

Coleg Gwent Knowledge Quarter, Newport

Reserved Matters Planning Statement

August 2026



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1. Introduction and Background

1.1. Background

This report is prepared by the Urbanists on behalf of the Welsh Education Partnership (WEPco) in respect of the Coleg Gwent Knowledge Quarter proposal in Newport city centre, henceforth referred to as the 'proposed development'. This Statement sets the planning case in support of the reserved matters application for the development.

As part of this Reserved Matters application, various planning conditions (including Condition 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 22 and 26) of the outline planning permission for the Knowledge Quarter (reference: 24/0965) will be discharged. These conditions refer to the constraints and further requirements for the development and have already shaped the design and planning process during RIBA Stage 1, Stage 2 and Stage 3 of the design.

Conditions 18, 22 and 26 do not need to be discharged at reserved matters stage. However, sufficient information has been submitted as part of this submission in order to seek to discharge those conditions.

1.2. This Report

This document comprises the following;

- **Section two** describes the site in context and surrounding area, including its planning history;
- **Section three** describes the development proposal in more detail, including how it has evolved;
- **Section four** describes the legislative and planning policy context relevant to the proposed development;
- **Section five** sets out the material considerations and provides an assessment of the proposals in planning policy terms; and
- **Section six** provides a summary and some conclusions based on the above.

1.3. The Application

The reserved matters application includes the following documentation:

- Site Location Plan and Existing Site Plan;
- Proposed Masterplan;

- Proposed Elevation Plans;
- Proposed Floor Plans;
- Existing and Proposed Site Levels;
- Proposed Roof Plans;
- Proposed Building Sections;
- Design and Access Statement Addendum;
- Hard and Soft Landscape Plans and Details;
- Proposed Landscape Sections;
- Planting Schedule;
- Landscape and Ecological Management Plan;
- Scheme of Ecological Enhancement;
- Shadow Habitat Regulations Assessment
- Transport Statement and Travel Plan;
- Access and Swept Path Plans;
- Stopping-up Plan;
- Daylight and Sunlight Assessment;
- Noise Survey Reports and Assessment;
- Flood Consequence Assessment Update and Flood Response Plan;
- Drainage Strategy Report
- Heritage Impact Assessment;
- Archaeological Written Scheme of Investigation;
- Air Quality Assessment;
- Green Infrastructure Statement; and
- Townscape and Visual Impact Assessment.

It should be noted that the Archaeological Written Scheme of Investigation and Noise Assessment are not technical requirements of the reserved matters submission, but the documents have been submitted at this stage in order to discharge Conditions 17 and 22, as opposed to submitting stand-alone discharge of condition application.

The information listed above, (specifically the proposed plans, design addendum and CGI visuals contained within the DAS) is also considered sufficient to discharge Condition 18, relating to external materials, which is also not technically a requirement at reserved matters stage. Similarly, the FCA and Flood Response Plan are sufficient to discharge Condition 26.

2. The Development Site

2.1. Site Location

The development site is the former Leisure Centre, on the edge of Friars Walk in Newport City Centre. The site has excellent connectivity and whilst it is accessible from all angles due to its close proximity to the city centre, the key frontages are those along Usk Way and Kingsway. The site is in a walkable location, with recent public realm enhancements around the north of the site and USW Newport Campus.

The site is located only a short walk from Newport Bus Station and located within a 12-minute walking distance from Newport Railway Station. The site therefore has excellent public transport links, both locally and nationally given the South Wales Mainline running through the train station, which allows connectivity across South Wales and England.



Figure 1: Aerial Photograph of Site - Approximately defined by the Red Circle, with the former Leisure Centre now demolished still shown.

2.2. Site Description

The site is roughly rectangular in shape and measures approximately 0.89ha in size. The former Newport Leisure Centre has been demolished, and is enclosed by appropriate hoarding. The new replacement leisure centre to the south-east of the site has recently begun construction.

The landscape surrounding the site is urban. The site is directly adjacent to Friars Walk shopping centre, and the iconic Newport City Footbridge to the north-east. Additionally, to the east of the site is the USW Newport Campus building, which is an important consideration for the design principles of the proposed development.

To the west, the site is adjacent to the 8 storey tall Kingsway Multi-Storey Car Park, both large in height and scale. Between the former leisure building and the Kingsway Car Park lies an area of public highway that falls within the development site boundary. This section of highway will be 'stopped up' to facilitate the proposed development works.

The site itself is particularly constrained by a large number of utilities in the ground beneath the site, which have easement requirements. This includes water mains, sewer, gas, fibre optic and electricity, which pose particular constraints for any future development of the site.



Figure 2: View from the North (Kingsway Multi-Storey Car Park on the right hand side).



Figure 3: View from the South-east (Kingsway Multi-Storey Car Park across).



Figure 4: View from the South-west (USW Newport Campus building across).

2.3. Planning History

This Section assesses the relevant planning history, which is also set out within Appendix 1.

The outline planning permission for the Knowledge Quarter proposal was granted by the Newport City Council on the 22nd August 2022. The description of development on the permission was:

“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 Institutions) and D2 (Assembly and Leisure), with all matters reserved”.

Following the grant of permission, Condition 3 relating to a Demolition Management Plan was formally discharged and the former Newport Leisure Centre building, which previously occupied the site, was fully demolished (permission reference: 23/0198) on the 15th of June 2023.

The outline permission has also been subject to a Section 73 application to vary Conditions 1 (submission of reserved matters) and 3 (implementation of development). The Section 73 was granted by the Local Authority on the 26th November 2024 (reference: 24/0965).

The amendment to condition 1 confirmed the following change **from**:

*“In the case of any reserved matter, application for approval must be made not later than the expiration of THREE YEARS beginning with the date of this permission” **to**:*

“In the case of any reserved matter, application for approval must be made not later than the expiration of FIVE YEARS beginning with the date of this permission”.

The amendment to condition 3 confirmed the following change **from**:

*“The development to which this permission relates must be begun not later than whichever is the later of the following dates:- the expiration of FIVE YEARS from the date of this permission; or the expiration of TWO YEARS from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved” **to**:*

“The development to which this permission relates must be begun not later than whichever is the later of the following dates: the expiration of SEVEN YEARS from the date of this permission; or the expiration of FIVE YEARS from the final approval of the reserved matters”.

The S.73 effectively allowed more time for the submission of the reserved matters application and commencement on site. It also recognises the demolition of the former Leisure Centre under

permission 23/0198 and removed the former demolition condition that was attached to the permission.

This reserved matters submission is therefore in accordance within the timescales set out in the outline planning permission. **A summary of the outline planning conditions which are sought to be discharged through the reserved matters application are listed below:**

- **No. 2.** *Approval of the details of the layout, scale, appearance, access and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority.*
- **No. 4.** *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.*
- **No. 5.** *The landscaping scheme (which shall be accompanied by a management plan detailing future maintenance) submitted in pursuance of condition 02 shall be informed by and/or include the following as a minimum:*
 - *An informal **Landscape and Visual Appraisal (LVA)**.*
 - ***Hard and soft landscaping details** to create a human-scale microenvironment at street level.*
 - *A **detailed soft landscape plan** produced by a professional landscape architect, to show level changes, plant species, size, density, tree pit detail, and to confirm the topsoil and subsoil specification will meet BS8601:2013 for subsoil and BS3882:2015 for topsoil, with soil supply professionally tested and recommendations implemented to ensure successful establishment of planting.*
 - *Provision of a plan covering hard landscape elements (**boundaries, surfacing, levels, street furniture**).*

The Landscaping scheme shall be carried out in its entirety by a date not later than the end of the full planting season immediately following the completion of the associated development. Thereafter, the trees and shrubs shall be adequately maintained for a period of 5 years (or as agreed in the management plan) from the date of planting and any which die or are damaged shall be replaced and maintained until satisfactorily

established. For the purposes of this condition a full planting season shall mean the period from October to April.

- **No. 6.** *Notwithstanding the submitted parameter plans, the reserved matters application(s) for 'layout' and /or 'scale' submitted in pursuant of condition 02, shall ensure that the proposed building(s) is **set back a minimum of 3m away from the edge of the application site for its length along Usk Way** with scaled sections provided through the building and Usk Way to demonstrate the relationship of the building with the University of South Wales, Newport City Campus building.*
- **No. 7.** *Notwithstanding the submitted parameter plans, the reserved matters application(s) for 'layout' and /or 'landscaping' submitted in pursuant of condition 02 shall ensure that there is **sufficient high quality public realm between the building(s) and the Kingsway Car Park/units R1A and R1B Friars Walk**, that positively integrates with the existing public realm, unless otherwise approved in writing by the Local Planning Authority as part of a detailed reserved matters submission fully justifying such an approach.*
- **No. 8.** *The reserved matters application(s) for 'layout', 'scale' and/or 'appearance' submitted in pursuant of condition 2 shall be informed by and include **shadow analysis and daylight tests upon residential properties on Emlyn Street**. The analysis and tests shall demonstrate how the scheme has been designed to mitigate any harm to the residential amenities of these properties.*
- **No. 9.** *The reserved matters application(s) for 'layout' and/or 'access' submitted in pursuant of condition 2 shall include:*
 - **Swept Path analysis of service vehicle areas.**
 - **Details of covered cycle storage structure(s) for long stay and short stay parking.**
 - **A Travel Plan.**
 - **Pedestrian circulation**
- **No. 10.** *The reserved matters application(s) for 'layout' and/or 'landscaping' submitted in pursuant of condition 02 shall include a **scheme for ecological enhancements**. The development shall be carried out in accordance with the approved scheme*
- **No. 11.** *The reserved matters application(s) for 'layout', 'scale' and/or 'appearance' submitted in pursuant of condition 02 shall include a **Heritage Statement** which assesses the impact of the layout, scale and appearance of the building(s) upon the surrounding*

heritage asset (Lower Dock Street Conservation Area) and demonstrates how the scheme has been designed to mitigate any harm to these historic assets.

- **No. 12.** *The reserved matters application(s) for 'layout', 'appearance' and/or 'landscaping' pursuant to condition 02 shall include an **air quality assessment** that shall include measures which contribute towards reducing emissions.*

- **No. 17.** *No development (other than demolition) shall take place until the applicant, or their agents or successors in title, has secured agreement for a **written scheme of historic environment mitigation** which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme. Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource, in accordance with policy CE6 of the Newport Local Development Plan.*

- **No. 18.** *No work shall commence on the construction of the development until details/samples of materials and finishes to be used on any external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the agreed materials.*

- **No. 22.** *Prior to the first beneficial use of any of the uses hereby permitted a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall demonstrate that the rating level of noise emitted from fixed plant and equipment located at the site shall not exceed the existing background level at any premises used for residential purposes when measured and corrected in accordance with BS 4142: 2014. The plant and equipment shall be maintained to achieve the approved rating level of noise.*

- **No. 26.** *Prior to the beneficial uses of any of the uses hereby approved, details of an emergency plan, showing how the consequences of a flood event will be managed, shall be submitted to and approved in writing by the Local Planning Authority. All future occupiers of the development shall have regard to the terms of the emergency plan.*

It should be noted that Condition 18 is not required to be discharged by the reserved matters consent and could be discharged through a specific Discharge of Condition application. However,

a Materials Palette and CGIs are contained within the DAS at this stage in order to seek to discharge the condition.

