

PLANNING STATEMENT

47 Llanthewy Road, Newport

Prepared by LRM Planning Limited on behalf of United
Welsh Housing Association

March 2026



Contents

1 Introduction3

2 Site description and context.....4

3 Proposed development6

4 Pre-application engagement7

5 Planning policy framework.....8

6 Appraisal.....12

7 Conclusion14

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1 Introduction

- 1.1 This Planning Statement accompanies a full planning application, submitted on behalf of United Welsh Housing Association (the applicant), for a proposed internal reconfiguration and change of use of existing seven-bedroom house with care provision within C3 use class, to create four self-contained studio flats with communal facilities and staff accommodation suitable for Young Person's Care Leavers Project. Proposals also include car parking, cycle parking and associated works.
- 1.2 The project aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. The property will contain a communal laundry room and shared kitchen facility. It will also include a training room, an office and overnight accommodation for staff.
- 1.3 This statement forms part of a suite of drawings and documents submitted with the application, which together demonstrate the site's suitability to accommodate development. The full list of documents submitted as part of this application therefore comprises:

DOCUMENT / DRAWING (REF. IF APPLICABLE)	PREPARED BY
Completed planning application forms	LRM Planning
Planning Statement	LRM Planning
Transport Statement	Magna Transport
Community Care & Adult Services (Newport City Council)	Community Care & Adult Services (Newport City Council)
Site Location Plan (ref. A001 – Llanthwy Road)	Rockfield Architecture
Site Layout (ref. A002a – Llanthwy Road)	Rockfield Architecture
Existing Plans (ref. A100a – Llanthwy Road)	Rockfield Architecture
Existing Elevations (ref. A101a – Llanthwy Road)	Rockfield Architecture
Proposed Plans (ref. A200b – Llanthwy Road)	Rockfield Architecture
Proposed Elevations (ref. A201 – Llanthwy Road)	Rockfield Architecture
Cycle Store (ref. A202 – Llanthwy Road)	Rockfield Architecture

- 1.4 Together these documents provide an explanation of the proposal and how it represents an acceptable and appropriate use of the land.

2 Site description and context

- 2.1 The application site includes a Victorian detached house, garden and patio. It is located on Llanthewy Road in Allt yr Ynn ward, approximately 1km west of Newport city centre. Llanthewy Road includes large brick terraced and semi-detached houses on a wide street. Llanthewy Road slopes down from south to north, with dwellings to the north built of red-brick with bath stone dressings, with buff brick becoming more prominent to the south towards the junction with Risca Road/Stow Hill.
- 2.2 Dwellings on the eastern side of the street, including the application site, are set above brick retaining walls to accommodate the topography.
- 2.3 47 Llanthewy Road reflects the character of the street. The exterior of the building is of red brick with bath stone banding and window surround with a full height bay on the front elevation. Entrance into the building is available via a single storey brick porch on the side elevation. It is accessed via a pedestrian gate between two brick piers with decorative brick capstones off Llanthewy Road, leading to steps that manoeuvre through the landscaped front garden.
- 2.4 To the rear is a two-storey gable extension, with a conservatory set above on the first floor, to reflect the site levels. The conservatory leads to the rear garden, which is a patio with some planting around the periphery. A red brick wall forms the boundary between the rear garden and a lane that runs along the eastern boundary. To the north and south, the site is bound by prominent red brick semi-detached properties.
- 2.5 The Flood Maps for Planning (FMfP), hosted by Natural Resources Wales, demonstrate that the site is in Flood Zone 1, which signifies areas not at risk to flooding from rivers and seas. In respect of surface water, the site also falls within Flood Zone. Therefore, there are no flood risk constraints to development.
- 2.6 There are no heritage designations within the site, with the nearest being the Llanthewy Road Baptist Church and attached Sunday School wing, Grade II Listed asset 30m north of the site. It is a large chapel in Anglican style and is listed as a chapel building of imposing design by a well-known regional architectural partnership (Habershon and Fawckner).
- 2.7 The planning history of the site, according to the Authority's website, is summarised in the table below.

