

Delegated Decision Report

Application No:	25/0152	Statutory Period Expires:	06 July 2026
Site:	<i>Glan Llyn Development Site Phase 4E / 4G Queensway Llanwern Newport South Wales</i>		
Proposal:	<i>RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR RESIDENTIAL DEVELOPMENT AT PHASE4E/4G PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR A MIXED USE REGENERATION OF THE FORMER LLANWERN STEELWORKS AND PARTIAL DISCHARGE OF CONDITIONS 01 (RESERVED MATTERS), 06 (RECREATIONAL AREAS), 08 (MATERIALS), 09 (DETAILS OF HARD LANDSCAPED ACCESS), 10 (BOUNDARY TREATMENTS), 11 (MANAGEMENT STRATEGY FOR MAINTENANCE OF OPEN SPACE), 12 (OFF STREET PARKING AND CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS), 18 (ESTATE ROADS), 22 (STREET LIGHTING AND CAR PARKING AREAS), 24 (SITE LEVELS), 33 (SURFACE WATER DISPOSAL, 34 (FOUL AND SURFACE WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIRE FIGHTING ACCESS)</i>		
Applicant:	Miller Homes		
Type:	Reserved Matters (Major)	Ward:	Llanwern
Decision:	Part Approved & Conditions / Part Refused		

1. BACKGROUND

- 1.1 The site consists of Housing Phases 4E & 4G of Glan Llyn Regeneration Site which is located on the former Llanwern Steelworks (heavy end). The site has Outline approval for redevelopment as a mixed-use urban extension. The industrial site has been cleared and significant redevelopment has been completed to the west of these phases, consisting of housing, public open space and associated infrastructure. Reserved Matters approval is in place for the phases to the immediate west and north and for the Central Lake and Eastern Lakes to the north. The site is broadly level, covers an area of just over 6.2Ha and a regulating Sub-Area Masterplan is in place (19/0650).

2. SITE LOCATION AND CONTEXT

2.1 See Paragraph 1.1.



3. DESCRIPTION OF DEVELOPMENT

3.1 The applicant is seeking the approval of all Reserved Matters (Access, Appearance, Landscaping, Layout & Scale) for 222 dwellings and associated open space and infrastructure.

The following housing mix is proposed:

Beds	1	2	3	4	5	Total
Market	0	28	121	48	3	200
Affordable	9	9	4	0	0	22 (11%)
Total	9	37	125	48	3	222

The applicant is also seeking the partial discharge of the following conditions alongside the approval of the Reserved Matters:

- 06 (Recreation Areas),
- 08 (Materials),
- 09 (Hard Landscaping),
- 10 (Boundary Treatments),
- 11 (Management of Open Space),
- 12 (Parking),
- 15 (Emergency Access),
- 16 (Roads, Cycleways and Footways),
- 18 (Estate Roads),
- 22 (Streetlighting),
- 24 (Site Levels),
- 33 (Surface Water Drainage & Management),
- 34 (Foul and Surface Water Drainage),
- 39 (Carbon Reduction and Sustainability), and
- 43 (Firefighting Access)

4. RELEVANT SITE HISTORY

App Number	Proposal	Decision & Date
06/0471	REDEVELOPMENT OF SITE TO CREATE A MIXED USE URBAN EXTENSION	GC 01 April 2010
21/0848	RESERVED MATTERS APPLICATION FOR INFRASTRUCTURE AND LANDSCAPING AVENUE ROAD (PHASE 3)	AC 31 March 2022
21/0871	RESERVED MATTERS APPLICATION FOR CONSTRUCTION OF 'MAIN STREET'	AC 22 December 2021
21/0920	RESERVED MATTERS APPLICATION FOR INFRASTRUCTURE AND LANDSCAPING for the CENTRAL and EAST LAKES AND for the KINGS WALL REEN	AC 22 December 2021
25/0438	PROPOSED SWALE AND GREENWAY ON LAND EAST OF PHASE 4C AND WEST OF PHASE 4E/4G	GC 14 August 2025

5. PLANNING POLICY

5.1 THE NATIONAL DEVELOPMENT FRAMEWORK: FUTURE WALES - THE NATIONAL PLAN 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

5.2 PLANNING POLICY WALES (EDITION 12) 2024

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals at all scales.

