

Llanwern – Phases 4e & 4g



Design Compliance Statement
October 2025

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1. Introduction

The purpose of this document is to support an application, for approval, of reserved matters for **221** new dwellings at **Llanwern, Newport – Phases 4e & 4g**.

This document provides a summary of the design proposal, demonstrating compliance with the relevant approved Outline Application drawings; Illustrative Masterplan, Framework Plan, Access Plan(s) and Parameter Plans.

The site is **5.69** hectares located east of Newport. With vehicular and pedestrian access located from the A4810 and the wider completed site.



Indicative red line to show location of parcel in context to the wider development

2. The Site - ESAMP

The site has Eastern Sub Area Masterplan (ESAMP) document which provides guidance of the design expectations for the development of which the phases of this application fall within (4E & 4G).

The ESAMP was approved as part of application **19/0650**

GLAN LLYN - EASTERN SUB AREA MASTERPLAN



"Our vision for Glan Llyn is to deliver for Newport a sustainable community set within an extensive and imaginatively designed landscape, comprising a careful blend of green corridors, parks and water. It will be a benchmark for residential development in the future."

ESAMP SEP2019



3. Eastern Sub-Area – Phasing Parcels

The parcels 4e, 4g fall under the Eastern sub area and the parcels a dissected by the blueways and the landscape framework



4. Phase 4e & 4g – Parameters Plan

The parcels 4e, 4g has certain design parameters and within this document it explains how the submission reflect these parameters to help provide an attractive development which accords with the ESAMP.



5.1 Engagement

St Modwen homes submitted a Reserved Matters application for 238 dwellings application ref.**25/0152** dated February 2025.
This scheme was reviewed by Newport City Council (NCC) and written comments were provided on 25th March.

The plan shown here was the proposal presented at the time and the key comments to be addressed are summarised below

Parking Dominance:
Heavy reliance on frontage parking

Constrained Gardens:
Small, contorted gardens with excessive overlooking.

Overdevelopment: The layouts reflect overdevelopment with a crammed suburban feel, lacking a sense of place.

Road Hierarchies:
Weakly developed road hierarchies and lack of central focus.

Parking Courts:
Concerns over scale, usability, planting and accessibility

Green Infrastructure:
General lack of structural planting and poorly integrated green infrastructure



5.2 Engagement

Whilst the application was being reviewed by NCC, Miller Homes acquired the St Modwen business. This instigated a fresh look at the scheme with the Miller homes product and engagement with NCC via email, with a revised layout for a reduced number of plots. The layout below was well received with a few amendments requested as per comments received in June 2025 from NCC

The plan shown here was the proposal presented at the time, along with further details supporting the pre re-submission discussion.

Reduced Frontage parking

Perimeter block layout structure to remove the constrained gardens.

Reduction in numbers and feature green space designed within the layout to enhance the sense of place



Variety of Road Hierarchies now proposed

Parking Courts designed with high quality landscaping hard and soft

Green Infrastructure enhanced and new tree lined streets added

DESIGN NOTES
1 FEATURE GREEN SPACES WITH LAP
2 LIMITED AMOUNT OF FRONTAGE PARKING AREAS

5.3 Engagement

Valuable feedback was received from the NCC in September 25 which Miller Homes welcomed and utilised to finalise the scheme, whilst further enhancing the sense of a well-designed-place.

The below submission layout looks to address the points raised in the comments to reflect the guidance in the ESAMP.

Reduced frontage parking with landscaping to enhance the street scene

Tree lined street added to enhance the placemaking and street character.

