

Usk Way, Newport

Transport Note: S73 Application

Client: **Tai Hedyn**

16 June 2026

Document Reference: **C25229/TN01**

QUALITY MANAGEMENT

REPORT DETAILS

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Client	Tai Hedyn	
Project Name	Usk Way, Newport	
Report Title	Transport Note: S73 Application	
Report Ref.	TN01	
Project No.	C25229	
Date	16/06/2026	

ISSUE HISTORY

Issue No.	Status	Date	Produced by	Approved by	Revision Details
1	Final	30/04/2026	GP	DC	First Issue
2	Final	16/06/2026	GP	DC	Second Issue

NOTICE

This report has been prepared for Tai Hedyn in accordance with the terms and conditions of appointment. Apex Transport Planning Ltd cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

The material presented in this report is confidential. This report has been prepared and is intended solely for Tai Hedyn for use in relation to the Usk Way, Newport project.

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1. INTRODUCTION

- 1.1.1 This Transport Note (TN) has been prepared by Apex Transport Planning Ltd on behalf of Tai Hedyn (formerly Newport City Homes) in support of a Section 73 planning application at land adjacent to Endeavour House, Usk Way, Newport ('the site').
- 1.1.2 This application seeks to vary conditions attached to the planning permission granted in December 2021 (App Ref: 21/0983) to facilitate amendments to the approved scheme. The proposed changes are being brought forward to ensure compliance with the requirements of the Building Safety Act 2022 and updated Building Regulations.
- 1.1.3 The proposed site layout plans are included in Appendix A.
- 1.1.4 The purpose of this TN is to review the transport implications of the proposed amendments and to confirm that the development would not give rise to any greater transport impacts than those previously accepted by Newport City Council (NCC), as set out within the approved Transport Statement (TS) submitted with the 2021 application (TS Ref: C21028.TS01.Iss1).
- 1.1.5 The applicant is proposing minor material amendments to the approved scheme in order to comply with updated Building Regulations and fire safety requirements. The revisions principally comprise:
- A reduction in the height of two residential blocks
 - Internal reconfiguration of a third block
 - Reconfiguration and improvements to design of car parking spaces
 - Provision of additional detail in relation to Electric Vehicle (EV) charging infrastructure
 - Minor amendments to the ground floor commercial units, including the removal of the A1 bike rental/store unit and its replacement with a plant room, together with a minor reduction in the A3 commercial floorspace
- 1.1.6 The proposed amendments relate to minor design and compliance changes only and do not materially alter the scale of development, which remains consistent with the consented residential-led scheme comprising 122 residential units.
- 1.1.7 The overall level of cycle parking provision remains unchanged and in accordance with the approved scheme.
- 1.1.8 No changes are proposed to the approved site access arrangements or wider access strategy.
- 1.1.9 The number of car parking spaces remains unchanged. The layout has, however, been subject to minor reconfiguration, including improvements to the design of parking spaces and EV charging provision. Where amendments to the parking layout are proposed, updated swept path analysis has been undertaken to confirm the continued suitability of the site for cars, refuse vehicles and service vehicles.
- 1.1.10 The following section of this TN focuses on the reconfiguration of the car parking layout, including the design and arrangement of parking spaces and associated EV charging provision, and demonstrates that these amendments do not give rise to any material change in transport impact, with the conclusions of the previously approved Transport Statement remaining valid.

2. CAR PARKING

- 2.1.1 The application includes minor reconfiguration of the car parking layout, together with improvements to the design of parking spaces, including EV charging provision.

