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Topic / Drawing Ref	Issue Identified	Summary of Consultee Comment	Response
Detailed Planting Proposals (Sheets 1-7)	Front gardens – planting species incompatible with bioretention areas	Engineering layout shows many small bioretention areas to all front gardens not reflected in Detailed Planting Proposals; species suitability unclear.	It is agreed that the planting species will need to be reviewed to ensure that they are suitable for inclusion within the bioretention areas. However, this matter need not delay determination of this application, as the Detailed Planting Proposals could be omitted from the submitted drawing pack at this stage and a condition attached to the RM approval requiring further details of the on-plot landscaping to be agreed in due course (prior to occupation).
	Rear gardens – planting species incompatible with bioretention areas; compromises usable space	Bioretention in all rear gardens not shown on Detailed Planting Proposals; likely grassed; 1:3 slopes reduce usable garden area.	The 1:3 slopes proposed for the bioretention areas within some of the rear gardens are necessary but will not have a significant impact on the usability of those gardens; the proposed species in those areas will be carefully considered to ensure they are suitable without compromising amenity.
	Lack of structural planting on western edge	Wide hard surface (path + shared drive) abuts housing with no structural planting.	Structural landscaping is already approved to the west of Phase 4G along the edge of the Central Lake and within the greenway in between Phases 4C and 4G, as approved under application refs. 21/0920 and 25/0438, respectively. Therefore, the omission of structural landscaping within the red line boundary of this application is inconsequential.
	Lack of structural planting on southern edge	No street tree or structural hedge planting; only c.2m set-back from back of footway limiting provision.	The proposals include sufficient space for street trees to be provided along the southern boundary, specifically to the front of plots 161-166, 169-179 and 214-221. This compliments the arrangement on Phases 4D and 4H, located on the opposite side of Main Street, which include sections of structural planting alongside the road interspersed with shallow front gardens at the

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			back of footpath.
Vehicle Tracking (24519-C-008E)	Incomplete tracking	RCV tracking only shown at selected junctions; HGVs must reach all units; private drives lack turning heads; reversing onto distributor road unacceptable; visitor parking not considered	The Vehicle Tracking has been reviewed, and additional tracks have been provided for HGV vehicles. Please refer to drawing 24519-C-029-0. Having reviewed 'All Wales Common Standards' and 'Manual for Streets' we are unaware of a maximum distance that HGVs may reverse. However, we can confirm HGV reversing lengths vary between 40-70m if they were to access shared drives. If deliveries are required to be made to units accessed via shared drives, located off the main distributor road, we would expect HGVs to park on the distributor road and access the drive on foot. With a designed width of at least 5.5m, there is sufficient space for HGVs to park on the distributor road without obstructing traffic or creating conflict with parked cars. Furthermore, the absence of turning heads on private drives is typical of residential development and does not in itself create an unacceptable safety issue. Commercial vehicles are not generally expected to access the private drives, nevertheless reversing from the drives onto residential streets could be safely manoeuvred given ample visibility and anticipated vehicle speeds. Elsewhere, sufficient turning provision exists on the distributor road and nearby residential streets for commercial vehicles to turn where private drives are not accessed.
Pump Tracking (24519-C-021-D)	Incorrect appliance model – insufficient hose access distance	DB32 model outdated and too small; 8.2–10.4 m appliances typical; 40m access distance should be provided	At 8.6m, the length of the vehicle used is within the indicative range provided by the Highways Officer. A larger vehicle can be tracked for the avoidance of all doubt, but this does not need to delay determination. The NHBC allows for 60m distances between fire appliances and