5.3 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

SP1 – Sustainability

SP3 – Flood Risk

SP4 – Water Resources

SP10 – House Building Requirement

SP11 – Eastern Expansion Area

SP13 – Planning Obligations

SP18 – Urban Regeneration

GP1 – Climate Change

GP2 – General Amenity

GP3 – Service Infrastructure

GP4 – Highways Accessibility

GP5 – Natural environment

GP6 – Quality of Design

GP7 – Environmental Protection & Public Health
CE2 – Waterfront Development
CE6 – Archaeology
H2 – Housing Standards
H3 – Housing Mix & Density
H4 – Affordable Housing
T3 - Road Hierarchy
T4 - Parking
T5 – Walking & Cycling
W3 – Waste Management Facilities in Development

5.4 SUPPLEMENTARY PLANNING GUIDANCE

- Sustainable Travel
- Planning Obligations
- New Dwellings
- Waste Storage & Collection
- Parking Standards
- Outdoor Play Space Provision
- Wildlife & Development

6. CONSULTATION RESPONSES

- 6.1 Dwr Cymru / Welsh Water (DCWW): No comment.
- 6.2 Heneb: No objection.
- 6.3 Cyfoeth Naturiol Cymru / Natural Resources Wales (CNC/NRW): No objection but note controls over surface water discharge via other permissions that remain pertinent.
- 6.4 Wales & West Utilities: No interest.
- 6.5 Scottish & Southern Electricity: Advise of equipment in the area and safe working practices.
- 6.6 National Grid Electricity Distribution: Advise of equipment in the area and safe working practices.
- 6.7 Indigo Pipelines: Advise of equipment in the area and safe working practices.
- 6.8 Health & Safety Executive (HSE): No interest.
- 6.9 NCC Highways: Objects on grounds of servicing cul de sacs and service roads. Detailed comments provided.
- 6.10 NCC Landscaping: Notes further revisions but expresses concerns that bio-retention areas (SUDs features) are not reflected in planting plans.
- 6.11 NCC SAB: Concludes a SAB application will be required.
- 6.12 NCC Air Quality: No comment.
- 6.13 NCC Heritage: No comment.

7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent out in March 2025 and a Site Notice was displayed on 14.03.2025 near adjacent housing areas.

- 7.1 NEIGHBOURS: No comments received.
- 7.2 COUNCILLORS: No comments received.

7.3 COMMUNITY COUNCIL: No comments received.

8. ASSESSMENT

8.1 The key issues are:

- Layout
- Road Hierarchy
- Design / Appearance / Materials
- Public Realm / Green Infrastructure
- Parking Levels & Usability
- Residential Amenity
- Surface Water Drainage

Minor Issues are:

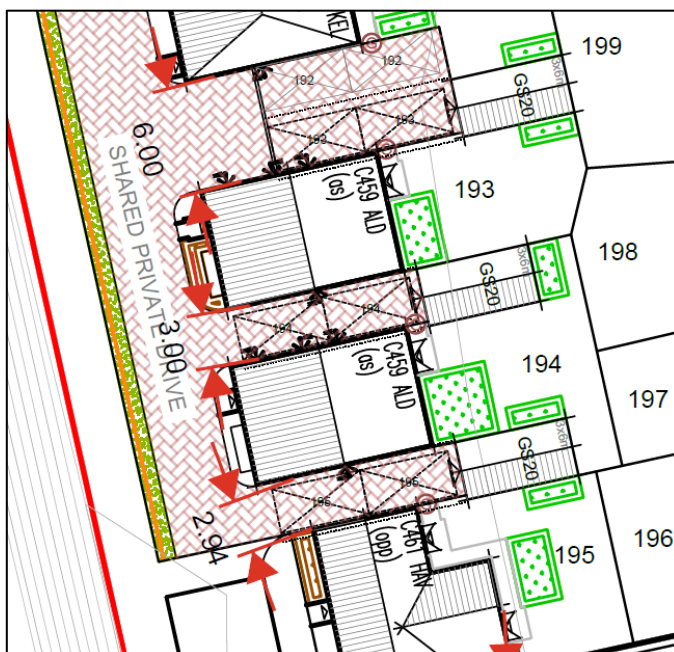
- S106
- Outline Conditions
 - 06 (Recreation Areas),
 - 08 (Materials),
 - 09 (Hard Landscaping),
 - 10 (Boundary Treatments),
 - 11 (Management of Open Space),
 - 12 (Parking),
 - 15 (Emergency Access),
 - 16 (Roads, Cycleways and Footways),
 - 18 (Estate Roads),
 - 22 (Streetlighting),
 - 24 (Site Levels),
 - 33 (Surface Water Drainage & Management),
 - 34 (Foul and Surface Water Drainage),
 - 39 (Carbon Reduction and Sustainability), and
 - 43 (Firefighting Access)