- 2.1.2 The total number of car parking spaces, including accessible, EV charging and motorcycle spaces, remains consistent with the consented scheme, with a total of 65 car parking spaces and 3 motorcycle spaces provided across the site. With no change to the development quantum, the level of parking provision remains consistent with that previously accepted by NCC. There have been no material changes to relevant parking standards or policy requirements since the consent was granted. As such, the previously accepted level of parking provision remains appropriate.
- 2.1.3 The proposed layout shows that all parking spaces have been designed in accordance with the parking standards SPG, with standard spaces measuring a minimum of 2.4m x 4.8m and served by suitable aisle widths.
- 2.1.4 The provision includes three accessible bays in accordance with the parking standards SPG and consistent with the consented scheme. Whilst the location of these spaces has been revised, they remain conveniently located throughout the site in accordance with best practice. The design of accessible spaces remains unchanged, measuring 3.6m x 6.0m (including 1.2m access zones).
- 2.1.5 The level of EV charging provision remains consistent with the approved scheme, with a total of 7 spaces provided. The design and location of these spaces has been updated and improved as part of the revised layout. The spaces measure 2.4m x 4.8m and include additional 1.2m access zones to facilitate access to charging infrastructure and ensure they remain practical and accessible for users.
- 2.1.6 The revised parking spaces, including the EV charging spaces, has been designed to ensure that vehicles can safely and conveniently manoeuvre within the site. This is demonstrated by the swept path analysis provided in Appendix B, which confirms that a large car can safely access and egress the spaces and parking areas.
- 2.1.7 Swept path analysis has also been undertaken for larger vehicles, including a 10.2m long refuse collection vehicle representative of those used by NCC. The analysis demonstrates that such vehicles can safely manoeuvre within the site and exit in forward gear. On this basis, the layout is also suitable for standard fire appliances. These arrangements remain consistent with the previously consented scheme.

3. SUMMARY AND CONCLUSIONS

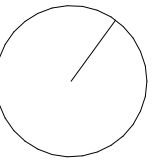
- 3.1.1 This Transport Note has reviewed the transport implications of the proposed amendments submitted under this Section 73 application.
- 3.1.2 The assessment confirms that:
- Site access arrangements remain unchanged
 - Pedestrian and cycle access remain unchanged
 - There are no changes to the internal road layout
 - The number of residential units remains unchanged at 122 dwellings
 - The number of car parking spaces remains unchanged, with only minor reconfiguration and improvements in the layout and design of spaces
 - The number of cycle parking spaces remains unchanged.
 - Updated swept path analysis confirms that a large car can safely access and egress the parking spaces, and that larger vehicles, including refuse collection vehicles, can safely manoeuvre within the site and exit in forward gear
 - The layout is also suitable for standard fire appliances and remains consistent with the previously consented scheme

- 3.1.3 As the proposed amendments do not alter the scale of development, the proposals would not give rise to any material increase in traffic impact over that previously accepted.
- 3.1.4 The proposed scheme remains consistent with the conclusions of the approved Transport Statement submitted with the previously consented scheme, and the development continues to be acceptable in transport terms.
- 3.1.5 This TN should therefore enable the highway authority to provide a positive recommendation on the Section 73 planning application.

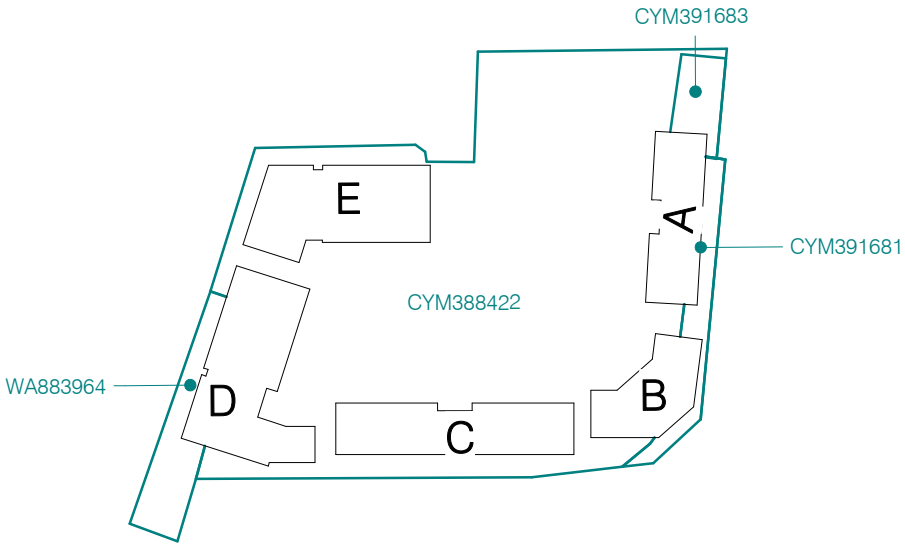
Appendix A Proposed Site Layout Plan



- Notes:
1. Drawings must not be scaled and any discrepancies must be reported immediately.
 2. The drawing is to be read in conjunction with all other relevant project drawings and schedules.
 3. Dimensions indicated are structural.
 4. Drawing must be printed in colour to ensure all elements are clearly identified.



