

TECHNICAL NOTE TN06 REV 00

RESPONSE TO NEWPORT CITY COUNCIL CONSULTATION COMMENTS

Project:	Proposed Discount Food Store Development
Application Ref:	24/0782
Location:	Queen's Way, Glan Llyn, Newport
Author:	Jim Budd
Ref:	SCP/240426/TN06 Rev 00
Date:	10 April 2025

Introduction

1. This Technical Note responds to the highways-related comments issued by Newport City Council (NCC) dated 12th March following the meeting between the Council and the applicant, Lidl GB, on 10th February 2025.
2. The following schedule details the outstanding highways issues and our considered response to each item. The note should be read with reference to the following appendices:-

- | | |
|-------------------|--|
| Appendix 1 | Proposed masterplan (ref: P400 Rev P); |
| Appendix 2 | Drawing ATR06 , swept path exercise for a maximum-legal articulated HGV servicing the Lidl store; |
| Appendix 3 | Drawing ATR07 , swept path of an 11m refuse vehicle; |
| Appendix 4 | Drawing ATR08 , swept path exercise for a mini-bus to and from the nursery, and |
| Appendix 5 | Drawing ATR09 , swept path exercise for a 7.5t panel van servicing the commercial units. |

Ref.	Schedule of Comments and Responses
1.	NCC Comment – Bus Stop Provision <i>It was noted that the inner ring road within the Glan Llyn estate is to be circular bus route and that currently no bus stops are shown close to the local centre. The Council confirmed that the proposed bus stop location plan referred to for the wider site is not agreed, as stops are coming through via reserved matters applications by St Modwen.</i> SCP Response The closest stops to the local centre are currently just 500m away. This represents a circa 6.5 minute walk, just 90 seconds more than would result if stops were the recommended 400m (5-minute walk) away. This is not sufficiently distant to make bus unviable as a choice of mode for employees and customers in the early stages of store operation before the wider estate is completed and bus services re-route. We assume that this initial level of service has been accepted as being appropriate for the first phase of the surrounding residential development, and so it must remain appropriate for this part of the Local Centre. The new areas of residential development are within an easy walking distance already of the application site and so demand for bus patronage will not be high. St Modwen have committed to providing a bus stop adjacent to the local centre on Bessemer Drive. This bus stop will serve the services planned for the wider development and address the concerns raised by NCC. Further details of this proposal will be outlined as discussions between St Modwen and NCC's Public Transport and Monitoring Officer progress during the build-out of the remainder of the permitted Local Centre and wider residential development. Discussions with that officer have confirmed as follows:- <i>“We are looking to install a bus shelter at the front of the Estate but anything regarding bus services will be on hold until the circular route is completed and we have not been given a timescale for that yet from St Modwen. We will obviously install shelters where required and look to extend one or both bus routes that currently dip into the estate when all road surfaces have been completed.”</i> St Modwen have entered into a section 106 agreement with NCC to fund bus improvements for nine years following the first anniversary of the first occupation of the 100th dwelling. As a result

	of this legal agreement, St Modwen are in constant dialogue with the city council as the rest of the development and local centre is built out to bring forward bus infrastructure as the development progresses.
2.	NCC Comment – Northern Access NCC raised concerns regarding access into and out of the site along the northern boundary. The pedestrian desire line cuts across the servicing bay with risk of conflicts. SCP Response The latest site masterplan can be found attached as Appendix 1. The route into and out of the site to and from the north has been amended such that it takes a more direct route from the opening onto Bessemer Drive by the nursery (point 1, below) to the store along Lidl's frontage. The circulation space along Lidl's store frontage has been widened significantly much improving the environment for pedestrians. A comparison between the approved masterplan for the local centre and Lidl's reserved-matters application for the site is provided in the image below:-  Approved Local Centre outline masterplan  Lidl's reserved matters application in context The proposed site layout follows more closely that approved as part of the Local Centre masterplan. The pedestrian route of the approved masterplan between the north and south parcels of the site crosses the shared service yard entrance across which delivery vehicles would reverse. Those vehicles would pull adjacent to the disabled bays and standard parking spaces of the northern retail/commercial unit.