In addition, Noise Survey Reports have been prepared to ensure that the layout submitted at the reserved matters stage would have no detrimental noise effects on the properties located on Emlyn Street. In doing so, Condition 22 is also sought to be discharged as part of this reserved matters submission.

The Flood Consequences Assessment and Flood Response Plan are considered sufficient to discharge Condition 26 and an Archaeological Written Scheme of Investigation is also submitted in order to discharge Condition 17, which is not technically a requirement at reserved matters stage,

The outline consent includes a number of further pre-commencement conditions which will be discharged through the separate Discharge of Condition Process, as opposed to this reserved matters submission. For context, these are; Condition 13 (CEMP), Condition 14 (Drainage), Condition 15 (Risk Assessment), Condition 17 (Piling) and Condition 19 (Boundary Treatments).

3. Development Proposal

The Coleg Gwent Knowledge Quarter is a £97 million investment that will enable the vacated site to be used by a new city centre campus for Coleg Gwent. This will bring a number of new students and job opportunities into the city centre. The Knowledge Quarter will thus contribute to the vitality and viability of the city centre, and will contribute to the ongoing regeneration of the centre as well as of the riverside area.

The development permitted by the existing outline permission is up to 54,000 square metres of flexible floor space for educational use, or any other use within the specified acceptable use classes, with associated landscape / open space infrastructure, access and drainage works. The new facilities will deliver a mix of curricula and will include Business, Sciences, Independent Learning Skills (ILS), Construction, Visual Arts, Hair and Beauty, Catering and Hospitality, Engineering and Skills Development (Math/Numeracy, English and Welsh Language etc). The facilities will also include a variety of non-curricula and social spaces designed to provide support to students and staff during the college day, and potentially for some community use (i.e. training restaurant and hair salon) outside of core teaching hours. The new facilities in the Newport Knowledge Quarter are intended to replace existing facilities and provision delivered across a number of other Coleg Gwent campuses located in Newport and within the former county of Gwent.

The proposed design will allow the building to be visible from Usk Way, becoming a local landmark for those entering and exiting the city centre along this route. It will also present its primary frontage to the north, both towards Usk Way and Kingsway, improving the local streetscape.

With outline planning permission being granted, this application seeks to provide the detailed design and in doing so, discharging the relevant outline planning conditions.



Figure 5: Detailed Elevations - North

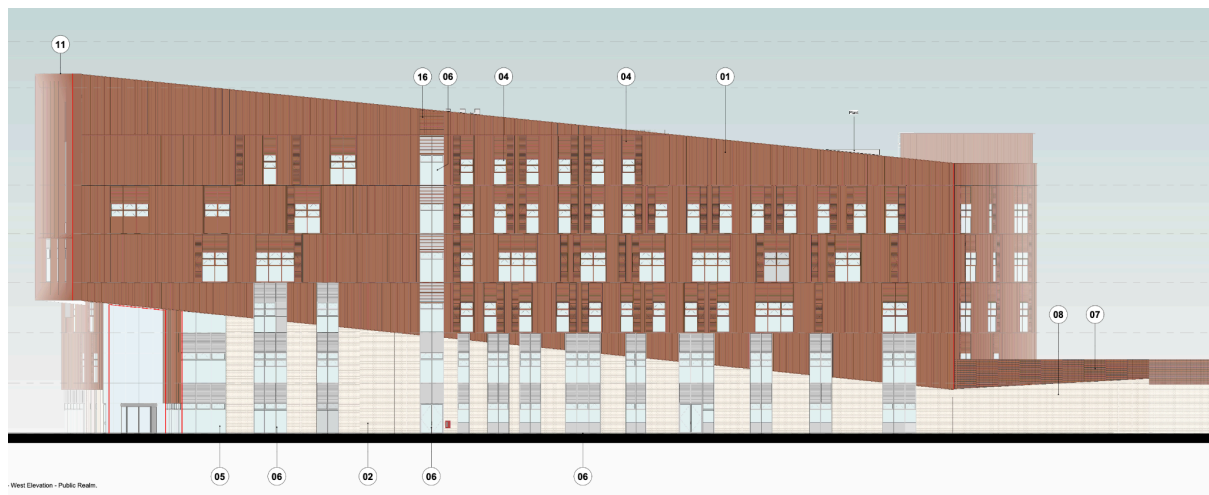


Figure 6: Detailed Elevations - West

4. Pre-application Engagement

As part of the preparation of the reserved matters application, pre-application advice has been sought at RIBA Stage 2 (LPA Reference PRELET/ P/26/0029) and Stage 3 (LPA Reference PREACK/ P/26/0054). The pre-application programme included two meetings held between the Local Planning Authority (LPA), applicants, consultant team, and relevant statutory consultees. This has allowed the reserved matters submission to address key issues raised.

A number of statutory consultee responses were received during the first engagement, relating to the key issues. The second phase of pre-application engagement was focused primarily on the specific landscape and architectural design elements of the proposal. While the formal response has not yet been issued at the time of writing this Statement, the feedback from the meeting held on the 17th of July 2026 is contained below. The key items raised across the two phases of pre-application discussion, and the design team’s response, is outlined in Table 1, below.

Table 1: Pre-Application Engagement Responses

Pre-Application Engagement Meeting 1	
Issue	Comments
Layout and Landscaping	The proposal's overall layout is considered acceptable in broad terms, but specific concerns were raised regarding external spaces and landscaping. It was confirmed that the minimum three-meter buffer along Usk Way is met in the draft proposals, but further structural tree planting would be welcomed in order to balance the visual impact of the building. It was noted that where planting beds are proposed, anything under 1m in width is rarely successful due to the restrictive size. Similarly, the proposed western public realm near Kingsway risks creating a sterile space prone to anti-social behavior so further landscaping and enhancements are considered necessary. There is evidently a need to balance designing out crime principles with positive placemaking. For example, raised concrete walls to planters at the face of the building could be improved upon. A review of the timber seating, paving, planter design and tree planting at the nearby University of South Wales site was suggested. Overall, the layout is agreeable in broad terms and the constraints of the site are noted, but a review of the landscaping is required to provide high-quality public realm, natural surveillance, effective integration of cycle storage, and better structural tree planting to visually soften the multi storey building from views outside of the site.
Design Response:	The design is significantly constrained by the presence of utilities and associated easements with DCWW recommending that in-ground

	planting is not feasible in large portions of the site. Alongside this, the design sought to meet designing out principles. However, taking the LPA comments on board, the design team have progressed the landscaping proposals and sought a second pre-application meeting to specifically discuss and agree further enhancements in order to balance the constraints of the site with positive placemaking.
Design and Appearance	The modern, contemporary architectural approach is supported in principle, with the LPA welcoming robust materials, deep reveals, substantial glazing, and articulated elevations to act as a landmark feature. Further design enhancements were suggested such as the use of curved corners as seen in surrounding developments, the use of vertically oriented bricks, recessed elements, and varied depths which would contribute to a richer appearance and higher quality finish. Where the roof steps down to provide visual relief, it was noted that there is opportunity to incorporate soft landscaping, which should be considered as part of the scheme moving forward.
Design Response:	The design team welcomed the positive response to the contemporary approach and sought to explore the specifically suggested design features ahead of future engagement.
Impact on Conservation Area and Heritage	The building's location near the Lower Dock Street Conservation Area and listed structures requires careful design attention to preserve local historic character. The Principal Heritage Officer supports the principle put forward that the southern end of the building is reduced in footprint, massing and scale. Key considerations for the final design include high-quality boundary treatments for the service yard, the material choices for the main building and substation, and the submission of a formal Heritage Impact Assessment (in line with Condition 11).
Design Response:	It is acknowledged that the site is relatively sensitive and a Heritage Impact Assessment was prepared for the second phase of pre-application engagement.
Residential Amenity	To protect neighboring properties along Emlyn Street from potential adverse effects, specific environmental assessments must be provided. It was stated that the applicants should submit Shadow Analysis and Daylight Tests to evaluate any light loss from the building mass. Additionally, a Noise Impact Assessment is requested to evaluate potential disturbance caused by the adjacent service yard, as required by Conditions 8 and 22.
Design Response:	Whilst these reports were not strict requirements of the outline planning conditions, the applicants welcome the opportunity to address residential amenity and have prepared the reports for the submission.
Green	The LPA noted that the proposal must comply with national and local

Infrastructure and Biodiversity	policies requiring net benefits for biodiversity through a step-wise approach. A Green Infrastructure Statement will be necessary to demonstrate that existing ecological features are retained where possible and properly enhanced. Achieving a net positive impact is deemed feasible provided an acceptable soft landscaping plan and site-specific biodiversity enhancement features are integrated.
Design Response:	Green Infrastructure Statements are required for all planning applications in Wales under Planning Policy Wales. Whilst a reserved matters submission is not strictly a planning application in its own right, these comments are acknowledged and a Green Infrastructure Statement has been prepared for the submission which will represent a net benefit in biodiversity.
Highways and Accessibility	The site is located within Parking Zone 1 as per the adopted Parking Standards and is considered to be highly sustainable. It was noted that 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 and there is some concern in relation to the limited direct connectivity from the site to active travel links. The current proposal staff cycle numbers are 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.
Design Response:	The comments around the quality of cycle storage are noted and details of the proposed cycle storage have been provided with the reserved matters submission. The updated Transport Statement and Travel Plan reflect the advice around trip generation, being calculated by number of students as opposed to floor area. This has resulted in an increase in movements, however, it is still concluded that there are no safety issues and the development will not have a material impact on the highway network.
Flood Risk	The site falls within Flood Zone 3 as defined by current planning flood maps. While the overarching outline planning permission establishes the