KEY PLAN



KEY

- Norm. 550mm Raised Planters
- 1100mm Metal Railings
- 1100mm Brick Wall
- Knee-rail fencing
- Grass
- Block paving
- Bench / seating
- 1100mm high PPC mild steel gate

Schedule of Accommodation

- 5 x 3 Bed Maisonettes
- 68 x 2B Flats
- 49 x 1B Flats
- Total Unit numbers: 122

Commercial

- A3 Commercial 01: 81.7m2
- A3 Commercial 02: 79.4m2

Vehicle Parking:

- Car Parking Spaces: 55
- Wheelchair Accessible Spaces: 3
- Electric Vehicle Parking Spaces: 7
- Motorcycle Parking Spaces: 3
- Long stay cycle parking spaces: 110
- Short stay cycle parking spaces: 18

Rev.	Description	BD	AL	10.06.26
P1	Issued for approval			
Rev.	Description	Drawn	Check	Date

FOR APPROVAL

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Project
Usk Way, Newport

Client
HEDYN

Drawing Title

Proposed Site Plan

Job no.	Org.	Zone	Level	Type	Role	Description	Status	Rev.
4211	PEN	- ZZ	- ZZ	- DR	- A	- 1101	S4	P1

Scale
As indicated @ A1

Date
Jun' 26

NOTES: Do not scale. All dimensions are in millimetres unless stated otherwise

Proposed Site Plan

1 : 250

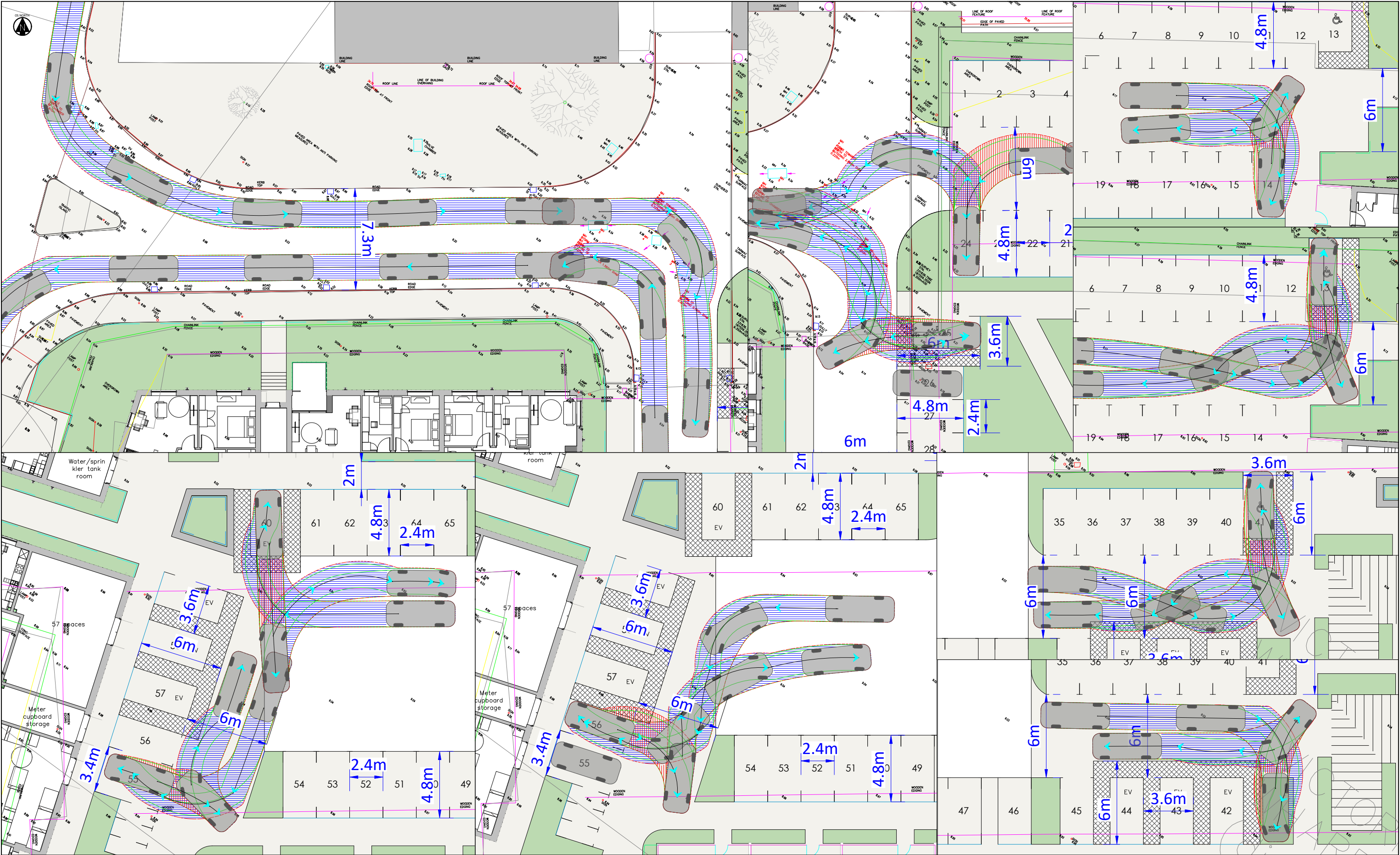
Secured by Design Notes:

