

Highway Response

Ref: RECON 25/0775

Date: 22/12/25

PROPOSAL: CONSTRUCTION OF FIVE LIGHT INDUSTRIAL UNITS AND ASSOCIATED ACCESS

SITE: J W Bowkett Electrical Installations Ltd Factory Road Newport NP20 5FA

Case Officer: Catherine Aldous

Highway Officer: Kevin Jackson

Following receipt of additional information, we would update our comments as follows.

Highway recommendation:

Holding objection pending further detail/amendment.

Highway Comments:

The additional information has addressed the pedestrian route within the site to some extent. It leads pedestrians to the car park of the existing office block. It does not lead them safely to the entrances of new or existing units. Pedestrians visiting the new block must negotiate a route past the goods inward yard. Further consideration is needed to avoid objection, particularly for the new units.

The access is not detailed except in terms of carriageway width. There is no indication of how pedestrian visibility is achieved or how vehicles are segregated from the pedestrian desire line at the entrance. As a minimum 2m x 2m pedestrian visibility splays are needed on both sides of the access. We would also expect there to be separate pedestrian and vehicular gates, even if they are adjacent.

Swept path assessments have been provided for small commercial vehicles, but it is clear from the assessments that larger vehicles could make the manoeuvres. Furthermore, it has been demonstrated that the occasional articulated vehicle could negotiate the site. Highways are content to accept that there is adequate provision for servicing.

Short stay cycle parking has been indicated. This is not sufficient for employment where enclosed and secure parking must be provided if employees are to cycle. There is clearly sufficient room to provide suitable accommodation, so this could be conditioned, but we would suggest it would be better addressed now, along with the pedestrian provision.

Car /commercial parking for existing and proposed units has been satisfactorily addressed.

In summary the access and internal layout are still not acceptable in terms of pedestrian safety. In addition, cycle parking proposals are also inappropriate. Highways consider these points can be readily addressed to avoid objections on policy and safety grounds.