	acceptability of the development in principle, Condition 04 mandates that an updated Flood Consequences Assessment must inform the reserved matters stage. This updated assessment must detail conveyance routes, flood water displacement impacts on third parties, and any necessary mitigation measures.
Design Response:	It is agreed that the principle of development was established by the outline permission and a Flood Response Plan (PZN-JBA-XX-XX-RP-PL-0001-S3-P02) and an Addendum to the Flood Consequence Assessment (PZN-JBA-XX-XX-RP-Z-0001-S3 -P01) are being submitted in line with Condition 04.
Drainage	Due to regulations under Schedule 3 of the Flood & Water Management Act, surface water drainage must comply with mandatory National Standards for SuDS and secure approval from the Sustainable Drainage Approving Body before construction commences. Preliminary discussions indicate that the proposed site layout is capable of accommodating the required sustainable drainage features, which is considered acceptable from a planning perspective. Early engagement with Dŵr Cymru Welsh Water via their pre-planning advisory service is strongly encouraged to address any potential constraints on public drainage infrastructure early in the design process
Design Response:	The design team has engaged with DCWW and SAB consent will be sought as required.
Pre-Application Engagement Meeting 2	
Issue	Comments
Layout and Landscaping	The LPA are conscious of the layout being too restricted by secured by design principles and would welcome increased planting heights, for example. The LPA note the constraints from DCWW easements but maintain the need for additional planting and would like more of a tree presence in key locations. Replacement of existing trees which are not particularly good specimens could be one way to address this. Should additional not be possible due to easements, it would need to be demonstrated that this has been fully explored. Other specific comments note room for a more inviting roof terrace, integration of further seating and updating CGIs to match the layout plans.
Design Response:	The design team have fully explored all options to increase planting with some in-ground planting now proposed in easement areas to address placemaking concerns. The applicants have engaged with DCWW, the LPA and design team in order to balance the easement and landscaping issues. This balance has included; increased planting on Usk Way, removing poor quality existing trees with more appropriate and better quality replacements, an updated species mix and revised

	planters and seating in the public areas. The plans are now suitably detailed to show the quality of the roof terrace, with further detail also added to the submitted Design and Access Statement.
Ecology	Ecology is not a particular area of concern for this site given the low baseline but welcome the enhancements being set out in the landscaping proposals.
Design Response:	The comments are noted and, as above, a Green Infrastructure Statement has been provided to confirm a net benefit for biodiversity, to be read in conjunction with the Ecological Enhancement Scheme and Landscape Ecological Management Plan.
Architecture and Heritage	The LPA are fundamentally content with the design approach and state that the success of the scheme, both in terms of architecture and responding positively to heritage assets, will come down to the detail. Specific comments referred to the positive continuity of materials and whether variations to some of the larger elevations could be inserted to 'break up' the visual appearance. The LPA requested the design precedents be submitted and indicated that the design team may wish to engage the counter terror officer.
Design Response:	Precedents have been sent to the LPA as part of the pre-application process and feedback has been sought from the counter terror officer in advance of the written pre-application response. The design team have progressed the detailed elevations and visualisations ahead of the planning submission and have sought to add interest to the larger elevations and better portrayed the finishes in the visualisations.

5. Legislation and Planning Policy Context

This section sets out the planning legislation and policy context against which the development should be considered.

5.1. National Legislation

5.1.1. Town and Country Planning Act (1990) and Planning and Compulsory Purchase Act (2004)

Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning decisions must be made in accordance with the Development Plan, unless material considerations indicate otherwise. For Wales, the Development Plan includes the National Development Framework, any strategic development plan for an area that includes all or part of that area, and the local development plan for that area.

5.1.2. Wellbeing of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act requires public bodies in Wales to consider the long-term impact of their decisions. The Act defines Sustainable Development in Wales as: *“The process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.”* The Act makes it clear that the public bodies must work to achieve all of the goals, not just one or two. The Act also sets out five ways of working needed for public bodies to achieve the seven well-being goals. These include the fundamental requirement to balance short-term needs with the need to safeguard the ability to also meet long-term needs.

5.1.3. Historic Environment (Wales) Act 2023

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 Conservations Areas, Section 160 of the Act 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”.*

5.2. National Planning Policy

The national planning policy context for the development is provided by Planning Policy Wales (Edition 12) and Future Wales: The National Plan 2040. Collectively, these documents provide guidance to ensure the delivery of sustainable development proposals. A summary is provided below, but the key elements are set out in greater detail in Appendix 2.

5.2.1. Planning Policy Wales (2024) Ed. 12

PPW is the current Welsh Government's land use planning policy for Wales. The primary objective of PPW is to ensure the planning system contributes towards the delivery of sustainable development, and improves the social, economic, environmental, and cultural well-being of Wales. PPW identifies key planning principles to include: growing our economy in a sustainable manner; delivering educational facilities; creating healthy and accessible environments; sustaining communities; and, maximising environmental protection and limiting impact. Updates to Chapter 6 of PPW (Edition 12) require that commensurate Green Infrastructure Statements are submitted with all planning applications.

5.2.2. Future Wales: The National Plan 2040

The National Plan was adopted in February 2021 as the national development framework setting the direction of development in Wales to 2040. The National Plan provides a strategy to address key national priorities through the planning system, including developing a vibrant economy, developing strong ecosystems, achieving decarbonisation and climate resilience, and improving the health and wellbeing of communities.

Future Wales divides Wales into 4 regions with Newport falling within the South-East Region, as shown by the Regional Strategic Diagram below.

Future Wales also provides a series of national policies (Ch. 4: Strategic and Spatial Choices) of which relevant to the site include Policy 1; Policy 2; Policy 3; Policy 6; Policy 8; Policy 9; Policy 12; and Policy 33. These are expanded upon in Appendix 2.

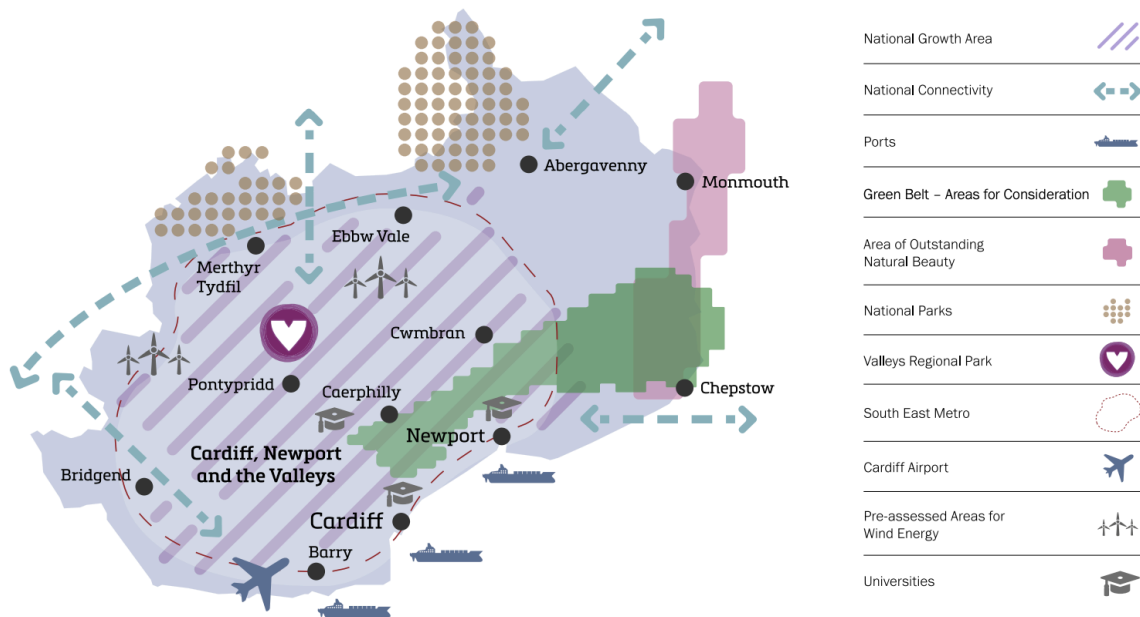


Figure 8: Future Wales Regional Strategic Diagram

5.3. Technical Advice Notes

In addition to the above, a series of Technical Advice Notes (TANs) support PPW and provide design guidance. Those considered relevant to the proposed development are listed below.

- 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 (2016)
- Technical Advice Note (TAN) 15: Development, flooding and coastal erosion (2025)
- 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

These are expanded upon in Appendix 2.

5.4. Local Policy and Designations

5.4.1. Newport Adopted Local Development Plan 2011-2026

The statutory Development Plan for the site comprises the Newport Adopted Local Development Plan 2011-2026 which was adopted in January 2015. The plan outlines a sustainable spatial strategy focused on urban regeneration, specifically targeting the transformation of brownfield sites. The plan establishes ten core objectives, including economic growth, housing provision, and the conservation of natural and historic environments. Key policies address critical regional issues such as flood risk management, the maintenance of a Green Belt near Cardiff, and the delivery of over 10,000 new homes.

The Revised Local Development Deposit Plan is being prepared but is yet to be published. Until the Replacement Development Plan is adopted, the adopted Local Development Plan will remain in place for all planning decisions and retains very significant decision making weight.

The policies within the adopted plan considered relevant to the proposed development are identified below; **these are the policies the development will need to satisfy in order to secure planning permission.**

Strategic Policies:

- Policy SP1: Sustainability
- Policy SP2: Health
- Policy SP3: Flood Risk
- Policy SP4: Water Resources
- Policy SP8: Special Landscape Area
- Policy SP9: Conservation of the Natural, Historic and Built Environment
- Policy SP12: Community Facilities
- Policy SP13: Planning Obligations
- Policy SP18: Urban Regeneration

General Policies:

- Policy GP1: Climate Change
- Policy GP2: General Amenity Development
- Policy GP4: Highways and Accessibility
- Policy GP5: Natural Environment
- Policy GP6: Quality of Design
- Policy GP7: Environmental Protection and Public Health

Environmental Policies:

- Policy CE1: Routeways, Corridors and Gateways

- Policy CE2: Waterfront Development
- Policy CE6: Archaeology
- Policy CE7: Conservation Areas
- Policy CE10: Renewable Energy
- Policy CF4: Riverfront Access

Transport Policies;

- Policy T4: Parking
- Policy T5: Walking and Cycling
- Policy T7: Public Rights of Way and New Development

Other Policies:

- Policy R1: City Centre Schemes
- Policy W3: Provision for Waste Management Facilities in Development

The more detailed requirements of these policies are set out in Appendix 2.

5.4.2. Supplementary Planning Guidance

Supporting the adopted Local Development Plan is a series of Supplementary Planning Guidance documents. Those most relevant to the proposal are listed below:

- Archaeology & Archaeologically Sensitive Areas SPG (2015)
- Parking Standards SPG (2015)
- Sustainable Travel SPG (2020)
- Trees, Woodland, Hedgerows and Development Sites SPG (2017)
- Wildlife and Development (2025)

A summary of the SPG requirements are also included in Appendix 2.

5.4.3. Site Designations

As shown on Figure 9 below, the site is part of the defined development boundary for the City Centre (shown in black line). As shown on Figure 9 and the City Centre Inset Map on Figure 10, the site is covered by a number designations, which are set out in detail below, and is also located adjacent to or in close proximity to other environmental designations.