Layout & Road Hierarchy

- 8.2 The proposal relates to two phases of the scheme, 4E & 4G, see Paragraph 2.1. These phases are bounded by road infrastructure to the south and east consisting of part of the Avenue loop and Main Street. The northern boundary is dominated by surface water features (lakes and reens) and the western boundary is an area of green space co-opted for SUDs use.
- 8.3 The phases are effectively split by a spur from the eastern lake and an associated greenway which is proposed to contain a LEAP and a LAP and associated planting / green areas. As such the phases form discrete blocks and are best considered separately in layout terms.
- 8.4 Phase 4G is the larger phase to the west and consists of a roughly rectangular block. This is accessed from the south (Main Street). It seems likely this was initially designed as a tree lined street with prominent verges. However significant parts of the planting scheme have been abandoned and repurposed to SUDs features. However some areas retain tree planting and the proposed LAP offers a green feature and central focus for the phase and mitigates the reduced opportunities for tree planting entailed by the drainage features. As a single entry point Phase the primary route self identifies and feeds a series of subsidiary cul de sacs which generally lack tree planting and verges. These cul de sacs end in hammer heads which feed into private drive areas of limited lengths which will be delivered as shared surfaces. Although a limited and simple hierarchy, there is differentiation and legibility to the layout.
- 8.5 Phase 4E is set out as a series of perimeter blocks, one of which is punctured to provide a small terrace of four houses and other are punctured to provide parking courts at the rear of

housing. In general terms the layout gives good frontage and houses that front onto roads, green spaces or water.

- 8.6 Phase 4G is a smaller phase bounded by water features to the north, a greenway to the west and the Avenue loop road to the east and south. This is also laid out as a series of perimeter blocks. As a small phase there is limited road hierarchy with the main road being a 5.5m highway with 2m footways and a single verge that lacks tree planting and is co-opted for SUDs use. This is reflected in the next tier of the road hierarchy where verges are omitted and one footway is omitted (Lane 18). The next level is shared private drives which are of limited length and are delivered as shared surfaces within cul de sacs. These are analogous to the 'lanes' identified in the ESAMP.
- 8.7 The layout of 4G is simple perimeter blocks where the proposed houses address highways, green spaces and water features which is an acceptable arrangement.
- 8.8 The Highways Officer has objected to the proposal through a now extended iterative process that has seen multiple versions of this scheme provided for formal and informal consideration. Ultimately concerns relate to servicing of certain cul de sac areas where larger vehicles will find it difficult to enter and turn. However he notes that a bin strategy would overcome some of these issues and there is no reason to think that excessive drag distances would result from this approach. He notes that other smaller private drives have been tracked for a supermarket delivery van type vehicle which can navigate these areas but is clear that larger type delivery vehicles would not be able to manoeuvre in these areas.
- 8.9 Other aspects of the layout shown 'tightness', this run for example showing parking spaces between units. These should be 3.3m (2.4m for the space and 0.9m for the 'footway' – Parking SPG, Appendix 2, with the footway shared between adjacent units as required):



- 8.10 This pattern is generally consistent with parking spaces between houses being shaved by typically 20-30cm within the layout. This will reduce the utility of parking spaces and is not policy compliant and will certainly prejudice less mobile persons and make it more difficult to adjust child seats for example (typical child friendly parking space being 3.2m¹ wide versus the 3.3m requirement for space and footway). However these spaces will be usable for the average person despite their constriction. Nevertheless this is a failure to comply with adopted Policy and it is indicative of 'stress' within the layout and it weighs against the proposal.

¹ [Parking space sizes: how are they changing in the UK? | RAC Drive](#)

Design / Appearance / Materials

- 8.11 The proposed finishing materials for the dwellings are primarily brick (red, red/orange, red multi) with the specifics not specified. However the main motif will be reddish brick across the phase. Some units are proposed with render finish and some with 'board' panelling on the principal elevation. Others are proposed in reconstituted stone finish in grey. Some variation in material should be expected given the overall scale of the combined phase. For example the board finishes are proposed for the water frontages and seem a reasonable visual cue in this prominent frontage. Similar boarding has been used in other phases on the site and would not look out of place. The use of render is limited here which is appropriate given maritime influence on climate and the poor weathering characteristics of render, ideally render would not be used on the three storey flats due to difficulty in maintenance but that is an insufficient reason to object to the proposed finishes. The use of reconstituted stone is limited to prominent corner locations and would be discordant and inconsistent with the general finishes not only within these phases but across the wider site. However a condition requiring alternative finishes could be applied to address this.
- 8.12 Roofing tiles would be slate grey, brown or red, again with particular details not specified. However there is nothing objectionable about tiles or the range of colours possible in this location which is not particularly sensitive. The proposed roof materials are acceptable.
- 8.13 In terms of detailing the units are shown as being a more traditional appearance with window cills, curved headers on the public elevations, traditional board doors with small windows, overdoor ridged canopies and sometimes corbelling details. Fenestration is typically subdivided to give a historic small pane effect. Some units have additional brick detailing or ground floor bay windows and small dormers are proposed on the 2.5 storey units. The units have a less modern aesthetic than some other previous phases but are broadly well proportioned with simple and attractive detailing. Design and appearance (other than the stone units) is acceptable and Policies GP2ii (Visual Amenity) and GP6 (Design) are complied with.
- 8.14 Corner turning housetypes are employed in prominent locations and offer good frontage on both elevations and blank aspect units appear in other appropriate locations as required. Overall corners are successfully addressed.

