

Highway Response

Ref: 26/0402

Date: 17/07/26

PROPOSAL: DEMOLITION OF THE EXISTING DERELICT STRUCTURE AND THE DEVELOPMENT OF A MIXED USE BUILDING PROVIDING A GROUND FLOOR COMMERCIAL UNIT AND 5NO. SELF CONTAINED RESIDENTIAL FLATS ABOVE

SITE: 149 Commercial Road Newport South Wales

Case Officer: Jacob Cooke

Highway Officer: Kevin Jackson

Highway recommendation:

Further information /amendment requested.

Highway Comments:

The proposals include five number one-bed flats accessed from the rear. The plans do not show any gates or paths at the rear.

Cycle parking is indicated, but it is vertical storage which is not suitable for many users and there is no separation of commercial and residential provision. Furthermore, it shares access with the bin store which also fails to segregate commercial and residential waste. Details of security and lighting should be added/conditioned and at least some Sheffield style racks should be included for inclusivity.

Electric vehicle chargers are indicated but not positioned appropriately for the car parking. Cables would have to be placed across the garden to reach the cars.

In terms of parking, the development does not meet the parking standards, as the provision is far below the maxima set out in the SPG. Notwithstanding that the area is known to have significant parking pressures, which already lead to unlawful / unsafe and inconsiderate parking practices, the parking arrangement cannot be supported. The drives have zero pedestrian or vehicular visibility.

Any parking would need to have reduced wall height (<600mm) for 2m either side of it and would not meet the requirements of the SPG anyway. Surfacing and drainage could be conditioned. Assuming the commercial element to be extant use, the proposals would require an additional 6 spaces (max) to meet the SPG requirements.

The visibility issues would be exacerbated by bins on collection day.

In terms of deliveries there are bays along the frontage for servicing and sufficient space at the rear to service the residential element.

In summary, there are a number of issues that could warrant objections. However, most could be addressed by amended design and conditions. The parking objection would only relate to visibility issues, not quantity.