

Highway Response

Ref: 26/0171

Date: 04/12/25

PROPOSAL: CONVERSION, AND ALTERATION OF DERELICT SITE, RETAINING COMMERCIAL USE TO THE GROUND FLOOR AND CREATION OF 6NO FLATS TO FLOORS 1,2 AND 3

SITE: 83 Commercial Street Newport NP20 1LR

Case Officer: Catherine Aldous

Highway Officer: Kevin Jackson

Highway recommendation:

No objection in principle, subject to amendment and conditions.

Highway Comments:

This revision is an improvement on 25/0153 in so far as the cycle and bin storage has been separated for commercial users and residents. However, the detail is still lacking for the cycle stores and there is no access for service vehicles (notably refuse collection).

The required standard for cycle storage is similar for both staff and residents being "long stay". It must be enclosed, secure and have natural surveillance or CCTV. Lighting will be needed at the rear if it is not already provided. This can all be addressed via condition.

The servicing is obstructed by the parking. Commercial vehicles are typically around 2.5m wide and would be expected to reverse into the yard. The echelon parking leaves only around 2m for access, barely sufficient for cars. All vehicles would have to reverse in/out from/to highway.

The development is within parking zone 1 and the SPG requires 0.5 to 1 space per residence within this area. Highways consider it would be more appropriate to provide two parallel spaces, which would allow space to turn and for service access. Electric vehicle charging should also be provided. Subject to an amendment to provide safer parking and servicing, along with a condition to provide vehicle charging, Highways could support the proposals.

In summary Highways would not offer any objection in principle subject to the following conditions.

Suggested conditions:

Except for site clearance and remediation and notwithstanding the approved plans, no development shall commence until a scheme identifying areas of parking and servicing in accordance with the Council's current standards, has been submitted to and approved in writing by the Council as Local Planning Authority. The development shall not be brought into use until the areas identified have been surfaced, drained and permanently marked out or demarcated in accordance with the details agreed. The parking and servicing areas shall be retained as such thereafter.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.

Except for site clearance and remediation No development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of any unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.