Public Realm / Green Infrastructure

- 8.15 In terms of Phase 4G, the larger phase, the main areas of Green Infrastructure (GI) are the two proposed LAPs within the layout which allow for additional structural planting. Some road layouts with significant verges also allow for tree planting and there are reasonable spaces within proposed courtyard parking areas that can realistically accommodate structural planting. Other tree planting shown is on land highly likely to be conveyed to private owners rather than any Management Company or the SAB authority. These must be given very limited weight since poorly located planting in limited spaces, especially in small front gardens in front of habitable room windows is often removed when it attains any scale. However even allowing for this risk sufficient structural planting can be delivered in most of the public realm to deliver an acceptable level of GI, even allowing for some streets that will be significantly sterile in planting terms. It should also be noted that the Phase is bounded by greenways and blueways which of themselves offer some GI including tree planting opportunities. Additional planting is deliverable within adjacent roadways, particularly the Avenue loop road. A third LAP is shown in Phase 4G southwest of Plots 114-117.
- 8.16 Phase 4E, the smaller phase, offers no central focus and very limited opportunities for structural planting. However it will be edged by a significant greenway and planted edges along the water frontages which are significant in this phase. Additionally there is significant

planting opportunities along the Avenue which will provide a strong green edge to this phase fronting the principal road on the wider site.

- 8.17 The proposed LAPs and LEAP are acceptably located in terms of access within the phases. In terms of scale LAPs should be 100sqm and LEAPs 400sqm². In these phases the approved Sub-Area Masterplan requires 5no LAPs and 1no LEAP requiring a total activity space of 500sqm for LAPs and 400sqm for the LEAP. The Council is amenable to the aggregation of LAPs so long as the total area provided remains as required. In this case the activity area of the LEAP is as required and the total area of LAPs is over the 500sqm requirement and is acceptable in amount. The applicant has provided detailed design for the LEAP and the LAPs shown in the drawings. The proposed details are acceptable showing fenced off spaces (1.1m high bow top rail fencing in black) with self-closing gates and a suitable planting scheme with appropriate play equipment, a bound gravel access path and suitable seating and a bin(s).
- 8.18 Overall planting and GI on the two phases is marginally acceptable and compliant with Policies GP5vi GP5viii (Planting & Tree Planting).

Parking Levels & Usability

- 8.19 Parking levels are true to the Glan Llyn standard, that is as per the adopted Parking SPG other than in relation to smaller 3 bed units which have two spaces rather than the policy compliant three spaces. This is a long-established concession to account for the increasing sustainability of the site secured under the S106 agreement.
- 8.20 In terms of disposition, parking varies between on-plot (including some garages), frontage and parking courts. Parking courts are necessary to achieve frontage along Main Street but inevitably result in some spaces being at some remove from the units they serve. However the courts are accessible to the units they serve and are not so far removed as to be unacceptable walking distances. In terms of space and usability the courts are adequate and would allow vehicles to turn and enter highways in forward gear. Courts are generally small and well overlooked with good quality boundary treatments. Garages are sufficiently large to count as parking spaces under the Council's adopted Parking SPG.
- 8.21 Some parking banks are proposed but these are limited and broken into limited banks and they do not dominate street scenes.
- 8.22 Visitor spaces should be provided at 1 per 5 units, that is 45 spaces overall. The Council advises that these should arise naturally in the road layout since they are of no use if 'privatised'. The applicant has identified 38 spaces around the site which is a shortfall from the requirement but is not felt to be unduly harmful since the modest shortfall will likely be soaked up by unused capacity in private spaces or visitors will park across the driveways of houses they are visiting which although not encouraged would not be unacceptably harmful to highway interests.
- 8.23 Overall parking number, disposition and usability is acceptable and can be approved. Policies GP4iv (Parking) and T4 (Parking) are complied with. A condition is proposed to seek passive provision for the charging of ULEVs to future proof the development in accordance with Policy 12 (Regional Connectivity) of Future Wales and Policy SP1 of the adopted NLDP.