The site falls within the **Newport City Centre Archaeologically Sensitive Area** (shown in yellow hatched line), designated under Policy CE 6: Archeology. This highlights the archaeological potential of the River Usk to contain well-preserved archaeological remains. However, any subsurface archaeological remains are considered highly likely to have been disturbed already, by

extensive piling during the construction of Newport Leisure Centre in 1985, as well as earlier historical developments.

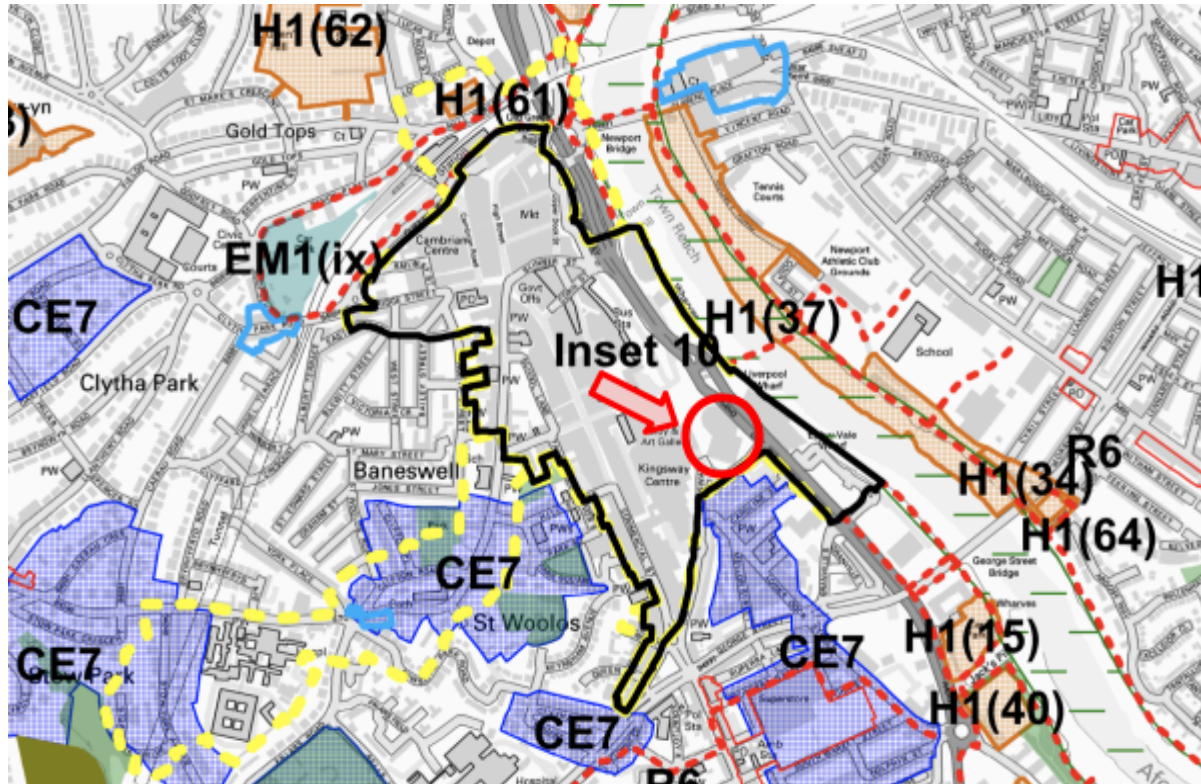


Figure 9: Local Development Plan - Planning Designations Map

The site is also located near to residential heritage assets of the **Lower Dock Street Conservation Area** located to the south (shown in purple), designated under Policy CE7: Conservation Areas. There are no listed buildings within the boundary of the site, but George Street Bridge, a Grade II listed bridge, is located south-east of the site.

The River Usk is a designated **Special Landscape Area (SLA)** (shown in green straight line hatches) under Policy SP8: Special Landscape Areas, which sets out the need for high quality design and a clear appreciation of the special features of the River Usk.

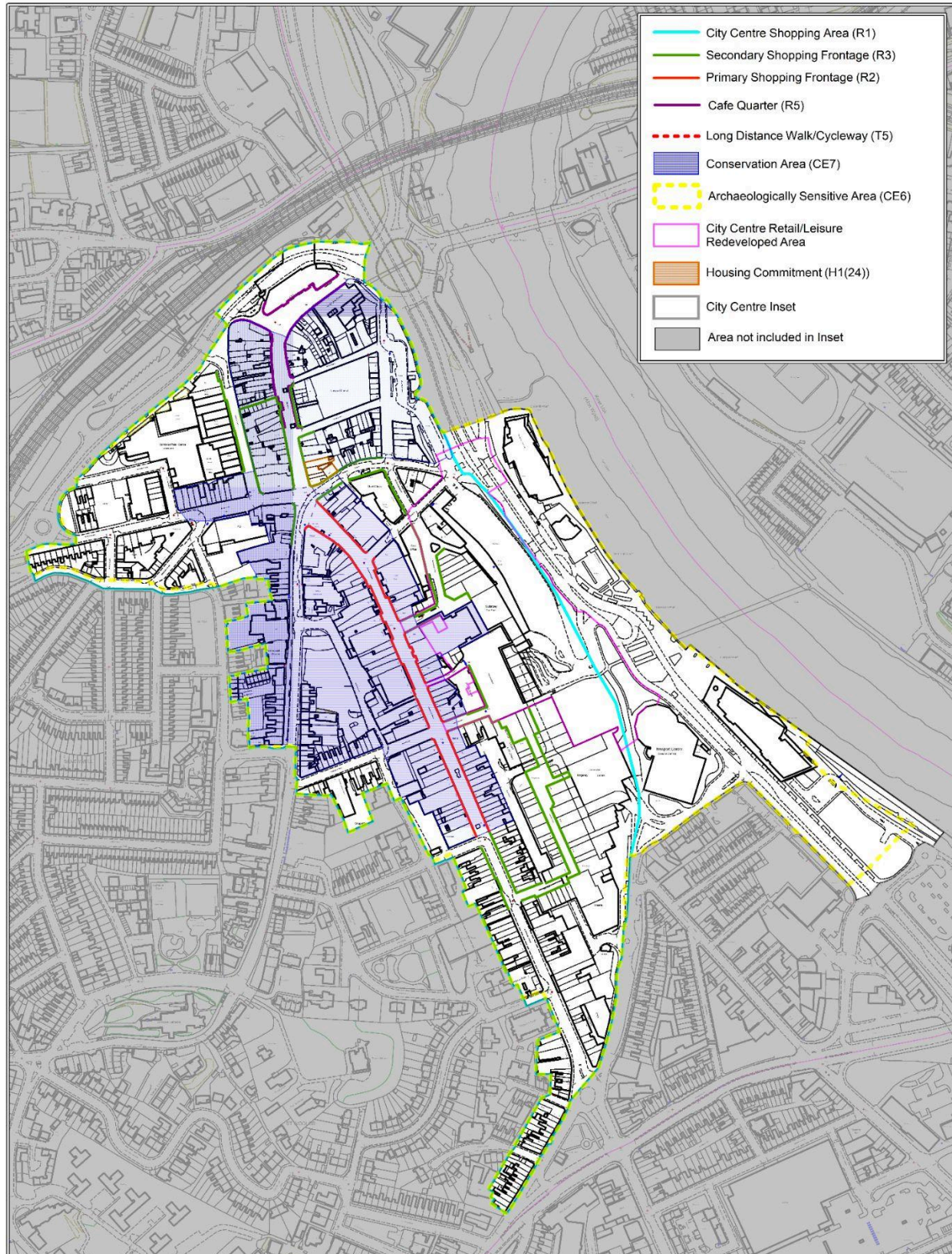


Figure 10: Local Development Plan - City Centre Inset Map 10

5.4.4. Site Constraints

As shown on Figure 11, below, the site is located within and adjacent to environmental constraints. This includes the River Usk, which is constrained as a **Site of Special Scientific Importance (SSSI)** and **Special Area of Conservation (SAC)** and referenced under LDP Policy SP9: Conservation of the Natural, Historic and Built Environment and Policy GP5: Natural Environment.

Due to the proximity of the River Usk, flooding is an environmental factor for consideration. As shown on Figure 12 and 13 below, the entirety of the site is located within **Flood Zone 3 from Rivers and Sea**, and areas to the west and south of the site are impacted by **both Zone 2 and 3 from Surface Water flooding**. Therefore, Policy SP3: Flood Risk, Policy GP1: Climate Change and GP7: Environmental Protection and Public Health, are key planning considerations.



Figure 11: Local Development Plan - Planning Constraints Map

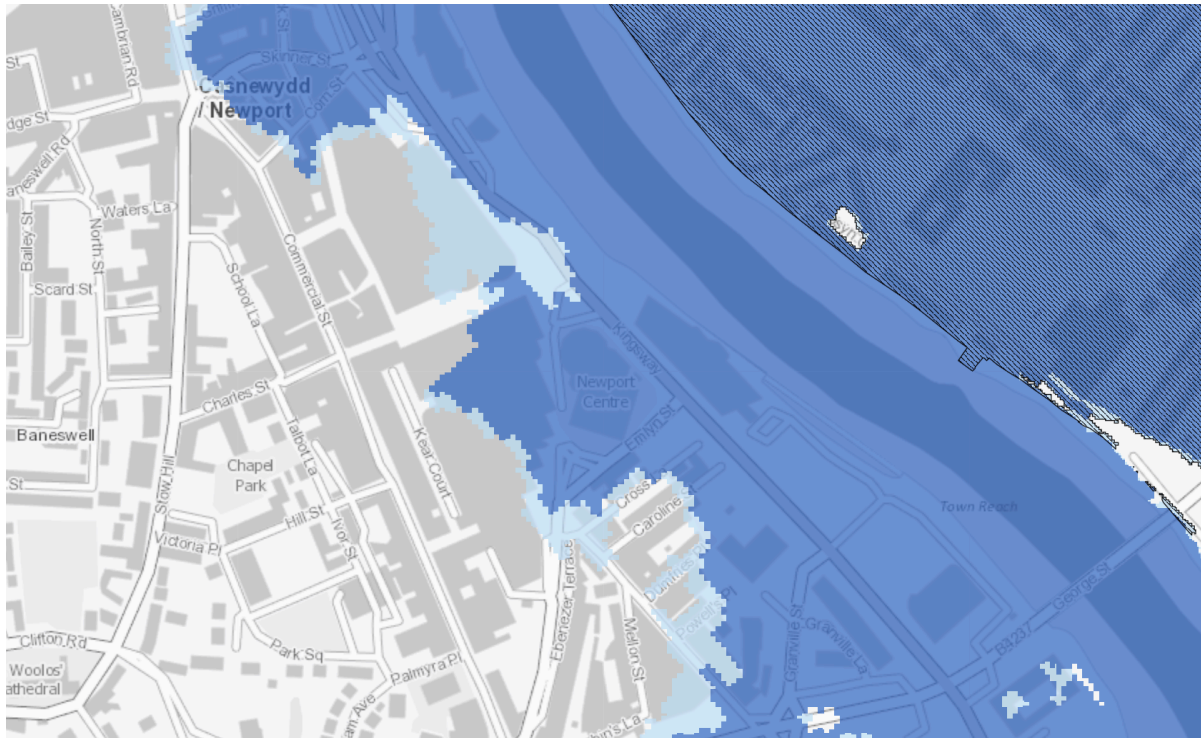


Figure 12: Flood Map for Planning (Rivers and Sea).