PLANNING REFERENCE	PROPOSAL	DECISION
94/1126	Change of use to a registered support home for eight people with past or present mental illness who are already living locally.	Granted 02/03/95
06/0767	Single storey side extension.	Granted 25/09/06
07/0682	Single storey side extension to residential home – revised details to previously approved scheme 06/0767.	Granted 06/09/07

LOCAL SERVICES AND FACILITIES

- 2.8 Handpost district centre, identified under policy R6 of the Local Development Plan is located 170m south of the site. It includes a range of amenities and services to serve the proposed development including a convenience store, cafés, takeaways, pharmacy and a public house. Additionally, the city centre, accessed to the north along Llanthewy Road then east along Clytha Park Road then Bridge Street, is within 1.2km walking distance of the site, with the majority being within 1.5km of the site, including Friars Walk. Friars Walk is the shopping centre and leisure complex in Newport city centre, which includes a range of high street shops, eateries, a cinema, a bowling alley and a soft play area.
- 2.9 In terms of accessibility, a bus stop is 400m south-west of the site and served by buses R1 and 56 which provide seven services an hour to Newport city centre eastbound and northbound services to Pontymister, Tredegar and Risca. Newport bus station is 1.2km east of the site, which serves 53 bus routes and has 24 stands, 15 at Friars Walk and 9 at Market Square. It is the largest road transport hub for public services in Wales, and provides connections to a wide variety of destinations including Cardiff, Risca, Cwmbran, Chepstow, city districts and a host of other regional locations.
- 2.10 Newport train station is approximately 850m to the north-west of the site which provides services to a number of local, regional and national locations, including Cardiff, Bristol and London.

3 Proposed development

- 3.1 The proposal seeks to convert an existing C3 use class seven-bedroom dwelling with care provided into self-contained bedsits with overnight staff accommodation suitable for Young Person's Care Leavers Project. It will contain four one-bedroom studio apartments. Each will be replete with kitchen living space, bedroom and bathroom. It will also contain a communal laundry room and shared kitchen facility as well as a training room and an office for staff. The property also includes overnight accommodation for staff management. Due to the staff presence it will include four one-bedroom apartments but will include sleeping accommodation for five people as staff will be present full-time.
- 3.2 The project aims to meet the needs of vulnerable young adults aged 16 and upwards that are moving out of foster placements, or residential care homes and in need of accommodation. Traditionally, such groups of young adults would be allocated 'general needs' tenancies and subsequently large numbers of those tenancies end up failing, due to lack of support and independent living skills. This project aims to provide self-contained accommodation and the support needed to develop those independent living skills. Reducing the reliance and dependency upon support services and preparing these young people for the challenges that they will face, as they grow towards adulthood.
- 3.3 The proposal is being developed concurrently with an application at 216 Stow Hill, which is subject to a separate planning application. 47 Llanthewy Road will offer higher support needs in line with a supported housing scheme. 216 Stow Hill would require less support and therefore provide accommodation for those moving towards greater independence. The intention is for both properties to be managed together, in a hub and cluster approach with staff moving between both. 47 Llanthewy Road will include overnight accommodation for staff and will be staffed 24/7, with 216 Stow Hill staffed between 9am to 5pm. It is proposed that the two schemes would be linked via remote CCTV monitoring to assist the staff managing the schemes and they will have a call out facility of some kind.
- 3.4 From an operational and practical perspective, at present, the current configuration is not fit for the need of the applicant. Given the client group and the need for a supportive environment, sharing dwellings do not create an optimum environment, which causes both the applicants and the Local Authority issues, as the waiting list is populated in larger numbers by requirements for one-bedroom apartments rather than shared accommodation. The proposed accommodation would provide an opportunity for residents to live in a more independent space, providing the best opportunity to move on to completely independent living.
- 3.5 A new shed, capable of storing two bicycles is proposed in the amenity space to the rear of the building. The existing concrete surfaced area to the rear is to be topped with tarmacadam to provide an additional car parking space and existing on-street car parking arrangements will be utilised.
- 3.6 All external works will be relatively minor, associated with general maintenance and repair. Internal works comprise of reconfiguration to amend the layout from existing accommodation to the bedsit accommodation. The external façades are not proposed to be altered.