	The proposed RM masterplan includes a short pedestrian route across the top of Lidl's loading bay ramp only. That ramp will service just one or two articulated HGVs per day which will both deliver goods and remove waste (see drawing of the proposed swept path manoeuvre for an articulated HGV at Appendix 2). There are no other vehicles that routinely service Lidl. Lidl will control deliveries and time them for when the store is either closed (overnight, assuming no noise impact) or trading more quietly. Logistically, this is the most efficient way in which to service the store and it is the operation that is in place across the vast majority of Lidl's circa 1,000-store UK estate. There is no risk to pedestrians as a result of these manoeuvres; HGVs are large, easily visible vehicles that move slowly within the customer car park, are fitted with reversing alarms, and are driven by experienced and professional drivers working for hauliers that are under contract to Lidl. Before leaving the regional distribution centre (RDC) each driver is given precise instructions as to the timing and routeing of deliveries to the store, and that includes both the external route on the adopted highway, and the internal route within the customer car park. These issues will all form part of the Delivery, Servicing and Waste Management Plan that Lidl will have in place for the store once in operation. Access to the wider site is well afforded for pedestrians originating from the wider Glan Llyn development. Wide footways, tactile paving and zebra crossings provide dedicated routes throughout the site. In addition to this, the pedestrianisation of the area to the east of the development will further facilitate a fluid and safe environment for pedestrians visiting the proposed site and the wider local centre. The proposed reserved-matters masterplan is more accessible than the approved, with five connections into and out of the wider area, rather than four.
3.	NCC Comment - Servicing In terms of the smaller commercial units we will control amalgamation since there is no delivery bay proposed. We consider larger units with different delivery requirements would not be acceptable here and will preclude them. Smaller units might be reasonably serviced without a dedicated bay. SCP Response The proposed masterplan now has an opening from the bin store in the north-eastern corner of the site directly onto Bessemer Drive/Main Street. Routine refuse collection would be more

	likely to now take place from the main estate road, on street, in the same way that residential refuse collection will operate. Notwithstanding that assertion, we have demonstrated by reference to the drawing at Appendix 3 that a large refuse vehicle (circa 11m) can access the north-eastern bin store and egress the site in forward gear. This vehicle type is also a useful proxy for a standard 10m rigid HGV if the commercial units were to generate such activity. At Appendix 4, we have illustrated the swept path of a 17-seater mini-bus into and out of the nursery parking area. There is now a hatched area in front of Unit 1 of the commercial units which will cater for the requirements of such vehicles in reducing the reversing distance and allowing them to exit the area in forward gear. At Appendix 4, we have illustrated the swept paths of a 7.5t panel van circa 8.44m long. These, together with LGVs of a similar size to the 17-seater mini-bus are the more likely delivery and servicing vehicles which would be associated with the three commercial units.
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Conclusion

3. The additional information provided in this Technical Note confirms that each concern raised within the NCC response has been addressed in full.
4. The range of delivery vehicle types that can be accommodated within the site provides the comfort required with regard to the future flexibility of the commercial units in terms of their operational requirements being safely met.
5. The revised masterplan provides greater accessibility to the wider area than the approved Local Centre masterplan for pedestrians and cyclists, and the internal layout has been amended to address the concerns of NCC with regard to safe routes through the site.
6. Lidl's loading bay ramp will be less-intensively used than the entrance into what would have been a shared service yard on the approved Local Centre masterplan. There will therefore be less interaction between pedestrians and HGVs within the site, but even so, Lidl's DSWMP will confirm frequency and timing of deliveries and Lidl's preference is always to service out of store opening hours, subject to residential amenity.

7. This Technical Note therefore concludes that the application for a new discount foodstore, nursery and 3no. commercial units on land west of Kings Wall Drive, Newport should be capable of being supported in highways terms.

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APPENDIX 1

SCHEDULE OF AREAS (TYPE 1300):	
SALES	=1334 m ²
WARE HOUSE	=410 m ²
ANCILLARY	=218 m ²
GIA	=1962 m ²
SCHEDULE OF AREAS GIA (UNITS):	
UNIT 1	=131m ²
UNIT 2	=133m ²
UNIT 3	=131m ²
NURSERY (GF FOOTPRINT ONLY)	=352m ²
CAR PARKING NUMBERS:	
TOTAL CAR PARKING NUMBERS	134
LIDL CAR PARKING	104
NURSERY & RETAIL PARKING	30

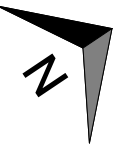
THIS DRAWING IS COPYRIGHT, AND REMAINS THE PROPERTY OF HTC ARCHITECTS. IT MUST NOT BE REPRODUCED, USED, DISCLOSED OR TRANSMITTED TO THIRD PARTIES IN ANY FORM, IN WHOLE OR IN PART, WITHOUT PRIOR WRITTEN PERMISSION.

DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

BOUNDARY BASED ON MASTERPLAN FROM SGP ARCHITECTS

BASED ON TYPE 1300 BASE PLAN 26.02.24

DISPOSAL LAND AS PER SKETCH DESIGN BY CORSTORPHINE & WRIGHT ARCHITECTS



Updated in line latest Corssadden drawings				KA
P	03/04/2025	revised	01.04.2025	Drawn
Rev.	Date	Description		

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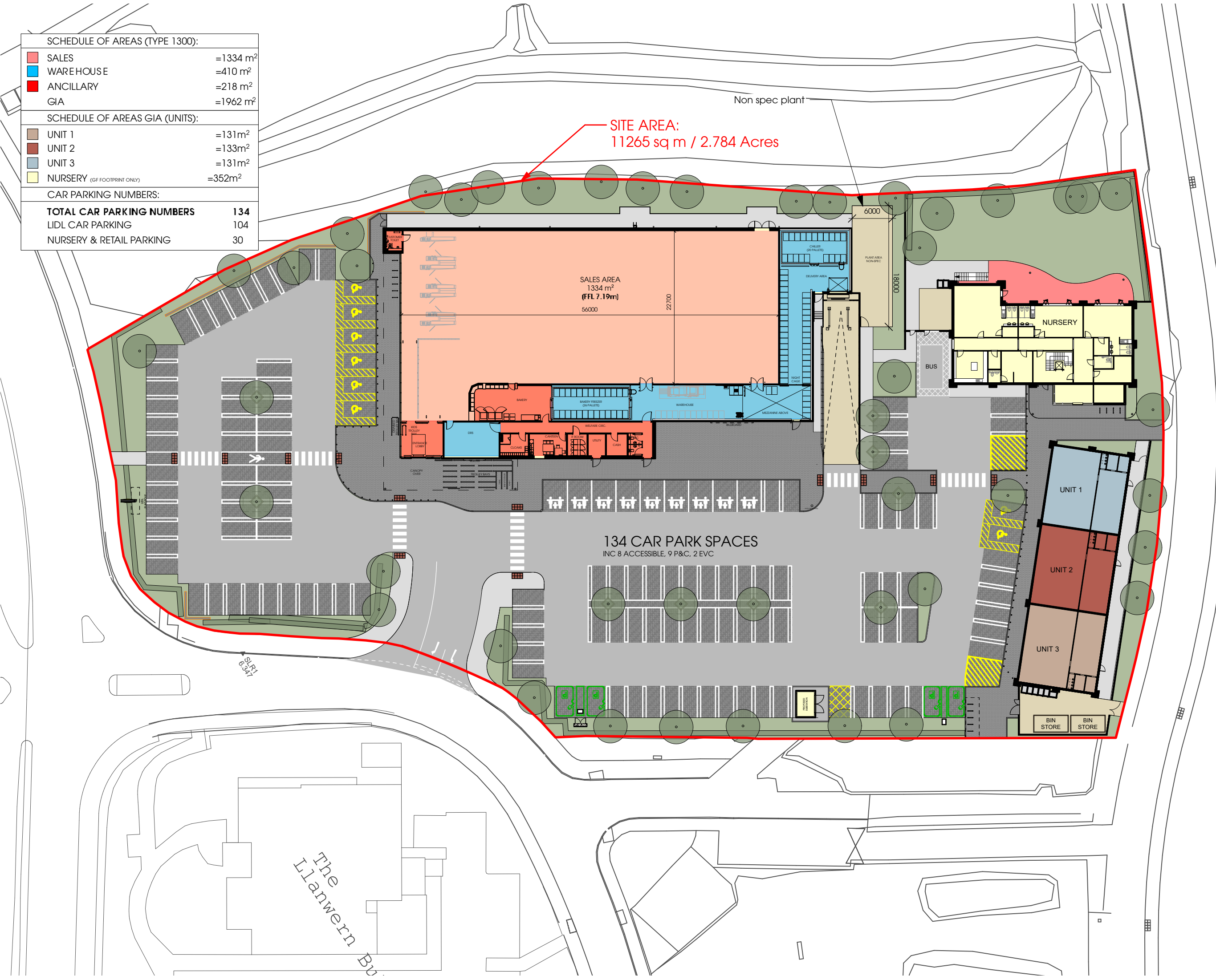
client
Lidl GB Ltd.