Figure 13: Flood Map for Planning (Surface Water and Small Watercourses).

6. Planning Assessment

6.1. Introduction

To demonstrate how the development proposal satisfies the adopted Development Plan, this section assesses the proposal against the relevant policies. In doing so, it demonstrates how the proposal also satisfies wider national policy and legislation, as well as specific local guidance.

6.2. Planning Assessment

6.2.1. Principle of Development

The application site is in a highly sustainable location in the centre of Newport. The principle of developing the site for the proposed uses has already been found to comply with national guidance and local planning policy, as evidenced by the granting of outline planning permission (LPA Reference 22/0814/OUT).

The principle of development is therefore established and the remainder of this assessment will consider the detail of the scheme. In doing so, Conditions 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 22 and 26 of the outline planning permission can be discharged. The requirements of those conditions are fully set out in the Planning History Section, above, and are referred to in this assessment.

6.2.2. Layout

While the site parameters submitted at outline stage were broadly considered to be acceptable, specific layout details were not formally agreed through the granting of outline planning permission. As such, Condition 2 requires the submission of a series of plans and documents to be submitted at the reserved matters stage, which have been provided.

Negotiations during the outline determination period and pre-application engagement have made it clear that the proposed external and internal layout, landscaping, elevations and sections need to be appropriate for both the proposed development and its city centre location. In terms of layout specifically, Condition 6 of the outline consent requires that the building be set back a minimum of 3m from the edge of Usk Way. Plans and Sections have been submitted in order to evidence compliance with Condition 6..

In addition to the 3m buffer, the site masterplan has been developed with due regard given to site constraints and utility easements, while also ensuring the building is of an appropriate form and scale. The main building comprises approximately 3,560sqm of floor space on the ground floor and a total internal floor area of approximately 16,034sqm across six storeys. The top floor includes only 616sqm internally which is restricted to 6 classrooms and a plant room, allowing for external PV and roof terracing in line with the parameters of the outline planning permission. This

internal layout provides the necessary flexibility to accommodate the varied proposed uses, including; hair and beauty, engineering, construction and fabrication type spaces, as well as a publicly accessible restaurant. The approach to the internal layout also allows for sufficient outdoor space to deliver appropriate cycle parking spaces, servicing arrangements and landscape and public realm improvements. Further detailed analysis of the layout can be found in the accompanying Design Statement.

Externally, the proposed layout presents the primary frontage to the north, both towards Usk Way and Kingsway, aiming to improve the local streetscape. Services are focused more to the south of the building which is relatively well enclosed by a boundary wall and would contain infrastructure associated with the use of the building such as; water tanks, substation, stores, staff cycle storage and mini bus parking. However, the proposed landscaping is considered to offset the relatively utilitarian nature of this area. West of the building adjacent to Kingsway, an improved public realm is proposed which includes planting, seating and ecological enhancements such as the insect hotel. This area would also accommodate emergency vehicle access to Kingsway car park through a shared surface, with a drop down bollard adjacent to the existing taxi rank to limit access. Similar public realm improvements are proposed to the east of the building along Usk Way, with a shared surface to promote sustainable travel, planting and seating areas. The landscaping is discussed in greater detail later in this assessment.

In summary, the proposed layout is considered to clearly demonstrate a sensitive approach to providing a high quality, contemporary development, which minimises any adverse impacts on its surroundings. The layout is considered to be acceptable and balances 'secured by design' principles with positive placemaking. It integrates well with the city of Newport and is expected to improve sustainable transport opportunities in the locality through the provision of cycle storage, improved public realm and pedestrian circulation, and improved links to the city centre, all while delivering a contemporary building for its intended uses.

The proposed layout is considered to create a high quality facility internally, with improved public realm, landscaping and active travel opportunities externally through improved cycle provision and public realm. It is therefore considered that the layout complies with the placemaking principles set out in PPW, Policies 1, 2 6 and 12 of Future Wales and SP1: Sustainability, SP18: Urban Regeneration, GP6: Natural Environment, CE2: Waterfront Development and R1: City Centre Schemes of the adopted Newport LDP. Additionally, plans and supporting information have been provided to evidence compliance with Conditions 2 and 6 of the outline planning permission.

6.2.3. Scale and Appearance

The proposed building will be viewed in conjunction with both its immediate context and the wider locality. This includes the immediately adjacent 8-storey Kingsway Multi-Storey Car Park and the slightly lower Kingsway Shopping Centre. On the other side of Usk Way, the riverfront has been developing into a modern feature of Newport, characterised by taller contemporary buildings. On the west bank, the street scene is varied with the tall Riverfront arts centre (equating to approximately 5/6 storeys), the 6 storey University of South Wales building (opposite the Newport Centre), the vacant site that will accommodate the new Newport Leisure Centre (3 storeys, but only slightly shorter than the USW building) and the 7 storey student accommodation building known as Endeavour House. This context is assessed further in the submitted Townscape and Visual Impact Assessment which is required by Condition 5 of the outline consent and ultimately concludes that proposals will positively affect the townscape and landscape.

The proposed building is to be a maximum of 6 stories, at approximately 41.6m to its highest point, falling within the 44.4m limit set by the outline consent. 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 building's entrance. A plinth of facing brickwork has been incorporated at ground floor level, with the upper stories of a lightweight cladding, providing a contrast. The upper floors of the building's facades are to include vertical fins, to provide an interest and rhythm to the elevation, as well as being designed to control solar gain to the glazed openings formed across the upper levels. Through pre-application discussions, the architects have sought to add interest to the larger elevations through differing materiality and window positioning. The materials are set out in detail on the elevational plans and within the Design Statement, in order to meet the requirements of Condition 18 of the outline planning permission.

Overall, the proposed scale and massing offers an excellent opportunity to create a strong visual identity and prominence on the key approach routes from north and south-east of the city centre. Furthermore, as noted above, the corner position of the site and the proposed height, will allow the future building to become a local landmark. These qualities of the building will integrate well with the ongoing placemaking ambitions for Newport City Council, and act in support of the regeneration of Kingsway and the city centre more widely.

Based on the above, the proposed development is considered to comply with Policy GP6: Quality of Design and CE2: Waterfront Development of the Newport LDP and demonstrates compliance with the guidance set out by TAN 12: Design. The requirements of Condition 5 and Condition 18 of the outline consent are also adhered to.

6.2.4. Public Realm, Landscaping and Ecology

The landscape design embraces the principles established in the outline planning permission, particularly seeking to address Condition 7 of the outline planning permission which requires high quality public realm between the proposed building and Kingsway Car Park / Friars Walk.

However, the opportunities for landscape enhancement are significantly constrained given the practical constraints of numerous existing services being located to the west of the proposed building, this principally includes a significant DCWW pipeline running beneath the site. As such, the design team have engaged with DCWW who are seeking to achieve significant easements and have concerns with in-ground planting, instead seeking moveable planters. As set out in Section 3.3, there has also been extensive pre-application engagement with the Council to understand the opportunities for landscape features and design, including considerations of safety and crime. It is suggested that the submitted landscaping proposals successfully balance 'secured by design' principles and impacts on the DCWW easement with positive placemaking principles and advice from the Council's Landscape Architect. This entails:

- Replacing existing low-quality trees in the south-eastern corner of the site with new trees, including a large semi-mature street tree in an engineered tree pit;
- Two new semi mature street trees in soiled tree pits in the south-western corner of the site;
- An array of creative landscape solutions to the west of the proposed building such as public realm seating, raised planters, semi mature trees in engineered pits, planting beds and a green roof on the cycle shelter in order to create a high quality public space;
- A rain garden with semi mature SuDS tolerant street trees to signpost the main entrance to the north of the proposed building; and
- Semi mature, SuDS tolerant street trees and rain gardens along Usk Way to the east of the building, with the max height increased to 1.5m to improve the public realm and soften the appearance of this elevation.

It is considered that these solutions meet the requirements of Condition 7 while creating a high quality public realm and sympathetic development despite challenging constraints.

Given the low baseline of the existing site, the proposed landscape features are considered to comfortably contribute to a net benefit in biodiversity which is assessed in greater detail in the accompanying Green Infrastructure Statement. The specific ecological management is addressed in the Landscaping and Management Plan, Ecological Enhancement Scheme, and Shadow Habitats Regulation Assessment which are also submitted in support of this reserved matters application, as required by Conditions 5 and 10 of the outline consent. Similarly, Conditions 5 and

10 require a series of landscaping details which are submitted, including; a Townscape and Visual Impact Assessment; Landscape General Arrangement Plans; Landscape Sections, Soft and Hard Landscaping Plans.

Overall, the landscape strategy demonstrates a commitment to create a significant enhancement to the landscape and ecological value of the site, in line with Policy SP9: Conservation of the Natural, Historic and Built Environment, Policy GP5: Natural Environment and Objective 6: Conservation of the Natural Environment of the LDP. The proposal also provides a net benefit for biodiversity in line with national guidance TAN 5: Nature Conservation and Planning and is sufficient to discharge Conditions 5, 7 and 10 of the outline planning permission.

6.2.5. Impact on Heritage and Conservation Area

It is considered that the former leisure centre had a certain degree of impact on the setting of the Conservation Area. The proposed development, however, provides a more sensitive and well integrated architectural approach in relation to the Conservation Area. To outline this in detail, a Heritage Impact Assessment (HIA) is submitted as part of this submission as required by Condition 11 of the outline planning permission.

Views of the development from within the Conservation Area are either heavily filtered by existing buildings or experienced against a skyline already defined by twentieth- century redevelopment associated with Kingsway and the wider city centre. The proposals deliver wider townscape benefits through improved public realm, stronger pedestrian connections and the replacement of a vacant brownfield site with an active educational campus that reinforces the northern gateway to the Conservation Area. The proposed educational building therefore represents the continuation of an established pattern of larger institutional and commercial development beyond the historic northern edge of the Conservation Area, rather than the introduction of an unfamiliar urban form. To the south, the service area creates a break between the proposed building and the more residential part of the Conservation Area.

