

From: Martyn Richards
Sent: 02 May 2014 17:12
To: Geraint Nicholas Roberts
Subject: 13/1279 - Land To South Of Glan Usk Primary School, Herbert Road, Newport

Land To South Of Glan Usk Primary School, Herbert Road, Newport

DEVELOPMENT OF 249 DWELLINGS AND ASSOCIATED WORKS INCLUDING BOUNDARY TREATMENTS, RETAINING WALLS, VEHICULAR ACCESS, PARKING, PATHWAYS AND LANDSCAPING AFFECTING PUBLIC RIGHT OF WAY 407/1

I refer to the recent re-consultation in respect of the above application and have the following comments to make in regard to the additional information received.

Traffic Generation – I have no objection to the proposals in terms of traffic generation subject to a contribution of £5,000 towards the re-validation of the existing signalised junction at Clarence Place. The Council's public transport officer has also requested a contribution towards the implementation of additional Peak hour services along Caerleon Road which are currently over capacity at these times. The amount requested is £75,000.

I have also had discussions with the applicant regarding the proposed improvements to pedestrian linkages in the vicinity of the site, a brief description of the off-site improvements is provided in the EIA. I can confirm that these proposals are acceptable. The applicant will be required to enter an appropriate Highway Agreement with the Council in order to facilitate these works which will also involve the provision of a pelican crossing on Caerleon Road.

With regard to the site layout I note that there have been some amendments to the proposals. The main issue relates to the proposed parking courtyard serving plots 203 -212. This parking area will have little natural surveillance which gives rise to concerns regarding the potential for anti-social behaviour, a poor quality environment and the likelihood that residents will not park in their allocated spaces in favour of parking on-street at the front of the properties. This is likely to generate an unacceptable demand for on-street parking.

Notwithstanding the above comment I note that Plots 205 and 206 do not appear to have rear access to the parking court which further increases the likelihood that the allocated parking will be severely underused. This type of situation is increasingly evident in other developments within the Authority area such as Alexandra Gate.

Parking space for Plot 102 appears awkward to access and would benefit from being moved away from the adjacent spaces.

Previously the riverside footway was shown as being 3m wide along its length, this is considered necessary to accommodate the school pedestrian traffic, users currently benefit from a wide paved route to school and it is felt that this should be retained.

I note the proposal to utilise a permeable paving system for the initial length of access road, this is acceptable in principle but will be subject to infiltration tests to confirm suitability of use.

Regards

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