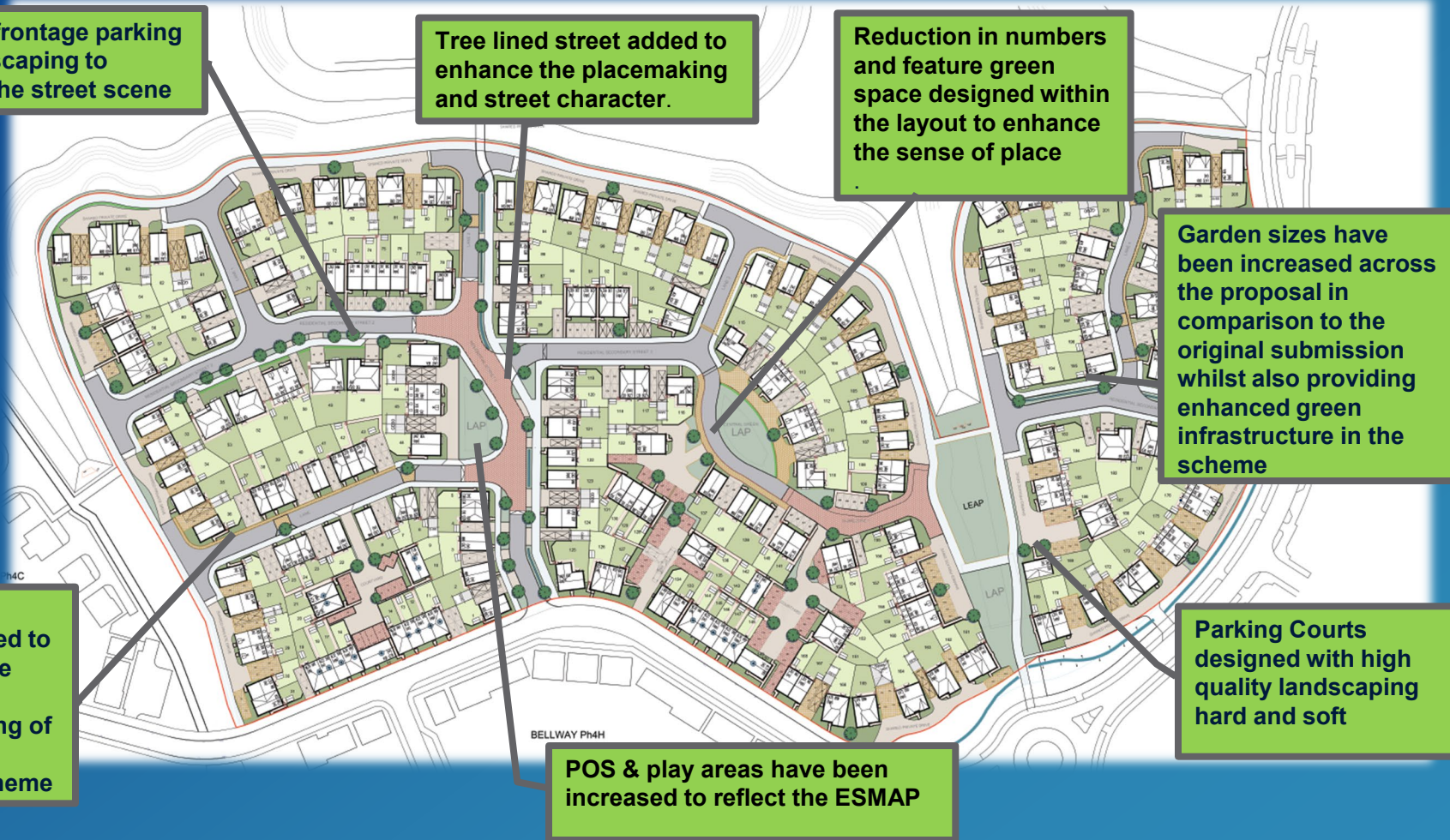
Reduction in numbers and feature green space designed within the layout to enhance the sense of place

Garden sizes have been increased across the proposal in comparison to the original submission whilst also providing enhanced green infrastructure in the scheme

Parking Courts designed with high quality landscaping hard and soft

POS & play areas have been increased to reflect the ESAMP

'Lane' road hierarchy added to accord with the ESAMP and provide a tiering of road typology across the scheme



6. Design Principles

The Planning Layout is the culmination of all the constraints, opportunities, feedback received from NCC and the guidance as per the approved ESAMP set out in the approved Outline Application.

The following pages demonstrates how the proposed re-submission adheres to the following contained within the ESAMP:-

- 6.1 Landscape Framework
- 6.2 Movement Principles
- 6.3 Street Hierarchy
- 7.1 Density
- 7.2 Building Heights
- 8. Character areas & Plot parameters



6.1 Landscape Framework

The parcels this submission relates to has the Central lake to the north and Blueways which link to these south to north with occasional LEAP and LAP.