Condition 17 of the outline planning permission required a written scheme of investigation for historic environment mitigation be submitted. While this could have been submitted as a stand-alone discharge of condition application and was not required to be submitted at this stage, it has been completed and therefore is indeed submitted. The WSI sets the approach for archaeological monitoring and reporting and is considered to meet the requirements of Condition 17, meaning the condition can be discharged through the approval of this reserved matters consent

In summary, the HIA concludes that the proposal preserves the character, appearance and significance of the Lower Dock Street Conservation Area. Through pre-application engagement, it is not expected that the LPA will disagree with this finding. However, should this be the case, any identified harm to the Conservation Area must be weighed against the extensive public benefits of the development. **Overall, the proposed development is considered to comply with Policy SP9: Conservation of the Natural, Historic and Built Environment; Policy CE 7: Conservation Areas and Objective 5: Conservation of the Built Environment of the LDP. The proposal also meets the requirements and guidance set out by Historic Environmental (Wales) Act 2023, TAN 24: The Historic Environment, as well as Conditions 11 and 17 of the outline planning permission.**

6.2.6. Impact on Residential Amenity

A Daylight and Sunlight Assessment and a Noise Survey Report is submitted as part of the Reserved Matters Application, in pursuant of Conditions 8 and 22 of the outline planning consent.

Based on the findings of the Daylight and Sunlight Assessment, the residential dwellings located to the south, and within the Lower Dock Street Conservation Area, received a Pass rating overall because no building experiences an unacceptable loss of sunlight due to the proposal. The number of compliant and non-compliant amenity spaces remains unchanged before and after the proposed development. Under BRE 209 guidelines, these spaces remain compliant because they retain at least 80% of their former area receiving required sunlight.

To further demonstrate that the proposals will not cause significant adverse impacts upon amenity, a Noise Survey Report has been submitted. It concludes that the residential dwellings located to the south, and within the Lower Dock Street Conservation Area, have been identified as the nearest noise sensitive receptors, and therefore, the proposed plant rating noise limits have been set to 5dB below the typical background sound level, which would achieve a 'low likelihood of adverse impact' as per the guidance presented in BS4142. Generally, the development has low potential to cause noise impacts with the service yard having the greatest potential, however, this can be mitigated through appropriate operational hours. The assessment has been submitted to demonstrate that the development is acceptable in amenity terms, however, in doing so, it is sought to also discharge Condition 22 of the outline planning permission.

As evidenced by the Daylight and Sunlight and Noise Assessments, the proposed development is considered to demonstrate compliance with the requirements of GP2: General Amenity Development and Policy GP7: Environmental Protection and Public Health. The requirements of Conditions 2, 8 and 22 of the outline planning permission are thus also complied with.

6.2.7. Transport, Accessibility and Connectivity

The proposed means of access includes one main pedestrian entrance to the building on the north side, off Friars Walk. The proposal will retain the approximate location for vehicular access into the site from Emlyn Street, where the new service area is proposed. This will provide access for deliveries and refuse collection. The existing pedestrian crossing on Usk Way to the south-east of the site will remain unaffected. A space for larger service and emergency vehicles to turn into a holding area within the site, prior to secure line entry, is provided to the north-west from Friars Walk, between the new college building and the multi-storey car park. Various swept path analysis plans have been submitted in relation to the service vehicle areas.

In terms of car parking, there is no requirement to provide non-operational parking (parking for staff, visitors and customers) within developments located in Parking Zone 1 and the 'car free' nature of the proposal was agreed at pre-application stage, noting the highly sustainable location. Notwithstanding this, some mini-bus parking is provided to meet the needs of the college, as well as cycle parking to encourage sustainable transport. At pre-application stage, it was acknowledged that the quality of cycle parking is more important than sheer numbers, with detail provided in the submission, albeit to a level of parking that is considered sufficient. The overall masterplan outlines the proposed cycle parking and pedestrian circulation, with specific details set out in the DAS. Overall, the proposals are considered to represent high-quality solutions for both pedestrian and cycle parking.

The proposed Development demonstrates a clear improvement in terms of public health, through the use of active travel provisions. This contributes to the physical health of future users of the site, and through the provision of new green spaces that were previously not on site - which is also beneficial for mental health. These public health enhancements are further evidenced within the submitted Air quality Assessment which concludes that the development will fall below the Environmental Protection UK & IQAM traffic screening criteria.

In addition to the plans and documents discussed above, which are requirements of outline Conditions 9 and 12, the Transport Assessment and Travel Plan have been updated to respond to pre-application feedback. It is still concluded that there are no safety issues and the development will not have a material impact on the highway network, despite more trips being generated through the updated calculations. This is further demonstrated through the submission of swept path analysis for various vehicles and how they may use the site.

Overall, the proposal demonstrates a sustainable scheme that will promote active travel and not adversely impact the local road network in compliance with Policies SP2: Health, GP4:

Highways and Accessibility, GP7: Environmental Protection and Public Health, T4: Parking, T5: Walking and Cycling, the local Parking Standards and Sustainable Travel SPGs and national policy guidance.

6.2.8. Flooding and Drainage

A part of this reserved matters submission, a Flood Response Plan and an addendum to the Flood Consequence Assessment is submitted in line with Condition 4 of the outline planning permission. The addendum incorporates updated hydraulic modelling to allow for climate change and demonstrates that the proposed development will remain flood free, even accounting for climate change. It is also concluded that there will not be a significant increase in flood risk elsewhere.

In terms of drainage specifically, the soft landscaping proposals integrate with the site-wide sustainable drainage strategy through the inclusion of rain gardens, located where underground conditions allow. These features support surface water management while also enhancing the ecological character of the site. Planting within these areas will introduce diverse textures and structure, contributing to urban greening and biodiversity gain in this busy city centre context.

The submitted Flood Consequences Assessment, which includes updated modelling compared with the outline stage, is considered to demonstrate that the proposed floor levels are acceptable. The proposed FFL are 9.4mAOD and are considered optimum to balance floor mitigation to the development and third parties, while also complying with Condition 27 of the outline consent which would not permit the FFL to deviate from the levels set out in the outline FCA.

The FCA and Flood Response Plan discussed above will also allow Condition 26, which is not a requirement of the reserved matters submission, to be discharged.

Overall, the Proposed Development is considered to comply with Policies SP3: Flood Risk, SP4: Watercourses, GP1: Climate Change and GP5: Natural Environment while meeting the requirements of Condition 04, 26 and 27 of the outline planning permission and broader placemaking and ecological guidance.

7. Summary and Conclusion

This Statement is submitted to support the reserved matters application for the Coleg Gwent Knowledge Quarter proposal in Newport city centre. It has described the site context, planning history, and development proposal, set out the national and local policy requirements and provided an assessment of the scheme against that policy. In doing so, it has demonstrated compliance with both the relevant planning policy as well as the requirements of Conditions 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 22 and 26 of the relevant outline planning permission.

In summary, the proposal benefits from a legible layout which balances the constraints of the site and 'secured by design' principles with strong placemaking principles to create high quality public realm. Supporting plans and reports have found that there would be no significant adverse impacts on the local road network, air quality, flood risk or heritage assets, and a net benefit in biodiversity is demonstrated. Overall, the proposed scheme represents a high quality, £90m investment in a strategic location which will bring a number of students and jobs to the city centre.

For ease of reference, the relevant outline planning permission conditions which are also discharged through this application are set out in Table 2, below.

Table 2: Outline Planning Conditions to be Discharged by the Reserved Matters Submission

Outline Conditions to be Discharged	Comments
Condition 2: Approval of Reserved Matters "Approval of the details of the layout, scale, appearance, access and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority."	Plans and reports have been provided to demonstrate and justify the scale, layout, appearances, access and landscaping of the proposed development. An assessment of these documents has been undertaken within this Statement and they are considered to comply with national and local planning policy, as well as the below referenced outline conditions.
Condition 4: Flood Consequences Assessment: "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	A Flood Response Plan and an addendum to the Flood Consequence Assessment is submitted in line with Condition 4. The FCA has considered conveyance routes, impacts of water displacement on third parties and assessed the need for mitigation. However, it ultimately concludes that there will be no increase in flood risk elsewhere and the proposed development will remain flood-free, even accounting for updated modelling.

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.”	
Condition 5: Landscaping Scheme and Landscape Management Plan: The landscaping scheme (which shall be accompanied by a management plan detailing future maintenance) submitted in pursuance of condition 02 shall be informed by and/or include the following as a minimum: - An informal Landscape and Visual Appraisal (LVA). - Hard and soft landscaping details to create a human-scale micro environment at street level. - A detailed soft landscape plan produced by a professional landscape architect, to show level changes, plant species, size, density, tree pit detail, and to confirm the topsoil and subsoil specification will meet BS8601:2013 for subsoil and BS3882:2015 for topsoil, with soil supply professionally tested and recommendations implemented to ensure successful establishment of planting. - Provision of a plan covering hard landscape elements (boundaries, surfacing, levels, street furniture). The landscaping scheme shall be carried out in its entirety by a date not later than the end of the full planting season immediately following the completion of the associated development. Thereafter, the trees and shrubs shall be adequately maintained for a period of 5 years (or as agreed in the management plan) from the date of planting and any which die or are damaged shall be replaced and maintained until satisfactorily established. For the	The proposed landscaping scheme has been designed following extensive pre-application engagement and is considered to balance the constraints of the site, principally significant DCWW sewer easements, with positive placemaking. The landscape proposals include boundary treatments and seating, as well as soft planting. A Landscape Masterplan, Sections and Soft and Hard Landscaping Details have been provided. The plans detail the tree pit details and the landscape specifications are set out in both the plans and supporting documents, including subsoil and species details. The landscaping scheme is supported by a Townscape/Landscape and Visual Appraisal which concludes that proposals will positively affect the townscape and landscape. A Landscape Management Plan is also provided which sets out the long-term management of the proposals, being prepared in conjunction with a scheme for ecological enhancements. The masterplan includes levels as required by Condition 5, albeit the site is relatively flat. Overall, the requirements of Condition 5 are considered to be complied with and a positive landscaping approach, including long-term management has been demonstrated.