Residential Amenity

- 8.24 Generally gardens achieve the 10m depth requirement but there are some deficiencies. However gardens generally are provided in usable shapes and areas. Given a general compliance with garden depths, the facade to facade separation distances meet or exceed the 20m requirement to achieve suitable levels of privacy. Again appropriate garden depths

² Play Space SPG

mitigate for overbearing effect on garden areas in an acceptable way. Suitable levels of private garden are provided to ensure acceptable / good private amenity space. The proposed flats are equipped with balconies measuring 3sqm in area which exceeds the New Dwellings SPG requirement of 2.25sqm and is acceptable. In terms of communal amenity space the flats provide none that is dedicated to the residents. However the flats are on the Phase edge and will have ready access to the Active Travel / Recreational routes alongside the Central and Eastern Lakes and will be approximately 450m walk / cycle from the Western Park which is an established and attractive space on the wider development. Overall the lack of dedicated communal space is not seen as harmful given default to good quality public open space on the Glan Llyn development.

Surface Water Drainage

- 8.25 The engineering drawings show surface water drainage to the adjacent lakes via surface water drains beneath the roadways. This has been the typical arrangement on Glan Llyn with surface waters being directed to open water bodies on the site. The drawings do not show the connections from gulleys / SUDs features into these drains but they must be proposed in order to remove water when storage capacity within SUDs beds are exceeded and to ensure road surfaces remain unflooded.

S106

- 8.26 In terms of the S106 agreement the developer is delivering 22 of the 222 units as affordable, that is the required 10% and is acceptable. Other contributions are delivered by the master developer (Revantage).

Outline Conditions

- 8.27 The applicant is seeking to discharge other conditions beyond Reserved Matters. These are:

- 06 (Recreation Areas),
- 08 (Materials),
- 09 (Hard Landscaping),
- 10 (Boundary Treatments),
- 11 (Management of Open Space),
- 12 (Parking),
- 15 (Emergency Access),
- 16 (Roads, Cycleways and Footways),
- 18 (Estate Roads),
- 22 (Streetlighting),
- 24 (Site Levels),
- 33 (Surface Water Drainage & Management),
- 34 (Foul and Surface Water Drainage),
- 39 (Carbon Reduction and Sustainability), and
- 43 (Firefighting Access)

06 (Recreation Areas)

- 8.28 Outline Condition 06 requires the submission of formal and informal recreation areas under Reserved Matters and requires their delivery under an agreed Phasing Plan (Outline Condition 05). In this case details of the LEAP and of three LAPs have been provided and are acceptable. A delivery condition will be imposed for these areas for ease of enforcement.

08 (Materials)

- 8.29 Proposed materials have been addressed elsewhere in this report and are acceptable. The Outline condition requires use of the agreed materials.

09 (Hard Landscaping)

- 8.30 Proposed surfacing materials are specified in parts of the site and include buff and brindle (irregular reddish / black) pavements in driveways and certain road sections. Materials for paving around houses and in the bulk of the road network are specified as tarmac for and concrete slabs around the houses. Proposed materials are acceptable and can be agreed. Outline condition 09 requires that the agreed materials are the ones used.

10 (Boundary Treatments)

- 8.31 Various boundaries are proposed. 1.8m close board fence (CBF) is acceptable in separating garden areas. In other more prominent areas including Parking Courts low brick walls with 1.8m piers and timber inserts are proposed and these are acceptable in design and visual appearance. Bowtop railings are proposed around the LAPs and the LEAP and these are acceptable and suitably secure the playspaces.
- 8.32 On Main Street 950mm railings are proposed to demarcate small front gardens from the public realm and these are appropriate in context.
- 8.33 Along the lakeside active travel route and in other areas timber knee rails are proposed to prevent parking / vehicle overruns on these routes and to demarcate the private realm (shared drives) from the public realm. This is acceptable.
- 8.34 Outline condition 10 required the installation of boundary treatments prior to the occupation of the associated dwelling / building. This is appropriate here other than in relation to the LAPs/LEAP but in their case additional conditions attached to this approval will require implementation of the proposed boundary treatments. Subject to additional conditions suitable boundary treatments can be secured and Policies GP2 (Amenity) and GP6 (Design) are complied with.

11 (Management of Open Space)

- 8.35 The applicant has provided a 'Landscape Management Plan' (February 2025) which describes the management regime for various aspects of the phases. This has not been criticised by any consultee. Additionally the applicant has provided an adoption plan showing non-private areas of the scheme being conveyed to the Highways Authority, the SUDs Authority or to the on-site Management Company. This is essentially the entirety of the public realm within the Phases including relatively small areas that contain structural planting. The outline condition requires that public areas are managed as described going forward.

12 (Parking)

- 8.36 See paragraph above. The outline condition requires that parking is provided prior to the occupation of the associated unit and thereafter retained.

15 (Emergency Access)

- 8.37 No bespoke emergency access is proposed for these Phases but condition 15 does not require that all Phases should have such an access; merely that if it does then details of it should be agreed and implemented. As such the condition is not relevant to these phases. As described above the failure to provide such an access is not seen as fatal to the proposal in highways terms due to the limited risk and potential for emergency access to be made via footways / cycleways in extremis.

