

RM Plot N70 (Units 19-21) – Ref. 25/0177

Indurent response to Highways and Landscaping Comments

Highways 31/03/25	Indurent Response 23/06/2025
Highway recommendation:	
<i>Further information requested and minor amendment.</i>	Comment noted.
Highway Comments:	
<i>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.</i>	Comment noted.
<i>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.</i>	Comment noted.
<i>The pedestrian access should have a ramp as well as steps to provide access for pedestrians with disabilities.</i>	A ramp has been accommodated for Unit 21 and is now shown on the revised Proposed Site Layout drawing ref. 701103-RLA-25-XX-PL-A 0003 Rev A.
<i>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.</i>	Please note that a swept path drawing was provided with the submission – see Vehicle Swept Path Analysis drawing. This drawing has been updated as part of this response – see drawing ref. 25105-RLL-25-XX-DR-C-2006 Rev P02 and is considered to be acceptable.
<i>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.</i>	The main access road is included due to guidance to show how the land links to a public highway. The access into this phase has already been approved under Reserved Matters ref. 14/1020.
<i>Unit 21's car park access does not show appropriate kerb radii and these should be amended to be more pedestrian friendly.</i>	Rodgers Leask civil engineers have reviewed the bellmouth in the Unit 21 car park and this has been amended to satisfy the comments as shown on the Proposed Highways Layout (ref. 25105-RLL-25-XX-DR-C-2001 Rev P02). The proposed layout is therefore considered to be an improvement for pedestrians and is considered acceptable.
<i>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</i>	The bellmouth into this phase has already been approved under RM ref. 14/1020 and constructed. Rodgers Leask civil engineers have

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<i>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.</i>	still reviewed the bellmouth and concluded that a pedestrian refuge is unable to be accommodated without resulting in significant other highway modifications. It is considered, however, that the crossing point further into the phase (demarcated by tactile paving and dropped kerbs) is at a narrower section of road and is therefore considered acceptable.
<i>Where dropped kerbs are indicated for pedestrians to cross there should also be tactile paving.</i>	Tactile paving is now shown on the proposed plans for avoidance of doubt. See Proposed Highways Layout drawing ref. 25105-RLL-25-XX-DR-C-2001 Rev P02.
<i>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.</i>	The level of information and detail provided with the application is consistent with other RMs for other phases across the business park, therefore, it is unclear what information is outstanding to support the full discharge of condition 12 and other conditions of relevance to Highways. NCC to confirm what information is required, or if this is an oversight.
Landscaping (April 2025)	
SIGNIFICANT DEVIATION FROM APPROVED MASTERPLAN WITH LANDSCAPE IMPACTS ALSO AFFECTING GLAN LLYN	
<i>The proposal is for Use Classes B1, B2 and/or B8 whereas the approved masterplan shows B1(A) offices. The larger scale buildings required for B8 use are more difficult to assimilate into the landscape and will result in a higher landscape impact, affecting Glan Llyn users and residents to the west of Monks Reen.</i>	Noted. The Employment Sub Area Masterplan (as approved under application ref. 14/1124) is intended as a guide to the development phases only, rather than to be slavishly applied. The proposals for this phase are consistent with the level of detail provided across the other phases at Indurent Park Newport.
<i>Full planting plan details (1-3) and a Landscape management Plan by rps are submitted. I have no comments on the detail other than it would be helpful if rps could submit one general arrangement planting plan.</i>	A Detailed Soft Landscape GA Plan has now been prepared by RPS as requested (see drawing ref. 5124-RPS-XX-XX-DR-L-9017 Rev P04).
<i>The substantial number and semi-mature nursery stock size of trees along with native mixed hedges will soften the impact of the buildings from Queens Way, but treatment on this boundary does not reflect the masterplan proposal of a key entrance feature, shown as a waterbody. The rear of the three commercial units</i>	The comments regarding the acceptability of the proposed treatment along the Queens Way is welcomed and is considered acceptable. As noted above, the Employment Sub Area Masterplan (approved under application ref. 14/1124) is intended as a guide to the development phases only, and therefore, the indicative location of

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<i>would potentially be visible across Monks Ditch from Phase 5E and the 'Football Pitches and Pavilion' – refer approved Glan Llyn East Area Master Plan.</i>	the waterbody is therefore no longer required. This follows the full drainage strategy for the site having now been agreed including drainage attenuation details. In terms of the comment regarding visibility of the phase from the residential phase beyond Monks Ditch, the layout has now been revised so as to deliver a continuous landscaping strip along the Monks Ditch boundary, to include structural tree planting, a native hedgerow and a temporary fencing (whilst the landscaping establishes). The revised proposal therefore addresses the comments regarding visibility and is considered acceptable.
<i>The same landscape treatment using semi-mature trees and native mixed hedges is proposed along Monks Ditch but only where space allows.</i>	Comment noted, however, additional space has now been accommodated for additional landscaping between Unit 21 and the Monks Ditch boundary.
<i>Landscape concern along Monks Ditch arises from:</i>	
▪ <i>the extensive use of gabion baskets, this is not a high-quality solution to level changes and indicates an over-developed site.</i>	On review of the layout, it has been confirmed that gabions are no longer required and have therefore been removed from the proposal and accompanying drawings.
▪ <i>impact from unit 21 where space is so tight there is insufficient room to accommodate even a hedge. No structural planting (trees, hedges) is shown and the rear of the building will be openly visible across Monks Ditch affecting residents and users of the football pitches, pavilion and LEAP.</i>	As above, the layout has been revised so as to deliver sufficient room for structural tree planting and native hedge screening along the Monks Ditch boundary. As shown on the revised drawings, a temporary fence is also proposed along the Monks Ditch boundary to assist with screening the phase from the adjacent residential phase at Glan Llyn whilst the hedgerow and trees establish. The proposed fence is intended to be a standard Heras type site fencing for security purposes.
▪ <i>the proposal is not in line with the approved Celtic Business Park masterplan or description of planting along Monks Ditch (below).</i>	As noted above, the Employment Sub Area Masterplan (approved under application ref. 14/1124) is intended as a guide to the development phases only, rather than to be slavishly applied.
<i>The concerns are driven by the Site Plan, there is no more that planting mitigation can deliver.</i>	The layout of this phase has been amended to address the comments and is shown on the revised and new drawings provided.

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	The layout is considered to be acceptable and can therefore be supported.
<i>I would strongly recommend the layout is revised to accommodate trees and hedges and allow a continuous landscape character along Monks Ditch as shown for units 19 and 20.</i>	The design team have reviewed the layout and through further refinement have modified the layout so that it is possible to deliver additional landscaping and structural planting along the Monks Ditch boundary. A continuous landscape strip with trees is now therefore proposed along the entirety of the boundary with Monks Ditch to deliver a betterment on the previous layout.
<i>It would help further analysis and discussion if the landscape context within Glan Llyn and along Monks Ditch could be shown in plan view and a landscape drawn section (by rps) provided to illustrate the relationship between the scale of the units, the ditch, and to show the context within Glan Llyn.</i>	RPS have prepared a new Detailed Soft Landscape Plan Sections drawing (ref. 5124-RPS-XX-XX-DR-L-9018 Rev P04) which shows the relationship of the phase with the Monks Ditch.