purposes of this condition a full planting season shall mean the period from October to April.”	
Condition 6: 3m Buffer: “Notwithstanding the submitted parameter plans, the reserved matters application(s) for 'layout' and /or 'scale' submitted in pursuant of condition 2, shall ensure that the proposed building(s) is set back a minimum of 3m away from the edge of the application site for its length along Usk Way with scaled sections provided through the building and Usk Way to demonstrate the relationship of the building with the University of South Wales, Newport City Campus building.”	The submitted plans indicate that the proposed building is a minimum of 3m away from the edge of the application site for its length along Usk Way. Submitted building sections reference the University of South Wales Building as required.
Condition 7: High Quality Public Realm: “Notwithstanding the submitted parameter plans, the reserved matters application(s) for 'layout' and /or 'landscaping' submitted in pursuant of condition 2 shall ensure that there is sufficient high quality public realm between the building(s) and the Kingsway Car Park/units R1A and R1B Friars Walk, that positively integrates with the existing public realm, unless otherwise approved in writing by the Local Planning Authority as part of a detailed reserved matters submission fully justifying such an approach.”	As above, the landscape masterplan has been designed following extensive pre-application engagement and is considered to balance the constraints of the site and ‘secured by design’ principles with strong placemaking and the need to create high quality public realm. The proposed public realm between the proposed building and Kingsway Car Park / Friars Walk is considered to integrate well with the existing arrangement, while providing a new positive area of public realm. This includes the provision of raised planters, semi-mature trees in engineered pits, planting beds and creative seating areas which all contribute to a new area of public realm for the city.
Condition 8: Shadow and Daylight Analysis: “The reserved matters application(s) for 'layout', 'scale' and/or 'appearance' submitted in pursuant of condition 2 shall be informed by and include shadow analysis and daylight tests upon residential properties on Emlyn Street. The analysis and tests shall demonstrate	The design has been informed by shadow daylight and sunlight tests and a Daylight and Sunlight Assessment has been submitted in support of the application. The assessment concludes that the number of compliant and non-compliant amenity spaces remains unchanged before and after the proposed development and under BRE 209 guidelines, these spaces remain compliant because they retain at least

how the scheme has been designed to mitigate any harm to the residential amenities of these properties.”	80% of their former area receiving required sunlight. Overall, the existing residential dwellings to the south of the site receive a Pass rating overall because no building experiences an unacceptable loss of sunlight due to the proposal.
Condition 9: Transport Requirements: The reserved matters application(s) for 'layout' and/or 'access' submitted in pursuant of condition 2 shall include: - Swept Path analysis of service vehicle areas. - Details of covered cycle storage structure(s) for long stay and short stay parking. - A Travel Plan. - Pedestrian circulation.”	The application is supported by a Transport Assessment, which has been updated based on pre-application feedback. Despite an increase in vehicle movements compared with previous modelling, there are no highway safety issues or material impacts on the highway network. A related Travel Plan has also been submitted per the requirements of the condition. Additionally, pedestrian circulation is demonstrated in both the overall masterplan and more detail is provided within the Design and Access Statement Addendum. Details of cycle storage are provided within the DAS and on the masterplan, which represent a high quality solution as per pre-application discussions. Overall, the requirements of Condition 9 are considered to be met.
Condition 10: Ecological Enhancements: “The reserved matters application(s) for 'layout' and/or 'landscaping' submitted in pursuant of condition 02 shall include a scheme for ecological enhancements. The development shall be carried out in accordance with the approved scheme.”	This submission is supported by a Landscape and Ecological Management Plan, Scheme of Ecological Enhancements and shadow Habitats Regulation assessment as required by Condition 10. The enhancements discussed are also shown on the submitted plans. Given the low ecological baseline of the site, a net benefit to biodiversity is established and the management of the enhancements is set out in the supporting documentation. Overall, the requirements of Condition 10 are adhered to.
Condition 11: Heritage Assessment: “The reserved matters application(s) for 'layout', 'scale' and/or 'appearance' submitted in pursuant of condition 02 shall include a Heritage Statement which assesses the impact of the layout, scale and appearance of the building(s) upon the surrounding heritage asset (Lower Dock Street Conservation Area) and demonstrates how the scheme has been designed to mitigate any harm to these	A Heritage Impact Assessment has been submitted which concludes that the proposals deliver wider townscape benefits through improved public realm, stronger pedestrian connections and the replacement of a vacant brownfield site with an active educational campus that reinforces the northern gateway to the Conservation Area. In summary, heritage assets will be protected as required by the Condition.

historic assets.”	
Condition 12: Air Quality Assessment: “The reserved matters application(s) for 'layout', 'appearance' and/or 'landscaping' pursuant to condition 02 shall include an air quality assessment that shall include measures which contribute towards reducing emissions.”	The application is supported by an Air quality Assessment which concludes that the development will fall below the Environmental Protection UK & IQAM traffic screening criteria. It also sets out mitigation measures in order to reduce emissions as required by Condition 12.
Condition 17: Written Scheme of Investigation: <i>“No development (other than demolition) shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.”</i>	While Condition 17 does not require the WSI to be submitted at reserved matters stage and could have been submitted separately, it has been provided at this stage and sets the approach for archaeological monitoring and reporting in accordance with Condition 17.
Condition 18: External Materials <i>“No work shall commence on the construction of the development until details/samples of materials and finishes to be used on any external surfaces of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out using the agreed materials.”</i>	The details of proposed materials are set out in the proposed elevational plans and within the Design and Access Statement. It is therefore suggested that Condition 18 can also be discharged through the reserved matters process.
Condition 22: Noise <i>“Prior to the first beneficial use of any of the uses hereby permitted a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The noise assessment shall demonstrate that the rating level of noise emitted from fixed plant and equipment located at the site</i>	A Noise Assessment has been submitted to demonstrate that the proposed layout and overall design will not have detrimental impacts on the amenity of nearby properties. In doing so, it is considered that the assessment also allows Condition 22 to be discharged through this reserved matters submission.

<i>shall not exceed the existing background level at any premises used for residential purposes when measured and corrected in accordance with BS 4142: 2014. The plant and equipment shall be maintained to achieve the approved rating level of noise."</i>	
Condition 26: Emergency Plan <i>"Prior to the beneficial uses of any of the uses hereby approved, details of an emergency plan, showing how the consequences of a flood event will be managed, shall be submitted to and approved in writing by the Local Planning Authority. All future occupiers of the development shall have regard to the terms of the emergency plan"</i>	While discharging this condition is not a requirement of the reserved matters submission, the submitted FCA and Flood Response Plan are considered sufficient in order to do so.

Appendix 1: Planning History

The table below sets out the specific Planning Applications of relevance to the Site and Proposal.

Table 3: Planning Applications of Relevance

20/0640	Outline application (all matters reserved) for circa 995 sqm of flexible floor space of either office (Class B1) / Hotel (Class C1) / Education (Class D1) or Leisure (Class D2).	Granted with Conditions - 7 Oct 2020
22/0814	Outline application for the demolition and redevelopment of the site for circa 54,000 square metres of flexible floor space 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.	Granted with Conditions - Mon 22 Aug 2022
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 floor space 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	Granted with Conditions - Tue 26 Nov 2024

Appendix 2: Relevant Planning Policy

This section sets out the relevant National and Local Planning Policy and relevant technical guidance in more detail.

Appendix 2.1: National Policy

Future Wales: The National Plan 2040

Future Wales also provides a series of national policies (Ch. 4: Strategic and Spatial Choices) of which relevant to the site include:

- **Policy 1** identifies that South Wales is a key location for future growth and **Policy 2** sets out the importance of incorporating the Strategic Placemaking Principles in development proposals: mixtures of uses; walkable scales; increased densities in towns and cities; integration with street networks; plot-based development; and green infrastructure.
- **Policy 3** sets out how the Welsh Government would play an active, enabling role in supporting the delivery of urban growth and regeneration.
- **Policy 6** sets out that significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres.
- **Policy 8** explains how flood risk management enables and supports sustainable strategic growth and regeneration. It must be ensured that projects do not have adverse impacts on international and national statutory designated sites for nature conservation.
- **Policy 9** sets out how development proposals need to contribute towards the protection and enhancement of biodiversity, ecosystems and green resources.
- **Policy 12** emphasises the importance of Active Travel and explains how planning authorities must plan the growth and regeneration of the National and Regional Growth Areas to maximise opportunities arising from the investment in public transport.
- **Policy 33** identifies Newport as one of the main focus areas for strategic economic and housing growth; essential services and facilities; advanced manufacturing; transport and digital infrastructure in the South-East region.

Technical Advice Notes:

The following TANS provide practical guidance that the development scheme will need to consider and apply as the design progresses:

- **TAN 4: Retail and Commercial Development:** This TAN sets out national guidance for promoting vibrant, viable, and attractive retail and commercial centers through a "town centers first" approach. It directs local planning authorities to establish a clear local hierarchy for their commercial centers, requiring new retail, leisure, and office developments to follow a sequential test that prioritizes locations inside existing centers before considering edge-of-centre or out-of-town sites.
- **TAN 5: Nature Conservation and Planning:** This TAN outlines how the land use planning system must protect, manage, and enhance biodiversity and geodiversity across Wales. It establishes that nature conservation is a material planning consideration, obligating planning authorities to meet international and national legal duties regarding designated sites and protected species. Beyond mitigation, the guidance mandates that developments should deliver a net benefit for biodiversity, integrate ecological networks into spatial plans, and foster early collaboration between developers, statutory bodies, and environmental organizations.
- **TAN 11: Noise:** This TAN provides guidance on how the land-use planning system in Wales should manage and mitigate the impacts of noise emissions. Its core objective is to ensure that local planning authorities minimize the adverse effects of noise on public health, sleep, and overall quality of life when determining planning applications and preparing development plans. It directs authorities to prevent noise-sensitive developments from being built near unacceptably high noise sources, while also protecting existing businesses and infrastructure from unreasonable operational restrictions caused by new nearby developments.
- **TAN 12: Design (2016):** This TAN sets out the core design principles that any development proposal must follow to help create a sustainable environment and exhibit a high level of design quality. These are structured via the five key objectives of good design.
- **TAN 15: Development, flooding and coastal erosion (2025):** This TAN provides a framework within which the flood risks arising from rivers, the sea and surface water, and the risk of coastal erosion can be assessed. It also provides advice on the consequences of the risks and adapting to and living with flood risk in relation to development and flooding

- **TAN 18: Transport:** This TAN recognises that the integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development.
- **TAN 21: Waste:** This TAN establishes the framework for integrating sustainable waste infrastructure and resource recovery into Welsh planning decisions. The main goal is accelerating Wales's shift toward a circular economy by viewing discarded materials as resources rather than mere refuse. Planners are required to accommodate a well-connected network of recycling and recovery facilities while strictly steering proposals up the "waste hierarchy"—favoring reduction and reuse above disposal. By doing so, it balances environmental protection with the long-term economic gains of sustainable resource management.
- **TAN 23: Economic Development:** This TAN provides planning guidance to local authorities on supporting wealth creation, job retention, and economic growth through land use planning. It broadens the definition of economic development beyond traditional industrial and office uses (B-class uses) to encompass any activity generating income and employment, while emphasizing that local development plans must still establish a robust, evidence-based supply of traditional employment land. Crucially, the guidance instructs planning authorities to take a regional approach—aligning strategies across council boundaries to reflect actual travel-to-work areas. TAN 23 sets out a framework for weighing economic benefits alongside social and environmental factors, establishing that economic advantages can justify development or outweigh localized harm when alternative locations are unviable or when the wider societal gains are substantial.
- **TAN 24: The Historic Environment:** This TAN provides specific guidance on how the following aspects of the historic environment should be considered in relation to World Heritage Sites, Scheduled Monuments, Archaeological remains, Listed Buildings, Conservation Areas, Historic Parks and Gardens, and more.

