



Skerryvore Designs Ltd.

The Warehouse
Wern industrial Estate
Rogerstone
Newport
NP10 9FQ
E: contact@skerryvoredesigns.com

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Response to Highways comments

The comments made refer to the need for extra information and also refers to the use of the site area.

To confirm the use within the site; this is to be the headquarters of the business bringing much needed employment to the area.

The business operates a distribution service and has alternative sites for vehicle storage/parking at their Cwmbran Depot.

As an explanation of the operations of the Wern Industrial Estate the site will operate the collection and distribution of materials. the rear yard is the main operational area, and this application deals with what is phase one of the modernization of the site which will eventually include the removal of the front former garage repair area/storage , which currently isn't fit for purpose, as storage, as its too low.

In answer to the direct points raised (in bold);

- 1. It is not clear how the site will operate. It appears that the office will displace the HGV parking and the car parking is already used for outdoor storage. The site appears to support two businesses requiring HGVs to access the rear of the property as well as the front, meaning that the roadway must be kept clear.**

Firstly, apologies there was an error on the submitted site plan, which has been previously corrected and resubmitted, but may have been omitted from the consultation with the Highways Engineer, this correction omitted the area to the rear of the current site which is operated by Drainrod. Drainrod have right of way across the access road, to the private highway at the front. They have no parking or rights of access to the rest of the site and have their own transport facilities to the rear. So, in confirmation the current site doesn't contain two businesses, it is only one business which is One2one, this currently operates its vehicles from the large parking/dropping off area, and with this application they are bringing the front area into useful operation. The front area is currently used for overnight parking of vehicles, but this will stop when the consent is granted and the site brought into use.

There are no swept paths provided and there are no internal pedestrian routes or cycle parking.

The swept path analysis has been added to the application, it was originally not thought to be necessary as the site basically operates as it did prior to this application. We have no issues in showing this additional information. The internal cycle parking is indicated on the block plan. We have also added a footpath to the parking area, and indicated parking in the front courtyard for office staff.

Demonstrate sufficient HGV/commercial and staff parking, manoeuvring space, safe pedestrian routes and cycle provision.

With this information it is hoped that the Highways consultee can now support the proposals as presented, the further information/amendment included in this statement.