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			properties if sprinklers are incorporated, which they are.
Private Parking Tracking (24519-C-022-E)	Inaccessible/unsafe bays and manoeuvres	Collisions/extra shunts at multiple plots; serious issues adjacent to distributor and under-croft access; courtyard manoeuvres unsafe	The Private Parking Tracking Plan has been updated to remove any collisions. Please refer to drawing 24519-C-022-H. The suggestion that the proposed arrangement will result in widespread stopping or reversing onto the distributor road is unlikely to reflect the actual traffic volumes or behaviour patterns, particularly as all adjoining residential streets and lanes are at least 5.5 m wide, providing ample manoeuvring and passing capacity.
	Car park/parking court access	Any car park serving more than 2 units must have cul-de-sac layout, radius kerbs, tactile paving, at least 4.5m wide carriageway and a pedestrian route	These areas are not proposed to be offered for adoption, will carry very low traffic volumes, and are deliberately designed as low-speed shared environments, therefore, applying full Section 38 cul-de-sac standards, including a need for radius kerbs, tactiles, 4.5 m carriageway and separate pedestrian routes, would over-engineer the space, undermine the intended character, and offer minimal additional safety benefit. However, details of radius kerbs and tactile paving could be secured by a condition if necessary and, as such, does not need to delay determination.
	Plot numbering for 128 and 129 appears transposed.	Correct numbering and ensure consistency across layout and tracking insets.	The plot numbers are not transposed. The parking spaces for plot 128 are located to front of house, with the spaces for plot 129 located adjacent to the east.
	Rear courtyards result in excessive reversing; narrow widths; no protected pedestrian route; unclear bin/cycle collection routes.	Provide two-way passing where required, defined pedestrian route/protection, and clear bin drag/collection arrangements without obstruction.	Vehicle speeds within enclosed courtyards are naturally very low, significantly reducing the risk of pedestrian/vehicle conflict. In this context, formal delineation or separate pedestrian routes is not required, as movement environments operate on a shared-surface basis with good intervisibility and limited traffic volumes. Bin storage has been purposely located away from the primary

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			street scene to avoid unnecessary visual clutter while remaining near the apartment block it serves. This achieves an appropriate balance between amenity, accessibility and design considerations. Refuse collection details can be secured through a condition if required. This would allow final confirmation of collection points and management procedures without delaying approval of the acceptability of the layout in principle.
Visibility Splays (24519-C-018-E)	Missing/obstructed sightlines	Trees obstruct visibility; no splays at junctions; splays must be within adoptable highway; courtyard access not assessed; provide forward and junction visibility for all access points (e.g. south edge courtyards; accesses between units 8–9; 127/134; 145/146 etc.)	Provision of street trees has been increased at the request of Officers to improve the appearance of the scheme and soften the street scene. Furthermore, the submitted drawings show that 25m forward visibility can be achieved on residential street 2 without being obstructed by trees. This matter could be controlled by condition if Officers consider it necessary and therefore should not delay determination. Junction priorities have been amended with additional forward visibility/junction splays added. Please refer to drawing 24519-C-018-G.
LAP Proposals	Gates opening outward	Gates should not open over highway/footway	It is not intended that gates to the LAPs would open outwards and obstruct highways or footways. This matter can be controlled through a condition.
Cycle Route Plan (24519-C-020-D)	Missing details; clarity sought on widths	Shared routes must be 3m wide; missing tactile paving and signage	Section 38 Layout and Cycle Route Plan have been updated to indicate signs and lines. The indicated routes are already 3m wide. These plans shall be reviewed in more detail at technical approval stage. Please refer to drawings 24519-C-400-G and 24519-C-020-F. Dropped kerbs can be provided where appropriate to allow formal access/egress if adjacent footpaths are seen to be unfeasible.