Below shows some examples of the landscaping through the scheme

Following the feedback from NCC, the revised proposal looked to provide a more landscape led scheme. The tree-lined streetscapes, across the development establishes well connected green infrastructure links, while carefully designed open spaces integrate natural play elements and social areas are set within habitat-rich surroundings. These multifunctional green spaces are fully integrated with the wider structural landscaping, providing a cohesive and attractive environment that complements the character of the development and its surrounding context. Therefore the scheme provides a compliant approach to landscaping and looks to build upon the requirements contained within the ESAMP



Structural Tree Planting



Hedgerows leading to green



Landscaped courtyards to enhance placemaking in this areas



6.2 Movement Principles

Vehicular and Pedestrian routes have been outlined in the Eastern Sub Area Masterplan document. Phases 4e & 4g utilizes the secondary and tertiary concept routes, which are detailed in the table (shown here) and on the following slide.

Denotes Street hierarchy applicable to the proposals as shown on the following pages

4.4 STREETS MATRIX

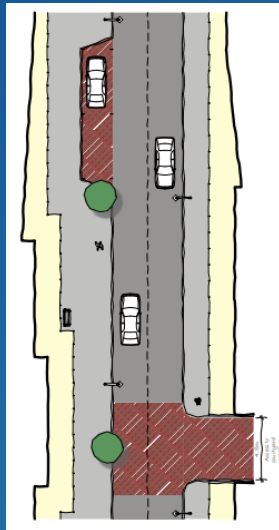
	Avenue	Main Street	Residential Street		Lane	Homezone	Mews	Courtyard	Cycle route	
			Suburban	Urban					Type 1	Type 2
Classification	Primary	Primary	Secondary	Secondary	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary	Tertiary
Function	Development "loop" road, link between formal entrance & development zones	Primary circulation to Central Southern Area	Secondary circulation, off Avenue, Lane & Parkway	Secondary circulation, off Avenue, Lane & Parkway	Serving properties in lower density areas, used around open spaces and edges	Shared surface promoting pedestrian priority and streets as communal spaces	Predominantly intended for use in dense urban areas. Mews form routes off from Residential Street	Provision of parking within perimeter blocks	Predominantly intended for use as a leisure route	Consisting of the majority of the cyclepath network
Manual for Streets ch 2										
Character	Urban corridor, informal & traditional.	Urban village feel	Informal with buildings set-back to create front gardens	Varied street scene created by varied footpath & building set-back depths	Shared surface with grass verge. Non-linear route	Structured, formal, softened with planting and areas for relaxation and recreation	Tight form with irregular building line and route.	Inner block space with a main function of car parking. Irregular perimeter shape may help to create character	Dependant on local context	Dependant on local context
Manual for Streets ch 3 & 4										
Built Form Frontage Typologies	Informal building line, 2-3 storey	Continuous frontage, 2-3 storey, varied set-backs	Max 3.5m building setback 2-2½ storey, organic building line	Continuous frontage, 2-3 storey, linear building line broken by varied set-backs	Organic, irregular building form and line. 2-2½ storey	Continuous frontage, 2-3 storey, linear building line broken by varied set-backs	Varied building line, building height in proportion to street width and generally not more than 3 storey	Boundary often formed by rears.	n/a	n/a
Manual for Streets ch 4										
Urban Design Issues	Provide variety along route by changing character	Variety & visual interest, passive traffic control	Occasional deep setbacks essential to creation of variety	Variety & visual interest, passive traffic control	Traffic controlled by measures such as parking, planting and limited forward visibility	Public space shared by all requires consideration of various different users	Ensure parked cars do not dominate the street by introducing planting and limiting parking bay sizes	Security of inner block spaces should be considered as there is a lack of natural surveillance	Safety is key to the success of these routes. Consider natural surveillance, both from the road and from buildings	Integration of cyclists and leisure walkers
Manual for Streets ch 4										
Users of Carriageway (excl emergency vehicles)	Cyclists, public transport, cars, refuse vehicles	Cyclists, public transport, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists, cars, refuse vehicles	Pedestrians, cyclists (occasional use for blueways maintenance)	Pedestrians, cyclists
Design Speed	30mph 48kph	30mph 48kph	30mph 48kph	30mph 48kph	20mph 32kph	20mph 32kph	20mph 32kph	15mph 24kph	15mph 24kph	15mph 24kph
Visibility Spay	2.4m	2.4m	2.4m	2.4m	2.4m	2.4m	2.4m	2.4m		
Manual for Streets ch 7	90m	59m	59m	59m	33m	33m	33m	33m		
Junction Radii	In accordance with Manual for Streets and Newport City Council's requirements, the minimum appropriate radii should be used. Typical radius range from 1m to 7m								n/a	n/a
Manual for Streets ch 8 & 7										
Road Width	6.6m	6.1m	5.5m	5.5m	4.1 - 4.8m	building front to building front = 16m	4.8m min	4m min	n/a	n/a
Manual for Streets ch 7										
Footpath Width	2m	2m - 4m (variable)	2m	2m min (variable)	n/a	n/a	2m min (variable)	pedestrians to use road	n/a	n/a
Manual for Streets ch 6 & 7										
Cycle Path	3m (combined footpath/cycleway one side only)	Cyclists to use road	Cyclists to use road	Cyclists to use road	Cyclists to use road	Cyclists to use road	Cyclists to use road	Cyclists to use road	3m (combined footpath/cycleway)	3m (combined footpath/cycleway)
Manual for Streets ch 6 & 7										
Verge	2m (min) Variable width	None	None	None	1.5m (grass)	n/a	n/a	n/a	n/a	n/a
Manual for Streets ch 6 & 7										
Bus Stop	On-street subject to approval by local provider	None	On-street	On-street	None	None	None	n/a	n/a	n/a
Manual for Streets ch 6										
Parking	In verge parallel, (to school only)	Varied	On plot	Varied, to include on street and access to courtyard	Varied, to include on street and on plot	On street	On street, access to courtyard	Limited to max 25 spaces	n/a	n/a
Manual for Streets ch 8										

