

Newport City Council
Planning Department
Civic Centre
Newport
NP20 4UR

For the attention of:
Jacob Cooke, Case Officer
Kevin Jackson, Highways Officer

[via email]

Dear Sirs

RE: PLANNING APPLICATION: 25/0861 - 11 PENTRE TAI ROAD RHIWDERIN NEWPORT NP10 8RL

I write further to the Highways Officer's consultation response dated 7 November 2025. Having reviewed the comments in detail, I must register a clear professional disagreement with the conclusion reached. The objection is not supported by technical evidence, is inconsistent with local and national policy, and does not reflect the existing lawful situation or the proportionate approach required for a single dwelling.

For clarity, I address each point in turn.

Orientation of the driveway

The Highways Officer asserts that the driveway does not allow vehicles to approach the highway at an acceptable angle. Respectfully, this is incorrect. Drawing 25-756-TR01 which was submitted as part of the planning application demonstrates that both external driveway spaces allow vehicles to emerge in forward gear and more or less perpendicular to Pentre Tai Road. The manoeuvres shown are typical of domestic properties and are entirely compliant with the Newport Parking Standards SPG.

The Officer's concern appears to be based on an interpretation that any driveway not arranged in a rigid ninety-degree format is unacceptable. No such requirement exists in the Manual for Streets or national guidance. The key requirement is that vehicles can enter and exit safely, which has been demonstrated.

Reference to "extensive" parking areas

It is stated that the scheme provides an extensive area exceeding the maximum of three spaces. This is factually incorrect. The proposal provides three spaces, comprising one garage space and two external spaces, which is exactly the maximum stated in the SPG. The remaining hardstanding simply facilitates the swept paths required for safe access and egress. The SPG caps the number of spaces, not the area of manoeuvring space. There is therefore no breach of policy.

Pedestrian safety and pedestrian visibility

Pedestrian visibility splays of 2.0 metres by 2.0 metres at a height of 600 millimetres are now shown on the revised plan and are fully achievable.

The existing lawful situation

The Officer's response makes no reference to the existing arrangement on site. At present, vehicles are required to reverse to and from the highway in a manner that is materially less safe than the proposed layout. The replacement dwelling rationalises, formalises and improves the current situation. National policy requires authorities to consider whether a proposal would create an unacceptable impact on highway safety. The test is not whether it is theoretically possible to improve the design further but whether the proposal represents a safe and appropriate arrangement. The proposed scheme is demonstrably safer than the extant lawful arrangement.

Comparisons with other local garages

The Officer states that reference to nearby garages is not relevant. However, the manner in which the highway network operates at a local scale is material. Multiple properties in the immediate vicinity access Pentre Tai Road directly, often at angles less favourable than those proposed. In determining proportionality and real-world risk, this context cannot be disregarded.

Traffic volumes

The Highways Officer states that traffic volume is not a critical factor. Whilst pedestrian safety is of course important, national and local policy both require a balanced assessment of risk. Pentre Tai Road is lightly trafficked and subject to low vehicle speeds due to its constrained nature and existing frontage activity. The risk environment is therefore low, and the manoeuvres proposed are wholly compatible with the character and function of the street.

Footway crossing

The comments regarding the kerb arrangement and future street works approvals are noted but have no bearing on the planning issue. Any required S184 licence or footway crossing upgrade can be secured by condition, as routinely applied to domestic applications across Newport. This is not a reason for refusal.

Conclusion

The proposal meets the requirements of the Newport Parking Standards SPG, Manual for Streets and national policy. It provides three compliant spaces, full pedestrian visibility splays, safe forward-gear access from the external spaces, and a layout that is demonstrably safer than the current lawful situation.

There is no evidential basis upon which an objection can be sustained. In view of the above, it is respectfully requested that the highways objection is withdrawn.

Should the Officer require any clarification or wish to discuss the swept path analysis, I would be pleased to assist.

Yours sincerely


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Magna Transport Planning Ltd