

Formal Objection – Planning Application 25/0220

Land off Traston Lane, Newport

49 Traston Road

NP19 4RQ

Date: 20 November 2025

Dear Sir/Madam,

I wish to submit a formal objection to planning application 25/0220 on the following material planning grounds. This revised proposal represents an over-cramped form of development with inadequate and poorly arranged parking, inaccuracies within the Sustainability Matrix, unresolved highway safety concerns, and potential harm to protected trees and a neighbouring community sports facility.

#### 1. Overdevelopment and Over-Cramping of the Site and no CTMP

The applicant proposes 26 dwellings, an increase from the previously approved 21. This intensification results in a noticeably more cramped layout, placing pressure on parking areas, private amenity space, in the surrounding areas. The developer has not provided a construction traffic management plan. There is a private lane on the side of the site, which is hard for the council to enforce, and it will become a civil matter at the cost of the existing residents. Therefore, a CTMP should be put in place before making a decision is made as this could be a highway safety issue.

#### 2. Parking Shortfall and Conflict with Welsh Government Parking Standards

The original proposal included 51 dwelling-adjacent parking spaces, which represented a reasonable and policy-compliant provision. The revised layout provides 47 spaces, of which 5 are located remotely and therefore unlikely to be used by residents. This effectively reduces usable parking and increases the risk of overspill onto the highway and Traston Road.

Highways previously warned that:

- Remote bays are often unused.
- Three-in-a-row/tandem spaces are discouraged.
- Poorly located spaces result in overspill onto the highway.

These issues remain unresolved.

The Sustainability Matrix is also inaccurate, incorrectly claiming:

- A Post Office 400m away (actual distance is over 1 mile)
- Bus services operating 3–4 times per hour (actual frequency is 2 per hour)

These errors artificially increase the sustainability score in an attempt to justify a parking reduction. Welsh Government documents (TAN 18 and Parking Standards 2014) require accurate assessments and do not allow reduced parking where public transport availability is overstated or unreliable.

### 3. Existing On-Street Parking Pressure

Traston Road already suffers significant parking stress during evenings and weekends. Any shortfall within the development would intensify congestion and reduce highway safety, particularly near bends and private drives.

### 4. Impact on Protected Trees (TPO)

Raising ground levels from 6m to 7.4m directly threatens three TPO-protected oak trees. The proposed highway skirts the outer Root Protection Area, risking long-term harm and contravening BS5837 guidance. Due to starvation of vital nutrients and oxygen.

### 5. Impact on Adjacent Cricket Club

The site borders an established cricket club. Increasing the number of dwellings heightens the risk of ball strike incidents, complaints, and potential pressure on the club's lawful use. The absence of a ball-strike risk assessment conflicts with PPW and TAN16 which protects community sports facilities from restrictions caused by new development.

#### 6. Need for Greater Scrutiny

Given the inconsistencies, the inaccurate sustainability scoring, and the attempt to use these inaccuracies to justify reduced parking, the application requires far greater scrutiny. The revised layout fails to address earlier Highways concerns and increases the risk of overspill parking, congestion, and harm to residential amenity.

#### Conclusion

For the reasons above, I respectfully request that Newport City Council refuse planning application 25/0220 or require significant redesign to address parking, highways, tree protection, and sports facility safeguarding issues.

Kind regards,