NB: Quoted widths are minimum desirable widths. Localised widening is anticipated in order to create areas of interest. Vehicular tracking and safety audit to be used to demonstrate accessibility.

6.3 Street Hierarchy

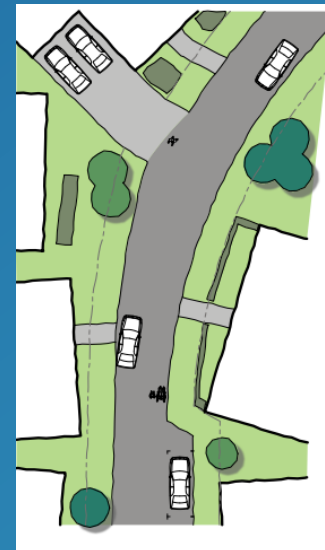
On the following pages is the Street Hierarchy that applies to phases 4E & 4G. These are numbered and denoted on the CGI and layout below

**Proposed Residential Street – Urban
(Secondary Route) with enhanced Tree planting**



Residential Street – Urban
(Secondary Route) taken from ESAMP

Proposed Lane (Tertiary Route)



Lane (Tertiary Route) taken from ESAMP

6.3 Street Hierarchy

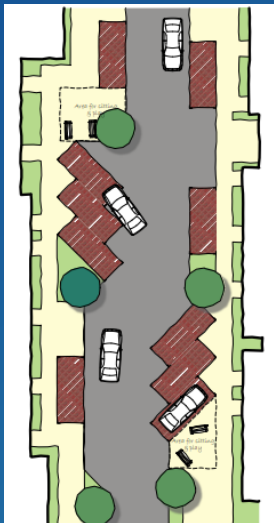
Proposed Homezone
(Tertiary Route)



