

From: Aled Jones <aled@sustainablestudio.co.uk>
Sent: 21 January 2026 17:38
To: Quinn, Vicky (Senior Planning Officer) <Vicky.Quinn@newport.gov.uk>
Cc: Gabriella Abbott <gabriella@sustainablestudio.co.uk>
Subject: 25/0959 Highways Comments

Dear Vicky,

I note the highways objection published online in relation to the proposals at 159 Chepstow Road. I am unsure how concerned you are by this, but I would like to offer the following points for consideration.

The car park is entirely existing and is proposed to be reused in its current form. It has historically served both Barclays Bank and the Funeral Directors effectively. While the layout and turning arrangements are not ideal, these limitations arise from the site's awkward shape and long-established configuration. In practical terms, there are no meaningful alterations that would improve the situation without fundamentally changing the site, which is not feasible.

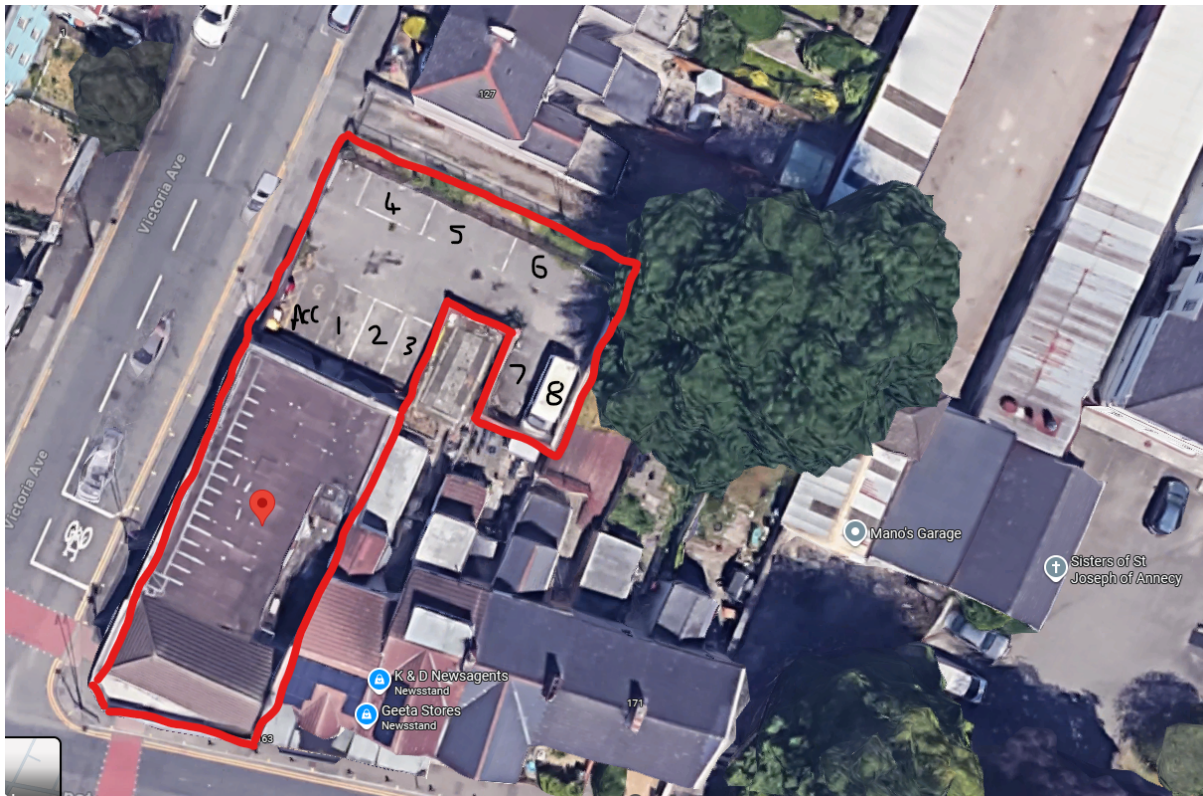
Regarding waste storage, the car park contains several areas where bins were previously located, all of which can continue to be used. The site is fully enclosed to its boundaries, retaining the high level of secure design associated with its former use as a bank. As a self-contained compound, there is no opportunity to store bins or recycling off the public highway while still allowing access for collection. For this reason, a private waste collection service will be required—consistent with the historic arrangement—allowing waste and recycling to be collected from within the car park during agreed operational hours. There is also sufficient space to accommodate cycle storage (Sheffield hoops) if required.

I note Kevin Jackson's comments regarding the lack of gate setback and visibility splay. These features are existing, and the arrangement was explicitly considered and accepted at appeal in 2008 following the Council's refusal of the original application relating to the gates and fencing.

I have marked up the existing and proposed block plan to indicate suitable areas for bin and cycle storage.



The Google satellite imagery clearly shows the established layout, including the Accessible parking space and eight standard spaces. A commercial van is visible occupying space 8 in the imagery. Spaces 4, 5 and 6 are indeed 4.8m rather than 6m in length, as Kevin notes; however, this is an inherited condition rather than a design decision. While it is technically possible to extend these spaces to 6m, doing so would reduce the available area for bin and cycle storage. The site is finite, and we can only work within the physical constraints that already exist.



It would be unfortunate if the repurposing of a long-vacant building were prevented solely because an existing car park cannot be brought up to current highways standards, despite having operated satisfactorily for many years in its present form.

Kind regards,
Aled

Aled Jones BSC(HONS), DIPARCH, ARB, RIBA
Director

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