The external Bike Store (adjacent to Block B) will need to be supplied by a Secured by Design Certified company.

Pedestrian paths between apartment blocks leading to the courtyard to be well lit.

CCTV coverage of the site is highly recommended.

Appendix B Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

DESIGN VEHICLE

Large Car

metres

Width : 1.87

Track : 1.87

Lock to Lock Time : 6.0

Steering Angle : 36.9

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

NOTES

1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes.

2. The content of this drawing is subject to detailed design considerations such as, but not limited to: ground conditions, utilities and statutory undertakers' apparatus, drainage, levels, signage, lining, structures.

3. Where information has been obtained from third-party sources (including highway authority records and utility data), such information has been relied upon in good faith as available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third party data.

4. The extent of adopted highway shown (where indicated) has been based on third-party information and is indicative only. Verification with the relevant highway authority is recommended.

5. This drawing is based on Ordnance Survey mapping: Ordnance Survey © Crown Copyright 2026. All rights reserved. Licence number 100022432.

6. This drawing has been prepared to scale based on the best information available at the time of preparation. While reasonable care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon uncritically. Dimensions, levels and extents should be verified by site survey and through subsequent detailed design prior to any technical approval, detailed design, or construction.

7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works.

8. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted to any third party.

9. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 278, or other highway agreement without further design development and formal approval.

REVISIONS

Rev	Date	Description	By	App
P04	09/04/26	Fourth Issue	GP	DC
P03	02/04/26	Third Issue	GP	GP
P02	20/03/26	Second Issue	GP	DC
P01	23/02/26	First Issue	GP	DC

CLIENT

TAI HEDYN

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USK WAY, NEWPORT

Apex

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TITLE

SWEPT PATH ANALYSIS USING LARGE CAR

PROPOSED SITE LAYOUT

PROJECT NO.

C25-229

STATUS DESCRIPTION

INFORMATION

DRAWING NO.

