

Highway Response

Ref: 25/0942 amended plans

Date: 23/04/26

PROPOSAL: CHANGE OF USE FROM OFFICE SPACE TO 5 NO. APARTMENTS

SITE: 13 Clytha Square Newport NP20 2EF

Case Officer: Jacob Cooke

Highway Officer: Kevin Jackson

Following receipt of amended plans, we would update our comments as follows.

Highway recommendation:

No objection to the change of use (subject to conditions) but objection to the access arrangement proposed.

Highway Comments:

The proposals do not include any provision for cycle parking. This should be secured by way of condition and must provide for separate households so needs to be secure, inclusive, weatherproof and easily accessed.

The bin storage appears to be split by refuse type, not property, so we would question if there's a buildings manager/refuse strategy proposed to ensure these are put out for collection and returned to storage.

In terms of servicing and access the proposed use is considered less onerous than the extant. The SPG requires 9 spaces for the office use but only 6 for the proposed residential use.

We note that the proposals include changes to the access which results in an excessively wide opening and no betterment in terms of visibility. Whilst the existing visibility is sub-standard there would likely be less use of the drive.

It appears that the drive has been used for 4 cars previously (Google maps). We would not support tandem parking for separate households or commercial uses, but it is possible without any changes. Widening the drive only encourages access/egress at higher speeds.

For the avoidance of doubt Highways would not object to relocating the gate post if the drive were not widened and nothing capable of growing higher than 600mm where planted here. (This would improve pedestrian visibility).

Given the de-intensification of use Highways could not insist on improvements, however if changes are to be made, they must be improvements to avoid objection. We also note a bin in front of the wall which would have to be relocated at the developer's expense, and no alternative location is proposed.

Whilst Highways would welcome improvements to the visibility splays, we would not support the proposed changes to the access. This therefore raises objections on highway safety grounds but is not needed.

For the avoidance of doubt, Highways would not object to widening the drive to form a double drive where cars are perpendicular to highway and the wall is reconfigured to provide pedestrian visibility splays of 2m x 2m at a height of 600mm

Any increased parking or change of use should be accompanied by electric vehicle charging provision being secured by way of condition.

Any changes to the drive would require amendments to the footway crossing to enable lawful use. This requires separate licence from highways. It is independent of planning.

In summary we would object to the proposals as a whole on highway safety grounds with reference to the access and parking proposals but would not object to the building conversion subject to conditions relating to EVC and cycle provision.

Should the Planning Officer be minded to approve (with or without amendments to the wall, we would request the following conditions.

Suggested conditions:

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety.

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 each 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.

Prior to first occupation of the development hereby permitted a servicing and waste management strategy shall be submitted to, and approved in writing by, the Council as Local Planning Authority. For the avoidance of doubt the strategy shall set out design and operational proposals for servicing and the storage, transfer and collection of waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.

Reason: To ensure that adequate on-site provision is made for waste management collection including allowance for the storage, transfer and collection of waste to reduce impact on residential amenity and the general amenity of surrounding occupiers.