project
**Glan Llyn
Newport**

drawing title
Proposed GA Masterplan

date **July 2024**
status **Planning**
scale **1:500 @ A3**
drawn **BM** checked **-**
job no. **3211** dwg no. **P400** rev. **P**



S|C|P

APPENDIX 2

Z:\Job Library\2024\240426 - Lidl, Queen's Road, Glan Llyn, Newport\Drawings in Progress



NOTES

Artic
Tractor Width : 2550
Trailer Width : 2550
Tractor Track : 2550
Trailer Track : 2550
Lock to Lock Time : 6.0
Steering Angle : 42.7
Articulating Angle : 70.0

REV	DESCRIPTION	DATE	BY
REVISIONS			

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

Project Title:

NEW LIDL, QUEEN'S ROAD, NEWPORT

Drawing Title:

SWEPT PATH ANALYSIS
- 16.5m ARTICULATED VEHICLE
(Based on 3211 P400P
Proposed GA Masterplan)

Drawn By:

WB

Date:

04.04.2025

Checked:

JRB

Scale@A3:

1:500

Approved:

JRB

Status:

PLANNING

Drawing No.

SCP/240426/ATR06

Rev.

-

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APPENDIX 3



NOTES

11300

1665 4825

Dennis Eagle 6X4 RHS 2013

Width

Track

Lock to Lock Time

Steering Angle

mm

: 2500

: 2500

: 6.0

: 32.1

REV	DESCRIPTION	DATE	BY
REVISIONS			
SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com			
Client Name:			
Project Title: NEW LIDL, QUEEN'S ROAD, NEWPORT			
Drawing Title: SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE (Based on 3211 P400P Proposed GA Masterplan)			
Drawn By: WB		Date: 04.04.2025	
Checked: JRB		Scale@A3: 1:500	
Approved: JRB		Status: PLANNING	
Drawing No. SCP/240426/ATR07			Rev. -

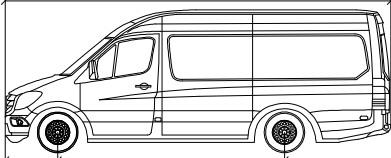
S|C|P

APPENDIX 4



NOTES

6704



1023

3750

Ford 17-seater

mm

Width

: 2126

Track

: 2126

Lock to Lock Time

: 6.0

Steering Angle

: 40.0

REV	DESCRIPTION	DATE	BY
REVISIONS			
SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com			
Client Name: 			
Project Title: NEW LIDL, QUEEN'S ROAD, NEWPORT			
Drawing Title: SWEPT PATH ANALYSIS - MINI BUS (Based on 3211 P400P Proposed GA Masterplan)			
Drawn By: WB		Date: 04.04.2025	
Checked: JRB		Scale@A3: 1:500	
Approved: JRB		Status: PLANNING	
Drawing No. SCP/240426/ATR08			Rev. -

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APPENDIX 5



NOTES

Fuso FIGHTER (2019)
mm
Width : 2470
Track : 2240
Lock to Lock Time : 6.0
Steering Angle : 39.3

REV	DESCRIPTION	DATE	BY
REVISIONS			
SCP an RSK company Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com			
Client Name:			
Project Title: NEW LIDL, QUEEN'S ROAD, NEWPORT			
Drawing Title: SWEPT PATH ANALYSIS - PANEL VAN (Based on 3211 P400P Proposed GA Masterplan)			
Drawn By: WB		Date: 04.04.2025	
Checked: JRB		Scale@A3: 1:500	
Approved: JRB		Status: PLANNING	
Drawing No. SCP/240426/ATR09			Rev. -