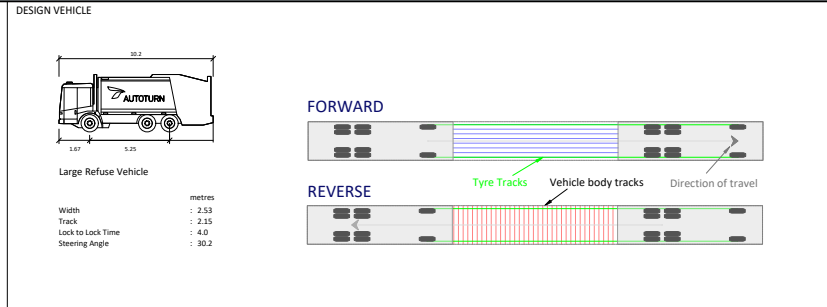
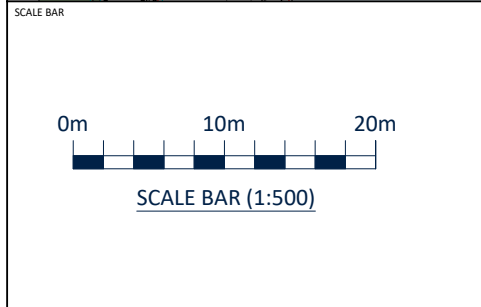
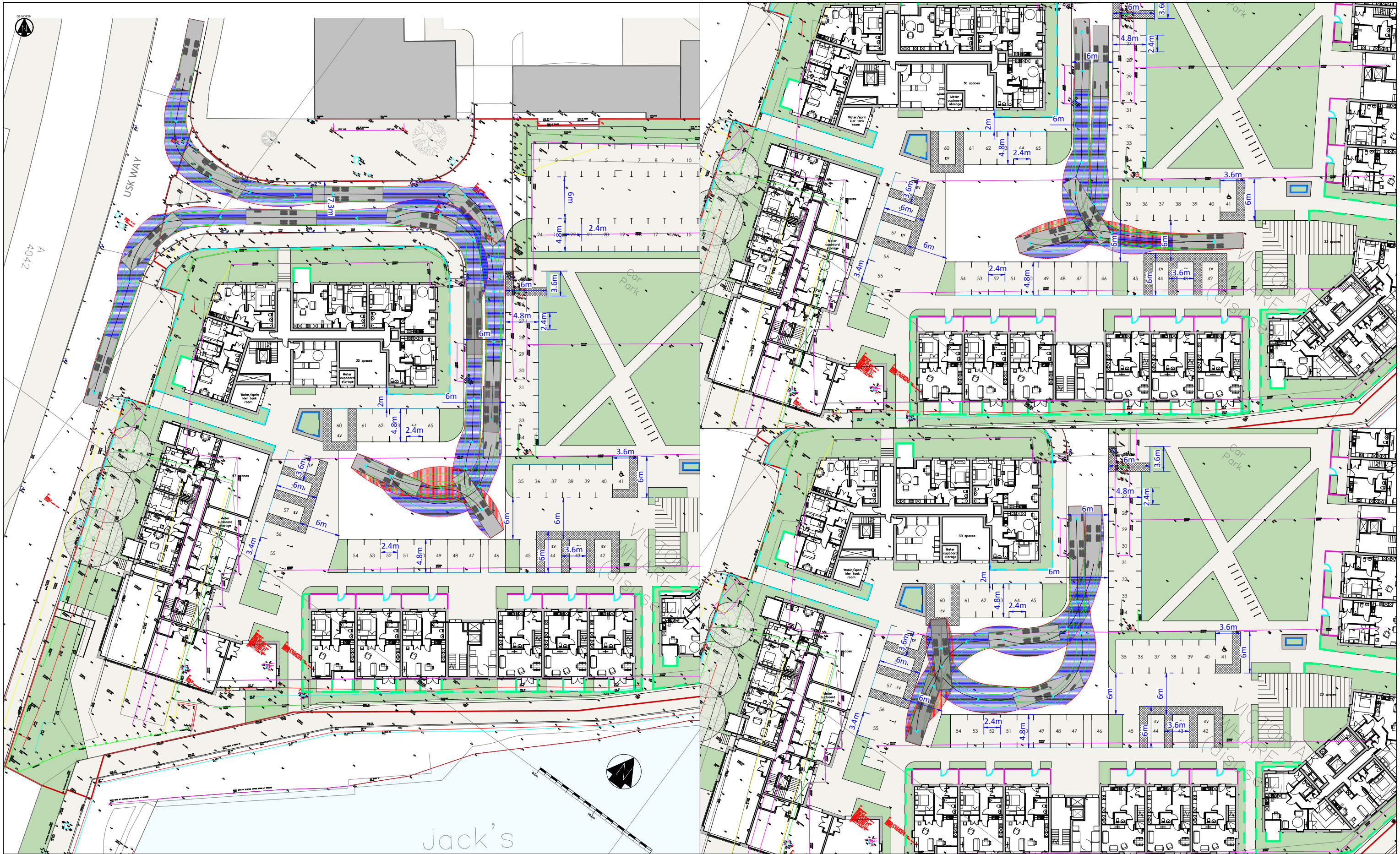
C25229-ATP-DR-TP-001

SCALE @ A3

1:250

STATUS

S2



NOTES

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REVISIONS			By		App	
P02	09/04/26	Second Issue	GP	DC		
P01	23/02/26	First Issue	GP	DC		
Rev	Date	Description	By	App		

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CLIENT
TAI HEDYN

PROJECT
USK WAY, NEWPORT

TITLE			
SWEPT PATH ANALYSIS			
LARGE REFUSE VEHICLE			
PROJECT NO.		SCALE @ A3	
C25-229		1:500	
STATUS DESCRIPTION			STATUS
INFORMATION			S2
DRAWING NO.			
C25229-ATP-DR-TP-002			