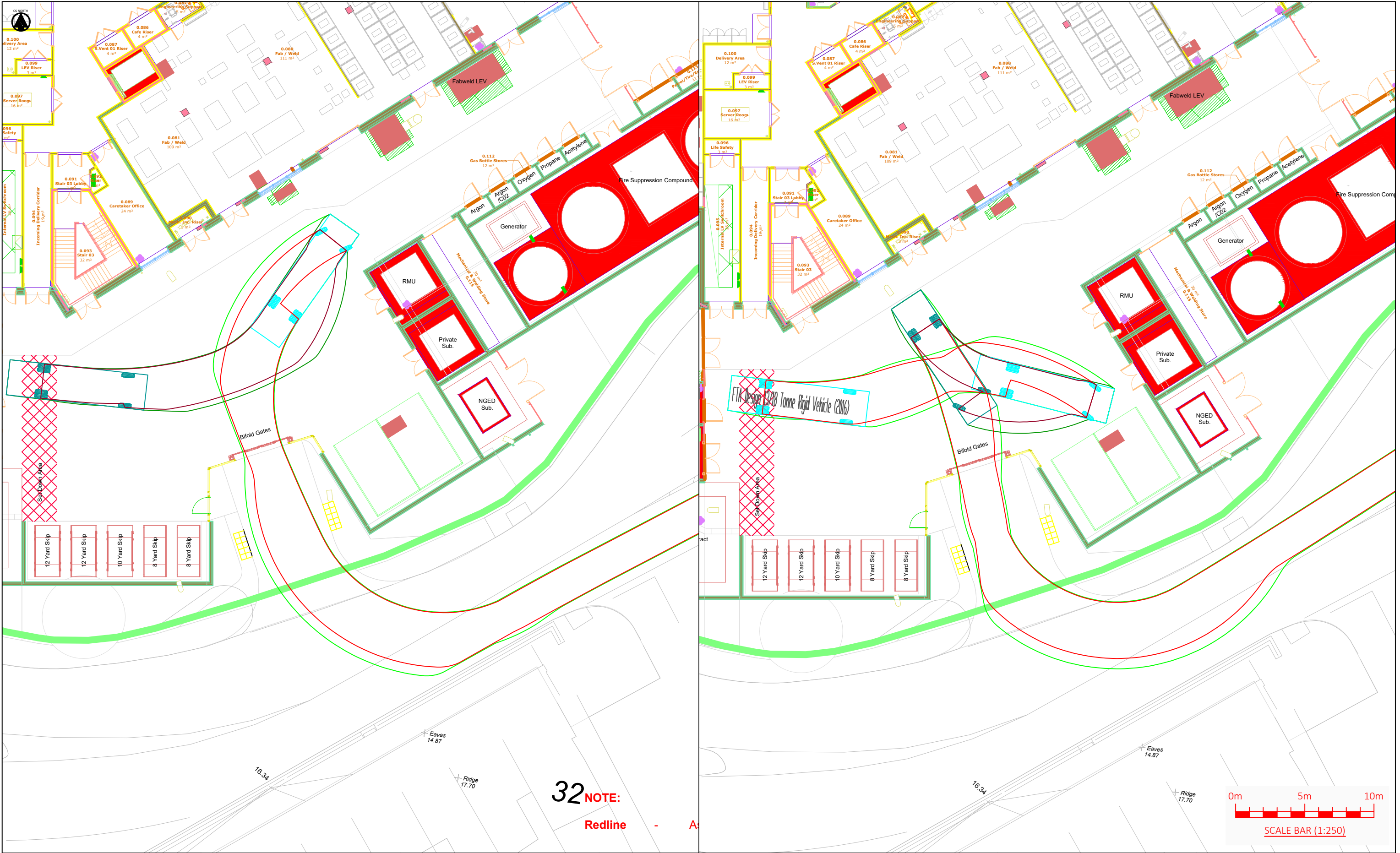
Stantec

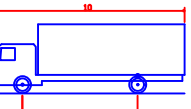
MERCHANTS' HOUSE NORTH
WAPPING ROAD
BRISTOL
BS1 4RW
t: (0117) 9459 225
e: bristol@hydrock.com

CLIENT
WEPCO LIMITED

PROJECT
NEWPORT KNOWLEDGE QUARTER

TITLE		
SWEEP PATH ANALYSIS		
FIRE VEHICLE REVERSING INTO PUBLIC REALM		
STANTEC PROJECT NO.	SCALE @ A3	
333701109	1:250	
STATUS DESCRIPTION		STATUS
PLANNING APPLICATION		A2
DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)		REVISION
NE0101-STN-XX-XX-DR-TP-01003		P04



KEY PLAN  FTA Design 13/18 Tonne Rigid Vehicle (2016) Overall Length 10.000m Overall Width 2.500m Overall Body Height 3.500m Min Body Ground Clearance 0.440m Track Width 3.000m Lock to lock time 3.000s Kerb to Kerb Turning Radius 11.000m	NOTES	NOTES (CONTINUED)	REVISIONS (CONTINUED)	REVISIONS <table><tr><td>PO4</td><td>05/08/26</td><td>Planning</td><td>LR</td><td>EC</td><td>EC</td></tr><tr><td>PO3</td><td>15/07/26</td><td>Review</td><td>LR</td><td>EC</td><td>EC</td></tr><tr><td>PO2</td><td>19/09/2025</td><td>WEPCo Stage 1 Submission</td><td>LR</td><td>EC</td><td>EC</td></tr><tr><td>PO1</td><td>26/08/25</td><td>First Issue.</td><td>LR</td><td>EC</td><td>EC</td></tr></table><table><tr><th>Rev</th><th>Date</th><th>Description</th><th>By</th><th>Ckd</th><th>App</th></tr></table>	PO4	05/08/26	Planning	LR	EC	EC	PO3	15/07/26	Review	LR	EC	EC	PO2	19/09/2025	WEPCo Stage 1 Submission	LR	EC	EC	PO1	26/08/25	First Issue.	LR	EC	EC	Rev	Date	Description	By	Ckd	App	 MERCHANTS' HOUSE NORTH WAPPING ROAD BRISTOL BS1 4RW t: (0117) 9459 225 e: bristol@hydock.com CLIENT WEPCO LIMITED PROJECT NEWPORT KNOWLEDGE QUARTER	TITLE SWEPT PATH ANALYSIS 13 / 18 TONNE RIGID VEHICLE STANTEC PROJECT NO. 333701109 SCALE @ A3 1:250 STATUS DESCRIPTION PLANNING APPLICATION STATUS A2 DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) NE0101-STN-XX-XX-DR-TP-01004 REVISION P04
PO4	05/08/26	Planning	LR	EC	EC																															
PO3	15/07/26	Review	LR	EC	EC																															
PO2	19/09/2025	WEPCo Stage 1 Submission	LR	EC	EC																															
PO1	26/08/25	First Issue.	LR	EC	EC																															
Rev	Date	Description	By	Ckd	App																															