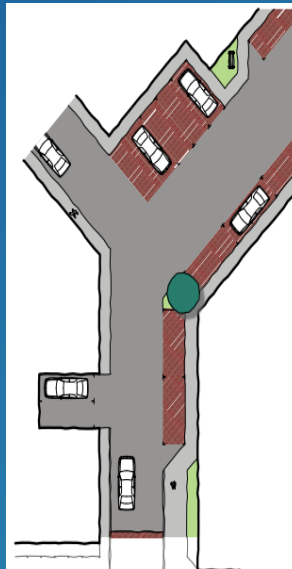
Proposed Courtyard



Proposed Sub-Urban Junction



Homezone (Tertiary Route)
taken from ESAMP



Courtyards taken from ESAMP



Sub-Urban junction areas taken from ESAMP

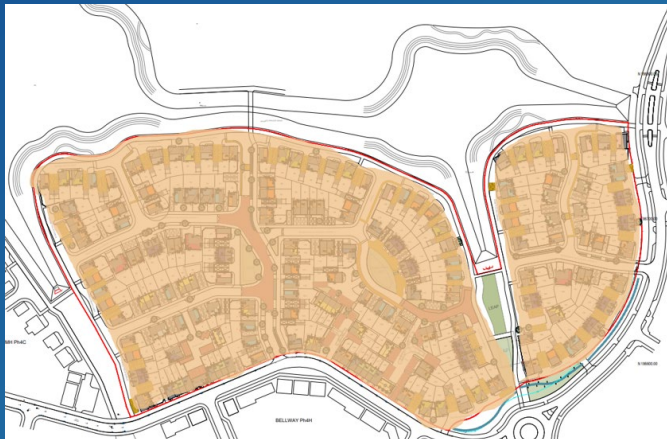
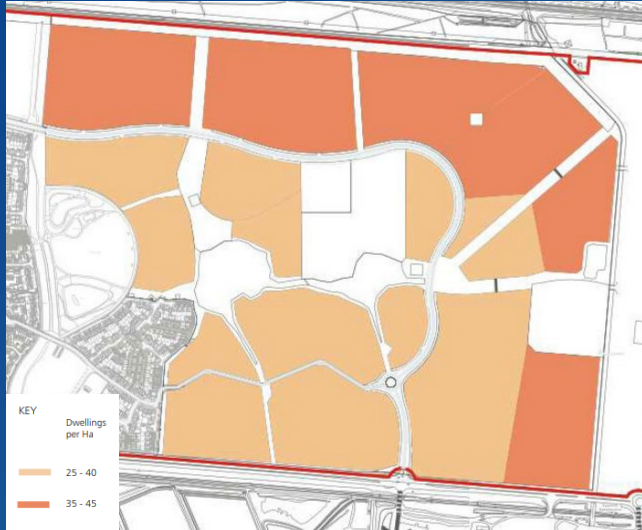


The plan shown here, indicates the routes and spaces proposed within the scheme. Utilising the Street Hierarchy. Concepts to enhance the legibility and placemaking of phases 4e & 4g. It also shows how the proposal provide a treelined Street which provides a green link for the Primary street to the lakes to the north which is not a requirement under the ESAMP but has been proposed to enhance the placemaking of the development