4 Pre-application engagement

PRE-APPLICATION DISCUSSIONS WITH THE LOCAL AUTHORITY

- 4.1 Pre-application advice was received from East Area Planning Manager Joanne Davidson on the 26th September 2023 in relation to the proposed development and the application at 216 Stow Hill. The comments received were positive with the Authority supporting the principle of the development.
- 4.2 The property was currently considered to be within C3 use class (dwelling house) albeit care was provided. A change of use was considered necessary as the presence of staff 24/7, the level of staffing and general care provided in the case of the proposal suggests a C2 use class.
- 4.3 With regards to car parking and highway matters, the officer referred to the Parking Standards Supplementary Planning Guidance (SPG). The category most suited to the proposal was considered to be *“self contained dwellings for elderly persons (wardened)”* category. Therefore, they considered that the proposal is unlikely to intensify parking demand compared to a C3 dwelling use, however suggested a sustainability assessment to support any forthcoming planning application.
- 4.4 Otherwise, comments offered a reminder of the minimum floorspace standards, and sought to ensure that there will be appropriate waste storage requirements for the proposal.

5 Planning policy framework

- 5.1 The planning policy context for the determination of this application is provided by national and local planning policy guidance. National guidance is set out within Future Wales, Planning Policy Wales, and the accompanying Technical Advice Notes. Local policy comprises the adopted Newport City Council Local Development Plan, and its supporting Supplementary Planning Guidance documents.

FUTURE WALES: THE NATIONAL PLAN 2040

- 5.2 Future Wales is Welsh Government's top-tier national development framework. It is a strategy for addressing key national priorities through the planning system over the next two decades. The key priorities include sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

PLANNING POLICY WALES

- 5.3 Planning Policy Wales (PPW) is the principal national planning policy document which sets out the land use policies of the Welsh Government (WG) against which development proposals should be assessed. The latest version is the twelfth edition, published in February 2024.
- 5.4 The central aim of PPW is to ensure that the planning system fosters sustainable development, promoting the social, economic, environmental, and cultural welfare of Wales. Placemaking is a key element of PPW, with policies and decisions on development required to prioritize these guiding principles.
- 5.5 Section 3 of PPW delineates the 'Objectives of Good Design' which comprise of Character, Access, Movement, Community Safety and Environmental Sustainability. Paragraphs 3.3 to 3.18 of PPW highlight the importance of good design in "creating sustainable places where people want to live, work and socialise"
- 5.6 Accessibility is covered between paragraphs 3.49 and 3.52, wherein it is stated that the overarching aim of spatial strategies should be minimising the need to travel, reducing reliance on the private car, and increasing walking, cycling and use of public transport.
- 5.7 PPW seeks to ensure that proposals achieve a broad balance between housing, community facilities, services, and employment opportunities. Major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities should be sited within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.
- 5.8 PPW indicates that previously developed land should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.
- 5.9 PPW places importance on locating development so as to minimise the need to travel and increasing accessibility by modes other than the private car.
- 5.10 In terms of car parking, paragraph 4.1.51 indicates that *"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of*

reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down”.

5.11 With respect to housing, the WG recognise the importance of a home to people's lives and indicates that the planning system must:

- *“identify a supply of land to support the delivery of the housing requirement to meet the differing needs of communities across all tenures;*
- *enable provision of a range of well-designed, energy efficient, good quality market and affordable housing that will contribute to the creation of sustainable places; and*
- *focus on the delivery of the identified housing requirement and the related land supply”*

5.12 Paragraph 4.2.5 states that *“Planning authorities should plan for a mix of market and affordable housing types to meet the requirement and specifically consider the differing needs of their communities.”*

5.13 Paragraph 4.2.26 states that *“a community's need for affordable housing is a material planning consideration which must be taken into account in formulating development plan policies and determining relevant planning applications.”*

TECHNICAL ADVICE NOTES

5.14 The following Technical Advice Notes (TANs) are considered to be of relevance in the consideration of these proposals.

- TAN 2 – Planning and Affordable Housing (2006)

5.15 TAN 2, published in June 2006, is of relevance to affordable housing developments, providing practical guidance on the role of the planning system in delivering affordable housing.

WELL-BEING OF FUTURE GENERATIONS ACT

5.16 The Well-being of Future Generations Act imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principles, and to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Its content is sought to be delivered through the planning system via the intertwining of the Act through PPW.

LOCAL DEVELOPMENT PLAN

5.17 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning application decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.

