

Highway Response

Ref: RECON 25/0638

Date: 13/10/25

PROPOSAL: PARTIAL DISCHARGE OF CONDITION 2 (CEMP) OF PLANNING PERMISSION 24/0969 CHANGE OF USE TO VEHICLE HIRE/RENTAL (SUI GENERIS), ERECTION OF A VEHICULAR MAINTENANCE AND WORKSHOP BUILDING, FORMATION OF CAR PARKING AREAS, EV CHARGING POINTS, LANDSCAPING AND ASSOCIATED DEVELOPMENT

SITE: Land Adjacent to and South Of Matalan Newport Retail Park Spytt Road Newport South Wales

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Following receipt of an amended CMP we would update our comments as follows.

Highway recommendation:

No discharge pending further detail and control as requested below.

Highway Comments:

The CEMP now includes a construction site set up plan. It does not show how work progresses or how the site is adopted for each phase. One area of concern is the initial muck away period of around a week which involves 20 HGVs/day operating on a site that has limited hardstanding / turning area. What there is appears to be dedicated to welfare, parking etc.. The situation is not much different for the following stoning up phase.

Furthermore, the CEMP states that a wheel wash area will be identified, but we would expect that to be identified now as it is a key and not insignificant area. It is suggested to be 3m by 10m which is minimal when vehicles up to 12m by 2.5m will potentially need to use it. Larger vehicles will also attend potentially up to 16.5m long but the programming could preclude this in the early (pre-stoning/surfacing) stages. As well as the wash area, manoeuvring space must be considered and will inform the construction site layout.

A gate keeper is proposed to be easily recognised and present, but the key issue is how the gate is managed. Is it open and manned, are vehicles booked to time slots? Where is the waiting area if they cannot be loaded/unloaded immediately? How are they marshalled? Where is the loading area? Where is the turning area. All of these questions need to be answered on a phase-by-phase basis. A critical detail will be the location of the gates. These should allow HGVs to stop clear of highway. The gate positions shown on the set-up plan would require HGVs to stop on highway and cause obstruction and safety issues. They should be set 12m behind back of footway or be kept open and unobstructed during the site's operational hours. During busy phases, we would advocate free access to a waiting area.

It appears that there would be significant enabling works to create and secure existing access points, which should be considered as the first phase and could have significant highway impacts.

Hours of site operation are longer than expected and include local peak periods. There are no restrictions for vehicle movements proposed, which would allow significant volumes of HGVs to enter/leave during peak hours, which would not be acceptable.

Whilst the Plan commits to maintaining clean roads there is no defined regime for inspecting vehicles or roads. This should be included. (who, what and how often).

We also note that the text suggests there is parking for 15 cars, but the plan shows an area that would probably accommodate around 10. It is necessary to demonstrate that these will not track mud from the site as well as HGVs. A stoned or surfaced area should be identified along with access for 15 vehicles, in line with the text.

The Plan refers to lighting "where necessary" for the footway. This should be clarified as site lighting should not overspill significantly onto highway, and the street already has lighting.