

Highway Response

Ref: 25/0775

Date 13/10/25

PROPOSAL: CONSTRUCTION OF FIVE LIGHT INDUSTRIAL UNITS AND ASSOCIATED ACCESS

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

Case Officer: Catherine Aldous

Highway Officer: Kevin Jackson

Highway recommendation:

Further information requested.

Highway Comments:

The principle of the development does not raise any issues and the site appears to have had some similar prior use, however there are a lot of details that must be addressed if Highway support is to be gained.

Access is to be taken from a HGV turning circle, which is currently abused for unlawful parking perpendicular to the kerb. The applicant should provide more detail of the access. Key concerns include the location of existing and proposed gates as well as visibility impacted by high walls. Highways would not support a simple hole in the wall and would seek improvement of the amended access as well.

For the avoidance of doubt, highways would prefer a combined access here, but do not object to an additional access subject to the design standard and retention of sufficient manoeuvring space within the site.

We note that access to the existing offices is to be fenced off, and new gates provided. Whilst this is acceptable (not ideal) it would clearly reduce the space available for HGV manoeuvres within the proposed development site. A swept path of a 16.5m HGV should be provided for the new units to demonstrate that there is sufficient room remaining for it to enter/unload and leave in forward gear. Whilst they are unlikely to operate such vehicles, they will have no control over the fleet that delivers to them.

The plans do not indicate any safe or protected pedestrian routes within the site and these should be incorporated to garner support.

The submission suggests there is enough parking for the new development (which is accepted) however it does not establish the ratio of demand to provision for the retained offices. These must be shown to retain parking in line with current guidance, or supporting evidence will be needed. The surrounding highways already have high parking demand.

Disability parking is not appropriately positioned and obstructs the cycle storage, which is not of an appropriate standard for long stay (staff) use. These both raise potential objections, but there is clearly sufficient room to provide more appropriate facilities. Cycle storage should be fully enclosed and secured with 1m spaces between Sheffield racks. Disability parking should be conveniently located to serve all units.

Electric vehicle charging or passive provision should be provided for the units.

In summary, there are no in principle objections however the proposals as submitted would raise a number of objections relating to layout and detail. That said highways do not consider there to be any insurmountable issues if the layout is amended.