16 (Roads, Cycleways and Footways) & 18 (Estate Roads)

- 8.38 The proposal contains details of the geometry and generic construction details. Geometry and road hierarchy are addressed earlier in this report. In terms of construction details, dedicated drawings show kerbing details and the Highways Details Booklet (March 2025) submitted contains details from the 'Common Standards for Wales Highway Design Guide' which includes sufficient construction details (as opposed to geometry and width details) to be confident the proposed roads, cycleways and footways will sufficiently well constructed to

protect levels of access and amenity. In terms of implementation the condition requires road construction prior to occupation which is appropriate and enforceable.

22 (Streetlighting)

- 8.39 Streetlighting details are sparse and are only provided indicatively (Drawings 24519 C 400 K & 24519 C 025 H) and the submitted information is insufficient to discharge the condition. It does however show the potential for the phase to be appropriately lit without adversely impacting other interests such as tree planting.
- 8.40 The applicant has provided details for the lighting of Main Street to the south of this phase but all of the proposed lighting for Main Street is outside of this RM area and cannot be agreed under this submission.

24 (Site Levels)

- 8.41 The Flood Consequences Addendum that formed part of Approval 10/0750 required that site levels in this part of the site should be minimally 6.3m AOD to mitigate identified flood risk. The submitted Engineering Drawings confirm that all slab and site levels are above this required height and flood risk is acceptably mitigated. Policies SP3 (Flood Risk), GP1 (Flooding) and GP7 (Environmental Protection) are complied with.

33 (Surface Water Drainage & Management)

- 8.42 See paragraph 8.25 above.

34 (Foul and Surface Water Drainage)

- 8.43 Surface water issues have already been addressed in this report. In terms of foul drainage sub road drains are showing to already approved foul drainage infrastructure in Main Street and the Avenue. Individual foul connections to dwellings are not shown but this is not problematic in itself and can be addressed under a condition as part of this approval.

39 (Carbon Reduction & Sustainability)

- 8.44 This condition was applied in 2010 anticipating the adoption of BREEAM and Code for Sustainable Homes into the Welsh planning system. Since then those measures were adopted and subsequently ceded to the Building Control Regulations. As such these are not matters that fall within the planning remit. However the applicant has addressed the condition via the submitted Design Compliance Statement which indicates various sustainability measures that will be incorporated into the scheme. Given the now peripheral nature of the condition the information is acceptable and can be discharged.

43 (Firefighting Access)

- 8.45 As noted above there is no specific emergency access in this phase and there is reliance on single roads into each phase which the Highways Officer has commented on. Tracking shows that all parts of the phase are accessible to a fire tender and supplies of water will be available from the water mains within the phase and from nearby water bodies. In the unlikely event that the main access to each phase is blocked then potential routes in via the combined footpath / cycleways is available although in reality this would very likely require the removal of bollards or other means provided to restrict motor vehicle access to these routes. However in emergencies this could be done and is within the remit of any fire officer³. Overall the proposed layout is not seen as unsafe or unacceptably restrictive so that the entry of emergency services to the Phases would be unacceptably limited by the approved layout. The condition can be discharged.
- 8.46 Reserved Matters applications (Phases) are subject to a controlling Infrastructure Phasing Plan condition which requires that phases proceed in accordance with a delivery schedule

³ Fire and Rescue Services Act 2004 – Section 44

for infrastructure (including for the individual development parcels, links between parcels and phases, and links with the wider external network): highways and drainage, pedestrian and cycleways, public transport services including interim measures for temporary services during the course of construction, recreation areas and all formal and informal open spaces (including a landscaping implementation timetable), and flood mitigation measures.

- 8.47 In the light of this delivery timing conditions are not required for the above elements as part of this approval.

Net Benefit for Bio-diversity

- 8.48 National Policy requires that development produces net benefit for bio-diversity⁴. As such a condition is proposed that will require the developer to provide a suitable scheme of net benefit measures and an implementation timetable. Subject to this national policy and local Policies SP1 (Sustainability), SP9 (Conservation of the Natural Environment) and GP5 (Natural Environment) are complied with.

9. OTHER CONSIDERATIONS

9.1 *Crime and Disorder Act 1998*

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

9.2 *Equality Act 2010*

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership.

- 9.3 Having due regard to advancing equality involves:

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people from protected groups where these differ from the need of other people; and
- encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

- 9.4 The above duty has been given due consideration in the determination of this application. It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

9.5 *Planning (Wales) Act 2015 (Welsh language)*

Section 31 of the Act clarifies that impacts on the Welsh language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the determination of this application. It is considered that there would be no material effect upon the use of the Welsh language in Newport as a result of the proposed decision.