Appendix 2.2: Local Policy

Table 4: Local Planning Policy Requirements

Newport Adopted Local Development Plan 2011-2026	
Policy SP1: Sustainability	This policy requires proposals to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary. Developments will be assessed on their ability to efficiently use land and resources, provide integrated transport systems to reduce car usage, minimise waste and energy consumption, manage flood risks, and protect both the built and natural environments.
Policy SP2: Health	This policy states that development proposals must maximize their positive contributions to health and well-being while minimizing any negative effects. This is to be achieved by placing developments in highly sustainable locations close to public transport and incorporating efficient walking routes, cycling paths, and green infrastructure to encourage active and healthy lifestyles.
Policy SP3: Flood Risk	This policy mandates that developments must be directed away from identified flood risk areas and must not increase the risk of flooding elsewhere. Due to Newport's coastal and riverside locations, developments in flood zones are only permitted in accordance with national guidance, prioritizing sustainable flood management solutions and requiring detailed technical assessments to ensure the design can withstand the threat of flooding over its lifetime.
Policy SP4: Water Resources	This policy focuses on the sustainable management of water resources by requiring developments to minimise water consumption and protect water quality during and after construction. Proposals must ensure there is no net increase in surface water run-off, primarily through the use of sustainable drainage systems, and must be appropriately located so that existing water supply and sewerage infrastructure can safely accommodate the proposed capacity.
Policy SP8: Special Landscape Area	This policy designates specific Special Landscape Areas across Newport where priority is given to landscape conservation and enhancement. Within these zones, developments are permitted provided they contribute positively to the area through high-quality design, appropriate materials, and management schemes that demonstrate a clear appreciation for the valued characteristics and features of the landscape.
Policy SP9: Conservation of the Natural, Historic and Built Environment	This policy seeks to ensure the conservation, enhancement, and proper management of recognized sites across the natural, historic, and built environments in all development proposals. It protects internationally, nationally, and locally important habitats and species from inappropriate development, while also safeguarding the city's rich heritage assets by requiring new developments to be of the highest design quality.
Policy SP12: Community Facilities	This policy encourages the development of new community facilities, such as health centres, educational spaces, and leisure venues, in sustainable and accessible locations. It also dictates that any development affecting existing community facilities should be designed

	to retain or enhance those essential services, ensuring that all parts of the community maintain effective access to social and welfare resources.
Policy SP13: Planning Obligations	This policy requires developments to help deliver sustainable communities by providing or contributing to local and regional infrastructure in proportion to their scale and location. These planning obligations aim to mitigate negative development impacts and prioritize investments in educational facilities, affordable housing, transport improvements, outdoor recreation, and the enhancement of the natural and built environment.
Policy SP18: Urban Regeneration	This policy favors proposals that assist in the regeneration of Newport's urban areas, particularly those that enhance the vitality, viability, and environmental quality of the city. Supported developments are expected to provide broad community benefits, including the creation of employment opportunities, the reduction of social disadvantage, the improvement of transportation links, and the beneficial reuse of vacant, brownfield land.
Policy GP1: Climate Change	This policy ensures that development proposals are designed to adapt to climate change by managing flood risks and avoiding non-permeable hard surfaces. It also mandates that new developments minimize energy requirements, incorporate renewable or low-carbon energy sources, reuse construction materials, and meet relevant BREEAM or Code for Sustainable Homes levels
Policy GP2: General Amenity Development	This policy protects local amenity by permitting development only when there is no significant adverse effect regarding noise, privacy, light, or air quality. It emphasizes that new uses must not be detrimental to the visual character of the area, while also requiring designs that promote inclusivity, ensure adequate amenity for future occupiers, and deter crime and anti-social behaviour.
Policy GP4: Highways and Accessibility	This policy requires developments to be highly accessible through a choice of transport modes, including appropriate access for pedestrians, cyclists, and public transport. It specifies that proposals must provide adequate car parking and cycle storage, implement suitable and safe access arrangements, and ensure that traffic generated does not exceed the capacity of the local highway network or compromise pedestrian safety.
Policy GP5: Natural Environment	This policy aims to protect and enhance the natural environment by requiring developments to incorporate features that encourage biodiversity and ecological connectivity. Proposals must demonstrate how they avoid or mitigate negative impacts on protected habitats, species, water quality, and high-quality agricultural land, while also providing appropriate landscaping schemes and retaining valuable trees and hedgerows.
Policy GP6: Quality of Design	This policy seeks to ensure high-quality design in all development types by creating safe, accessible, and attractive environments that respond positively to the site's unique context. It outlines fundamental design principles requiring developments to maintain pedestrian connectivity, respect the scale of adjacent townscapes, use durable materials, and

	adopt inherently sustainable and flood-resilient building practices.
Policy GP7: Environmental Protection and Public Health	This policy restricts any development that would cause unacceptable harm to health, local amenity, or the environment due to land contamination, dust, instability, or subsidence. It also protects against proposals that would result in hazardous levels of air, noise, heat, or light pollution, as well as those carrying identified risks related to flooding or water pollution.
Policy CE1: Routeways, Corridors and Gateways	This policy is designed to protect and enhance the appearance and connectivity of the existing and future main route corridors and gateways into Newport, including major roads, railways, and canals. Proposals along these critical routes are expected to improve the general environment through high-quality built forms or landscaping, which can also help establish wildlife corridors and better links for pedestrians and cyclists.
Policy CE2: Waterfront Development	This policy dictates that development situated in waterside locations must positively integrate with the waterway, rather than turning its back on it. Such proposals must carefully balance and account for the intersecting interests of urban regeneration, leisure, navigation, water quality, and nature conservation.
Policy CE6: Archaeology	This policy mandates that an archaeological impact assessment must be undertaken before determining development proposals located within recognized Archaeologically Sensitive Areas or other sites of archaeological interest. This ensures that the finite cultural and historic value of these sites is properly evaluated, establishing a presumption in favour of preserving nationally important archaeological remains in situ.
Policy CE7: Conservation Areas	This policy requires that any development within or adjacent to a Conservation Area must be carefully designed to preserve or enhance the specific character and appearance of that area. Developers must avoid the removal of historic features, utilize traditional or contextually appropriate materials, and pay special attention to building settings and significant views to prevent adverse impacts on the locality's heritage.
Policy CE10: Renewable Energy	This policy favourably considers renewable energy schemes, encouraging small-scale micro-generation within settlement boundaries and supporting larger-scale proposals outside defined boundaries if no appropriate brownfield sites are available. It requires that developments have no overriding environmental or amenity consequences, with particular attention given to the cumulative impacts of similar schemes on the landscape, ecology, and local communities.
Policy CF4: Riverfront Access	This policy encourages the establishment of managed footpaths and cycle routes to provide public access to the riverfront wherever practicable. It seeks to close existing gaps in the riverside walkway to improve connectivity, provided that increasing public accessibility does not compromise the internationally recognized environmental and nature conservation value of the River Usk.
Policy T4: Parking	This policy ensures that all developments provide appropriate levels of parking based on defined parking zones and adopted standards. By

	applying different standards depending on the site's accessibility, the policy aims to manage traffic, reduce car dependency in highly accessible areas like the City Centre, and prevent problems associated with on-street parking in suburban contexts.
Policy T5: Walking and Cycling	This policy commits to the continued development and protection of a network of safe walking and cycling routes, specifically highlighting national cycle and coastal routes. These routes are intended to provide residents and visitors with healthy, sustainable alternatives to car travel while linking effectively with the city's broader green infrastructure network.
Policy T7: Public Rights of Way and New Development	This policy ensures that any existing public footpath, bridleway, or cycleway affected by a development proposal is either retained or replaced with a suitable alternative route. It also encourages new developments to incorporate sustainable transport options by providing additional routes and establishing clear, attractive linkages to the existing public rights of way network.
Policy R1: City Centre Schemes	This policy supports redevelopment schemes and proposals that enhance retail facilities within the City Centre shopping area, provided their scale, design, and layout are compatible with the centre's architectural character and overall functioning. This policy prioritizes urban regeneration to reclaim lost retail trade and sustain the vitality of the City Centre, particularly ensuring that new investments respect the area's fine Victorian architecture and Conservation Area status.
Policy W3: Provision for Waste Management Facilities in Development	This policy requires all new developments to appropriately provide on-site facilities for the storage, recycling, and general management of waste. By ensuring that waste management considerations are seamlessly integrated into a development's design and are fully accessible to collection vehicles, the policy supports the city's broader sustainability and waste recycling targets.

Supplementary Planning Guidance

Archaeology & Archaeologically Sensitive Areas SPG (2015): This document provides guidance on managing Newport's archaeological and historic heritage within the planning process. It defines four specific Archaeologically Sensitive Areas (ASAs) where developers must seek professional advice and outlines the procedures for submitting archaeological impact assessments to mitigate the effects of development on historic assets.

Parking Standards SPG (2015): This guidance establishes a consistent approach for the provision of vehicle parking facilities in new developments. It introduces a zone-based system (ranging from City Core to Deep Rural) to determine appropriate parking requirements for various land uses, while also detailing requirements for cycle parking, disabled access, and the submission of travel plans to manage traffic and reduce car dependency.

Sustainable Travel SPG (2020): This document aims to reduce reliance on private motor vehicles by integrating sustainable travel options—such as walking, cycling, and public transport—into the foundational design of new developments. It provides guidance on creating safe, direct, and attractive travel routes, secure cycle storage, and the criteria for when developers must submit detailed Travel Plans to promote sustainable transport choices.

Trees, Woodland, Hedgerows and Development Sites SPG (2017): This guidance focuses on the management, planting, and protection of trees, woodlands, and hedgerows within development sites to create high-quality, sustainable environments. It outlines the necessity for developers to submit detailed arboricultural surveys and integrates design principles that prioritize the retention of existing trees, mitigate potential conflicts, and compensate for any necessary losses through replacement planting.

Wildlife and Development (2025): This document provides direction on conserving and enhancing biodiversity throughout the development control process. It guides developers on legal protections for habitats and species, details exactly when ecological surveys are required, and outlines a step-wise approach to avoid, mitigate, compensate, and enhance wildlife features within new developments.