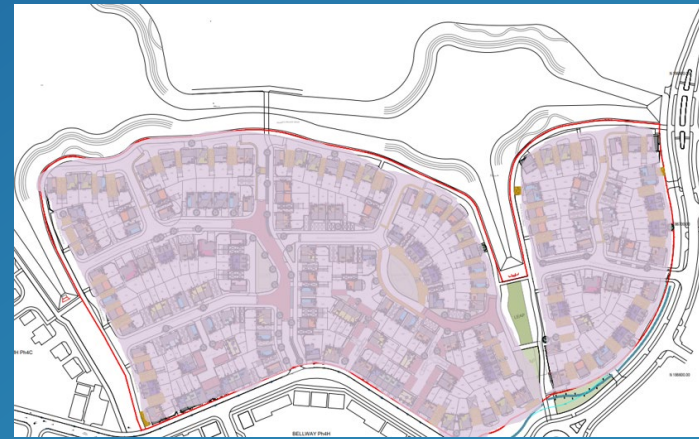


7. Parameter Plans

7.1 Density



7.2 Building Heights

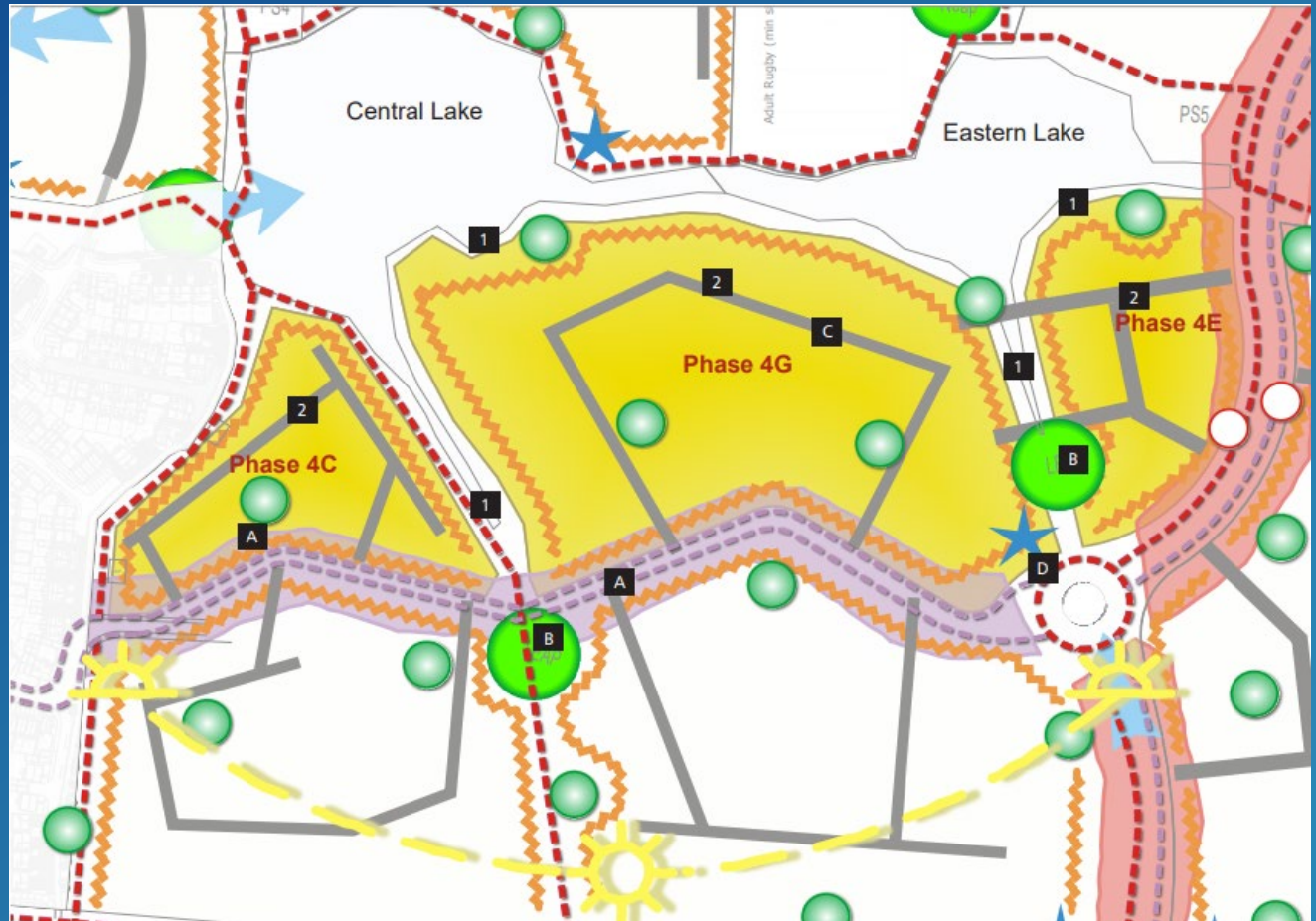


✓ The plan shown here, demonstrates the site density complies with the approved outline plan, achieving 39 dph.

✓ The plan shown here, demonstrates the proposal aligns with the building heights parameter plan set out at the Outline Application stage.

8. Character Areas & Plot Parameters

The Phase 4c, 4e and 4g parameter plan shown here details the principles for these plots. Details can be found in the Eastern Sub Area Masterplan document.



The character area, plot parameters and materials proposed within phases 4e and 4g are compliant. As described and shown below.

PLOT PARAMETERS SUMMARY		Achieved
Approximate Gross Site Area	18.8 Acres 7.6 Hectares	<i>Areas equals</i>
Density Range	10-17 units/acre 25-40 units/Ha	<i>Density achieved</i>
Affordable Housing	To be delivered in accordance with the S106 Agreement	Affordable provision is compliant with S106 requirement.
Residential Mix	A variety of detached, semi-detached and terraced units; along with apartment blocks falling within the 'Main Street' character area.	Variety of typologies used throughout the phases to fall within 'Main Street' character area/
Architectural Style	The majority of the plot falls within the 'Neighbourhood General' character zone type, whilst there are also elements of 'The Avenue' and 'Main Street'.	The architectural style follows what has been set out at the outline application and previously approved parcels. Please see street scenes for details.
Urban Form	Informal arrangement of buildings creating an organic feel to spaces. More structured urban feel along the secondary routes passing through the centre of the plot.	Urban form arrangements have been used to further define spaces and routes through the parcels, aiding in clear legibility of Phases 4e and 4g.
Building Heights	Generally 2 storey with potential for up to 3 storeys.	2 and 2.5 storey dwellings utilized.
Movement Principles	Anticipated relevant street typologies; - Residential Street (Sub Urban) - Lane - Homezones	Street typologies have been proposed Sub-Urban Street Lane Homezones
Car Parking	Parking spaces are to be provided in accordance with local authority standards. Within this plot, the car parking solution should include garages, allocated private spaces and on-street parking.	Parking is in accordance set out by local authority with different parking typologies.
Play Provision	NEAP - nearest provided south of the sports pitches LEAP - between Phases 4E and 4G LAP - as set out for previous phases	Play spaces have been combined and proposed within the proposal meeting the required area for these phases.