9.6 *Newport's Well-Being Plan 2018-23*

The Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle 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. This duty has been considered during the preparation of Newport's Well-Being Plan 2018-23, which was signed off on 1 May 2018. The duty imposed by the Act together with the goals and objectives of Newport's Well-Being Plan 2018-23 have been considered in the evaluation of this

⁴ Planning Policy Wales Edition 12 # 6.4.11

application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the proposed decision.

10. CONCLUSION

- 10.1 The proposed layout is marginally acceptable notwithstanding reservations over the road hierarchy (lack of footways on either side of secondary roads), opportunities for structural planting in areas of the scheme and some squeezing of private drives.
- 10.2 Information relating to street lighting is inadequate and the relevant condition cannot be discharged

11. DECISION

Approved & Conditions in relation the Reserved Matters & the following conditions:

- 06 (Recreation Areas),
- 08 (Materials),
- 09 (Hard Landscaping),
- 10 (Boundary Treatments),
- 11 (Management of Open Space),
- 12 (Parking),
- 15 (Emergency Access),
- 16 (Roads, Cycleways and Footways),
- 18 (Estate Roads),
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- 34 (Foul and Surface Water Drainage),
- 39 (Carbon Reduction and Sustainability), and
- 43 (Firefighting Access)

Refused in relation to Condition 22 (Streetlighting),

Reason: Insufficient detail has been provided to discharge the condition.

Additional Conditions

01 Plans: the development shall be implemented in accordance with the following plans and documents:

- Drawing R9138-SMH-25-00-DR-A-0007_P02_Existing Site Plan (Red line)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0201 P12 - Detailed Planting Proposal (1/7)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0202 P12 - Detailed Planting Proposals (2/7)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0203 P12 - Detailed Planting Proposals (3/7)
- Drawing 1562A10 LLA ZZ 00 DR L 0204 P12 - Detailed Planting Proposals (4/7)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0205 P12 - Detailed Planting Proposals (5/7)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0206 P12 - Detailed Planting Proposals (6/7)
- Drawing 1562A10-LLA-ZZ-00-DR-L-0207 P09 - Detailed Planting Proposals (7/7)
- Drawing 1562A10-LLA-XX-XX-SP-L-0301 P01 - Landscape Specification and Details
- Drawing 1562A10-LLA-ZZ-00-DR-L-0401 P05 - Detailed LAP Proposals
- Landscape Management Plan, February 2025 (Document 1562A10-LLA-XX-XX-RP-L-0901 P01)
- Drawing 24519 C 011 J - Engineering Layout (1/3)
- Drawing 24519 C-012-I - Engineering Layout (2/3)
- Drawing 24519 C-013-J - Engineering Layout (3/3)
- Drawing 24519 C-450-D - SUDs Drainage Details
- Drawing 24519 C-451-B - FW Drainage Details (1/3)
- Drawing 24519 C 452 B - FW Drainage Details (2/3)
- Drawing 24519 C 453 B - FW Drainage Details (3/3)

- Drawing 24519 C-014-D - Highways Longsections, Planning (1/2)
 - Drawing 24519 C-015-C - Highways Longsections, Planning (2/2)
 - Drawing 24519 C-016-G - KERBING LAYOUT (1/2)
 - Drawing 24519 C-017-G - KERBING LAYOUT (2/2)
 - Drawing 24519 C-020-H - CYCLE ROUTE PLAN
 - Drawing 24519 C-024-G - Site Sections, Planning
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- Drawing LLAN/STO/001 F - Storey Height Plan
 - Drawing LLAN/MAT/001 F - Materials Layout
 - Drawing LLAN/MANCO/001 E - Management Conveyance Plan
 - Drawing LLAN/COL/001 E - Colour Layout
 - Drawing LLAN/DPL/001 I - Detailed Planning Layout
 - Drawing LLAN/HOU/001 F - House Size Plan
 - Drawing LLAN/BTP/001 F - Boundary Treatments Plan
 - Drawing LLAN/AHP/001 F - Affordable Housing Plan
 - Drawing LLAN/PCP/001 F - Parking & Cycle Plan
 - Drawing LLAN/LOC/02 - Location Plan
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- Llanwern 4E-4G House Type Pack
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- Highways Maintenance and Management, March 2025 (24519-R-601-0)
Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

Pre – construction conditions

02 Alternative Materials: No house shall be finished in Recon Stone Walling Grey. Prior to the construction of the units identified as being finished in this material above slab level, an alternative walling finish in brick shall be submitted to the LPA in writing. Following the LPA's written agreement the revised walling materials shall be used to complete those units.