5.18 The statutory development plan for this site is the Newport City Council Local Development Plan (LDP) which was adopted in January 2015 and covers the period up to 2026. The LDP vision for the city is to *“be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing city, with communities living in harmony in a unique natural environment.”*

5.19 In order to achieve the vision, a sustainable development strategy is proposed with a focus on regeneration and maximising the use of previously developed land. It is recognised that part of this involves bringing derelict and rundown areas and buildings back into beneficial use. Further, several key issues facing Newport have been identified which need to be addressed if the Plan is to achieve

its vision, including a lack of affordable housing, which is as acute as ever. To address the key issues a number of objectives are outlined. These include:

- *Sustainable use of Land: it is a clear objective to focus development on previously developed sites;*
- *Climate Change: to locate development in sustainable locations and of particular note, managing the impacts of flooding; and*
- *Housing provision: To ensure an adequate supply of land for housing to meet all the needs of the population.*

5.20 Objective 1 (Sustainable Use of Land) of the LDP stipulates that all development should make the most efficient use of natural resources by seeking to locate development in the most sustainable locations, minimising the impact on the environment and making a positive contribution to local communities. The policy further notes that the Plan will seek to meet this objective by focussing development on brownfield sites.

5.21 Policy SP1 relates to sustainability, requiring that proposals make a positive contribution towards sustainable development by focusing on sustainable locations on brownfield land within the settlement boundary, in particular contributing towards:

- *The efficient use of land;*
- *The re-use of previously developed land in preference to greenfield sites;*
- *Providing integrated transportation systems and encouraging the co-location of housing and other uses which will reduce the overall need to travel;*
- *Minimising the risk of flooding; and*
- *Improving facilities, services and overall social and environmental equality of existing and future communities.*

5.22 Policy SP2 is focused on promoting health and requires proposals to be located in sustainable locations close to public transport.

5.23 Development should meet the housing standard set out in Policy H2, which requires residential development to be built to high standards of environmental and sustainable design, taking into account the whole life of the dwelling.

5.24 Policy H4 relates to affordable housing and requires substantial increase in the delivery of affordable housing with the “*Local Housing Market Assessment [indicating] an on-going requirement for affordable housing totalling 86% of the overall housing requirement for the LDP.*”

POLICY	RELATING TO
STRATEGIC POLICIES	
SP1	Sustainability
SP9	Conservation of the Natural, Historic and Built Environment
GENERAL POLICIES	
GP2	Amenity

GP4	Highways and Accessibility
GP6	Quality of Design
GP7	Environmental Protection and Public Health
HOUSING	
H2	Housing Standards
H4	Affordable Housing
TRANSPORT	
T4	Parking
WASTE	
W3	Provision for Waste Management Facilities in Development

SUPPLEMENTARY PLANNING GUIDANCE (SPG)

5.25 In addition to the above policies, the following SPG are also considered to be relevant to this application:

- Affordable Housing
- Waste Storage and Collection
- Parking Standards
- Flat Conversions

6 Appraisal

OVERVIEW

- 6.1 This section of the Planning Statement aims to identify the main issues relevant to the determination of the application and assess the scheme against pertinent considerations.
- The principle of development of this site in land use policy terms.
 - The design of the proposed development including its impact on local character.
 - Highway impact of the proposed development.
 - Other material considerations, including ecology and drainage.

PRINCIPLE OF THE DEVELOPMENT

- 6.2 The site lies in a sustainable location in Newport, well within the settlement boundary. The site lies 1.2km from the city centre and within 170m walking distance of Handpost district centre, which hosts a range of amenities and community facilities. The proposal will continue the residential use of the property and lies within an established residential area.
- 6.3 Compliance with Planning Policy Wales is demonstrated, which advocates siting new development within existing urban areas and the use of previously developed land. Further, the development also assists in Planning Policy Wales' aim to tackle the shortage of affordable homes. Adherence with local policy is also demonstrated, with the LDP vision and one of the focuses of policy SP1 being to regenerate and maximise use of previously developed land.
- 6.4 In respect of affordable housing, the LDP highlights a shortage of affordable housing with requirement totalling 86% of the overall housing requirement of the LDP. The site offers one-bedroom specialist affordable housing, which will comply with policy H4 in contributing to meet the affordable housing requirements of the city. The site complies with policy SP1 (Sustainability) and as the development will make use of vacant building formerly occupied by a care services.
- 6.5 Accordingly, as evidenced by the support the applicant has received from the Authority during pre-application discussions, the principle of the development is firmly established.