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Street Lighting (24519-C-025-B)	No lighting in private areas	No lighting in private courts; adoptable lighting needs S38 level detail	Illuminated low lighting bollards have been provided and added to courtyard areas, lighting along cycle route shall also illuminate adjacent shared surface areas. Lighting subject to detailed design. Low level lighting within private areas may be omitted due to lighting overspill in adoptable areas. Please refer to drawing 24519-C-025-F. Notwithstanding the above, this matter could be dealt with through a condition and therefore need not delay determination.
Planning Layout (R9138-SMH-25-00-D R-0008 P02)	Multiple layout and safety issues identified	Too many units off single access; missing/wrong-width footways; shared surfaces need widening; private drives serving more than 5 units; existing access points from Main Street considered suboptimal	There are 169 plots on Phase 4G and 53 on Phase 4E. However, due to the number of plots accessed directly from Main Street, the quantum of dwellings served off a single access point is much in fact much lower – reduced to 136 on Phase 4G and 40 on Phase 4E, which is within reasonable tolerance. Having reviewed ‘All Wales Common Standards’, ‘Manual for Streets’ and Newport City Council’s guidance, we are not aware of a prescribed maximum number of dwellings permitted from a single point of access. There are two examples where this occurs (plots 169-174 and 215-221. However, it should be noted that the layout was intentionally amended to remove the private drive access point adjacent to plot 214 which had previously served plots 215-216 separately following the meeting with Officers on 13/11/2025. The associated traffic levels and vehicle speeds will be very low; therefore, this arrangement can be safely accommodated by exception, and the layout does not give rise to any unacceptable operational or safety issues.
	Bus stop provision missing	Bus stops must be on Main Road frontage with adequate width	There is sufficient space for bus stops to be provided along Main Street, noting that this application does not include Main Street and/or compromise the details previously approved under application ref. 21/0871.

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	EV charging details missing	Information not included; courtyard parking complicates provision	Providing EV charging points within private residential courtyards is common practice and EV charging details could be secured by way of a condition attached to the RM approval.
Parking Layout (LLAN/PCP/001)	On-street safety; potentially insufficient width	Roads need 5.5m width; visitor parking missing; bend-side parking unsafe	All residential streets and lanes are designed to be at least 5.5m wide, providing space for occasional on-street manoeuvring and visitor parking without compromising safety or flow. This standard is not applied to private courtyards where traffic volumes are very low and on-street parking is neither intended nor needed. Sufficient visibility is provided for the parking spaces serving plots 108–109 and they are also located within a ‘homezone’ where lower vehicle speeds will be encouraged. As above, visitor parking can be accommodated within the carriageways of the residential streets and lanes, with ample space for passing, as per the precedent set on earlier phases. These details could be secured by condition, if necessary.
	Pedestrian routes missing or unsafe	Pedestrian/vehicle conflict points; frontages must have pedestrian routes generally 2m wide – several locations 1m or less.	The areas serving plots 43, 69/70, 78/79, 100/115, and 140/141 all benefit from appropriate pedestrian frontages that respond appropriately to their respective contexts. A 1m-wide pedestrian strip is provided in front of plots 35-43, 69/70, and 79, enabling residents to safely enter and exit their properties with the option to cross to the 2m-wide footway on the opposite side of the carriageway. These plots are located away from the main vehicular routes, which significantly reduce potential conflict with traffic. Additional measures – such as subtle changes in surfacing material and targeted speed-reduction features – further assist in moderating vehicle speeds within these areas. Plots 140/141 benefit from direct access onto a ‘homezone’, where naturally lower vehicle speeds are encouraged helping to

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			create a safer, more pedestrian-friendly environment. Plots 78, 100, and 115 each incorporate a 2m-wide footpath directly in front of the dwellings, ensuring clear, convenient, and fully accessible pedestrian routes.
	Dropped kerbs excessive and non-inclusive	Long stretches disadvantage disabled users	Disagree – there are very limited examples of frontage parking along the main development roads, with this only occurring in the case of plots 73-76, 90-94 and 108-109. This is not considered excessive or harmful and forms part of a well-balanced parking strategy.
	Cycle storage missing	Missing for some plots (e.g. 171, 182)	Cycle storage is not missing from any plots. Sheds are provided on all plots without garages; where garages are proposed, secure cycle storage is already provided.