Reason: these phases are part of a modern development on a site where no similar 'stone' materials have been used. The stone finish would be discordant and inappropriate. Policies GP2 and GP6.

03 Prior to the construction of any dwelling above slab level a scheme of net benefit for bio-diversity including an implementation timetable for identified measures shall be submitted to the LPA in writing. Following the LPA's written agreement the scheme shall be fully implemented as agreed.

Reason: to provide net benefit for bio-diversity on the site in accordance with national and local policy. Policies SP1, SP9 & GP5.

04 Prior to the construction of any area designed for the parking of motor vehicles a scheme of passive provision (minimally ducting) for the charging of ULEVs shall be provided in writing to the LPA. Following the LPA's written agreement the scheme shall be provided as agreed prior to the first beneficial use of the parking area served by that provision.

Reason: to ensure that charging infrastructure can be readily provided in the future in the interests of sustainability, air quality and residential amenity. Policies SP1, GP2 & GP7.

Pre –occupation conditions

03 Waste & Recycling Strategy: No dwelling shall be occupied until such a time as a waste & recycling collection strategy has been submitted to the LPA in writing. Following the LPA's written agreement the strategy shall be implemented fully as agreed thereafter. The strategy shall identify where waste and recycling shall be collected from including storage areas and demarcation of collection areas and shall demonstrate compliance with the LPA's adopted Waste Storage & Collection SPG.

Reason: to ensure waste and recycling can be collected efficiently in the interests of residential amenity, visual amenity, environmental protection, efficient delivery of Council services and highway safety. Policies SP1, GP2, GP4, GP6, GP7 and W3.

General conditions

04 Retention of Green Spaces: No planted spaces forward of the front elevation of any approved dwelling or between any dwelling and any road, footway or cycleway shall be hard surfaced without the prior written approval of the LPA.

Reason: to ensure the retention of green spaces in the interests of Green infrastructure, Placemaking and wider residential amenity. Policies GP2 & GP5.

05 Boundary Treatments: No boundary treatments shall be installed other than as approved. Boundaries not forming part of curtilage delineation shall be provided at the same time as the infrastructure they are associated with.

Reason: to ensure only high-quality boundary treatments are installed in a timely way on the phase in the interests of good design and visual amenity. Policies GP2 & GP6

NOTE TO APPLICANT

01 This decision relates to the following unconditioned plans & documents:

Drawing 24519 C-009-G - REFUSE VEHICLE / SUV JUNCTION TRACKING

Drawing 24519 C 008 K - REFUSE VEHICLE TRACKING TURNING HEADS

Drawing 24519 C-018-K - Visibility Splays, Planning

Drawing 24519 C-019-J - Catchment Plan, Planning

Drawing 24519 C-021-G - FIRE TRACKING

Drawing 24519 C-022-J - PRIVATE PARKING TRACKING LAYOUT

Drawing 24519 C-023-H - Flood Routing Plan, Planning

Drawing 24519 C-026-E - FULL SITE VOLUMETRICS

Drawing 24519 C 029 A - HGV Tracking, Private Shared Drives

Drawing 24519 C-062-A - Delivery Vehicle Tracking, Private Shared Drives

Drawing 24519 C-400-K - SECTION S38 LAYOUT, PLANNING

Drawing LLAN/SS/001 B - Street Scenes, Page 1

Drawing LLAN/SS/002 B - Street Scenes, Page 2

Highways Details Booklet, March 2025 (24519-R-600-Details Booklet-0)

Green Infrastructure Statement – Phase 4E/4G (26.02.2025)

Design Compliance Statement (October 2025)

Design Compliance Addendum. Received 20.01.2026

Drawing 24519 C-025-H - Street Lighting Layout, Planning

Drawing GC3957-CAP-79-XX-DR-E-1303 P01 – Street Lighting (Main Street Layout)

Outdoor Lighting Report (16.09.2021)

02 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). The following Policies were relevant to the determination of this application.

SP1 – Sustainability

SP3 – Flood Risk

SP4 – Water Resources

SP10 – House Building Requirement

SP11 – Eastern Expansion Area

SP13 – Planning Obligations

SP18 – Urban Regeneration

GP1 – Climate Change

GP2 – General Amenity

GP3 – Service Infrastructure

GP4 – Highways Accessibility

GP5 – Natural environment

GP6 – Quality of Design

GP7 – Environmental Protection & Public Health

CE2 – Waterfront Development

CE6 – Archaeology

H2 – Housing Standards

H3 – Housing Mix & Density
H4 – Affordable Housing
T3 - Road Hierarchy
T4 - Parking
T5 – Walking & Cycling
W3 – Waste Management Facilities in Development

03 As consideration of this request did not raise significant additional environmental matters over and above those previously considered as part of the original application, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.