DESIGN OF THE DEVELOPMENT

- 6.6 As part of the proposals the applicant is seeking to carry out internal works to the building.
- 6.7 Internal works comprise of reconfiguration to amend the layout from existing seven-bedroom accommodation to four independent apartments and one staff bedroom. The extent of internal configuration alterations is clear from comparison of the proposed and existing floor plans. The external façades are not proposed to be altered.
- 6.8 In terms of amenity impact, the external appearance will not be altered and will therefore remain a positive contribution to the appearance and character of Llanthewy Road. With the internal layout remaining broadly similar, and the existing and proposed used classes both including sleeping accommodation, privacy and amenity of neighbouring residents is not altered.

HIGHWAY

- 6.9 The site lies in close proximity to a range of facilities and amenities within Handpost district centre, which reduce the need to travel. When travelling further afield is required, the site has excellent

connectivity to public transport links and also offers walking and cycling routes to those within the development who are able to benefit from these.

- 6.10 Cycle parking is provided in a secure, easily accessible external storage for residents of the development. Provision of cycle storage for residents of the development is provided in a secure and easily accessible storage area in the garden area accessed off the rear lane. This will contribute towards reducing the car parking demand and encouraging active travel.
- 6.11 One car parking space is provided off the rear lane. The proposed development will result in an overspill of one car parking space on neighbouring streets, accepting there is a need for one car parking space for staff and up to one car parking space for visitors. Therefore, there would be a requirement for a total of two car parking spaces. The accompanying Transport Statement demonstrates that when compared to the baseline situation whereby the existing seven-bedroom private dwelling could result in a parking overspill of two cars on the neighbouring streets, the proposed development will result in a reduced overspill by one less car. The proposed development therefore represents a highway gain from a parking perspective when compared to the existing development on site.
- 6.12 The proposed access and parking arrangements demonstrate an accordance with LDP policy T3. Further, dependence on the private car will be reduced due to the proximity of the site to bus stops and within walking distance to a number of amenities. Together, these promote alternative means of transport in line with PPW and LDP policy.

OTHER MATERIAL CONSIDERATIONS

- 6.13 **Ecology and trees**– The proposed development will have minimal ecological impact due to the alternations being internal. The building is currently in use and thus does not provide suitable ecological habitat. Two bird boxes are proposed on the side elevation which will improve the biodiversity credentials of the building. No trees will be impacted by the proposed development.
- 6.14 **Drainage** – Existing drainage arrangements will be maintained for the development. Surface Drainage Approval Body (SAB) consent will not be required, as the proposals do not exceed 100sqm of new hardstanding.

7 Conclusion

- 7.1 This Planning Statement is produced in support of proposals for the reconfiguration of existing seven-bedroom property within Use Class C3 (Residential Dwelling) to four one-bedroom studio apartments for young person's move on accommodation within Use Class C2 (Residential Institution) and associated works at 47 Llanthewy Road, Newport. The proposals, though not strategic in scale, will aid in addressing housing need within the County Borough, and a bespoke need for young adults leaving care.
- 7.2 The principle of the development is established through its location in the settlement boundary, its sustainable location and existing residential use. The proposed development will provide accommodation in line with national policy guidance which requires the planning system to support the delivery of housing to meet the needs of communities across all tenures, whilst also making use of an existing building. The proposed use is appropriate in relation to the wider residential context and the principle of the proposed development is therefore acceptable in land.
- 7.3 The access arrangements and the proposed bicycle parking arrangement is appropriate. Existing drainage arrangements are to be unaffected and there are no ecological impacts arising.
- 7.4 The proposals have been subject to pre-application discussions between the applicant and the Local Authority. During these discussions, the response was positive in terms of principle and approach.
- 7.5 Wellbeing goals of the Well-being of Future Generations Act (WFGA), as intertwined in PPW 11, are adhered to through this application as discussed in section 5. This concludes that there would be no significant or unacceptable impacts upon the achievement of wellbeing objectives, nor at a detriment to future generations, as a result of this development being carried out.
- 7.6 In conclusion, the site offers an excellent opportunity to provide accommodation for young people to succeed in living independently. It provides much needed affordable dwellings to the area and utilises an existing building in a sustainable location in Newport, adhering to the placemaking agenda advocated by PPW. Through providing this nature of accommodation in this area, the development meets a number of LDP policies. On this basis, it is respectfully recommended that Newport City Council put this application forward for approval.

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