

Highway Response

Ref: 25/0177

Date: 31/03/25

PROPOSAL: RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR 3 NO. COMMERCIAL UNITS (USE CLASS B1, B2, B8) 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), 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)

SITE: Llanwern Works Queensway Llanwern Newport South Wales

Case Officer: Geraint Roberts

Highway Officer: Kevin Jackson

Highway recommendation:

Further information requested and minor amendment.

Highway Comments:

The development is compatible with surrounding uses and the local network makes specific provision for cycles and is suitable for HGVs. Cycle parking, electric vehicle charging and disability parking are proposed in proportion to the levels of parking.

Parking standards for the various uses applied for range from 1:80sqm to 1:140sqm. Individual units provide between 1:99 and 1:100. They are therefore considered appropriate for speculative development. The pedestrian access should have a ramp as well as steps to provide access for pedestrians with disabilities.

Provision is shown for servicing, but no swept path assessments have been provided and unit 21 has an irregularly shaped service yard which may be difficult to use. Swept path assessments are therefore requested for a 16.5m articulated truck, to demonstrate that they can enter and leave in forward gear.

The main access road is understood to have been built already, so it is not clear why it would be within the red line. Access to the service road is also shown as existing, but some pedestrian linkages and access to unit 21 are needed.

Unit 21's car park access does not show appropriate kerb radii and these should be amended to be more pedestrian friendly.

The service road has a wide bell mouth (for HGV access) and pedestrians are displaced to cross. Pedestrians should have priority as they are at the top of the hierarchy of users and a more direct shorter crossing should be provided. If necessary this should include a pedestrian refuge as provided for other junctions along this route.

Where dropped kerbs are indicated for pedestrians to cross there should also be tactile paving.

We would have no objection to partial discharge of condition 12 (in so far as the proposals are approved but remain to be provided) but there is insufficient detail to discharge any other conditions.