Material Precedents for this phase

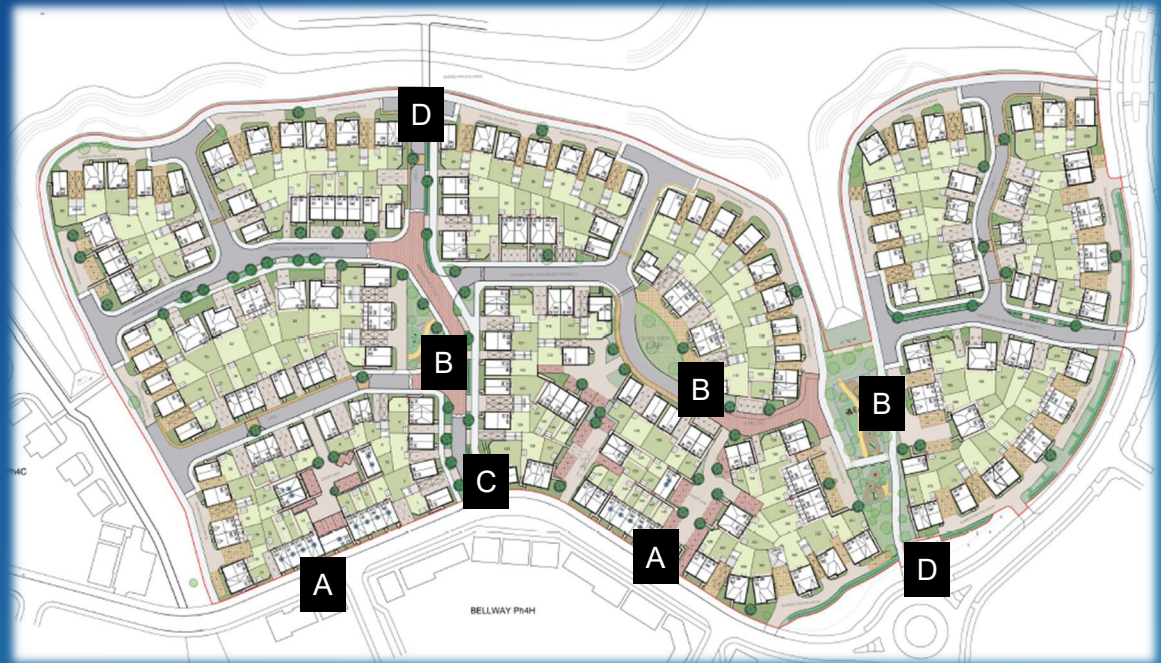
ESAMP 4e-4g Principles

Below demonstrates the compliance with the Development principles contained on Page 72 of ESAMP for these parcels

DEVELOPMENT PRINCIPLES

This plot is the southern most plot, and has boundaries with the High Street and two greenways running from Queen's Way into the development site, and two

- A** Frontage onto the High Street that runs through the centre of the development plot should be continuous with parking located to their rear. This frontage is anticipated to be active and varied in form.
- B** LEAPs must be overlooked by housing in order to provide natural surveillance.
- C** Residential Street (Urban) along the principal streets are 2 storey in terraces or semi detached units.
- D** A landmark building could be located here to provide a focal point at the end of the approach road at the roundabout.



Visual showing LEAP/LAP overlooked by housing



Residential Street with 2 storey buildings



Landmark building facing the roundabout

Proposed CGI's of the proposals



9. Conclusion

This Design Compliance Statement should be read in conjunction with the submitted supporting plans and documents.

The document provides a summary of how the proposal aligns with the principles and approved parameter plans. Where applicable, an explanation is given if the proposal differs.

Through design development and early engagement with the Local Planning Authority this scheme demonstrates compliance with the approved Outline Plans and establishes a well-designed-place.

