

Highway Response

Ref: 25/0447

Date: 07/07/25

PROPOSAL: CHANGE OF USE TO SHOP (A1 USE) INCLUDING NEW SHOPFRONT AND ROLLER SHUTTER

SITE: Building At Rear of the Avenue Clytha Square Newport South Wales

Case Officer: Marnie Ostler

Highway Officer: Kevin Jackson

Highway recommendation:

Not supported or policy compliant.

Highway Comments:

The plans are annotated as garage spaces and both ends of the building have footway crossings providing vehicular access to the building. It therefore appears to be parking. However, the application form states that the extant use is commercial storage.

It is important to understand which is correct only insofar as parking policy is applied. If the lawful use is storage, then there would be no loss of parking. Either way Highways do not consider the building suitable for parking as there is no inter-visibility between emerging vehicles and pedestrians. We would not therefore necessarily object to the loss of parking if that's the case but cannot support a loss of parking where there is clearly a high parking stress level.

Either way a condition to make good and level the footway crossings on both elevations would be requested if the application is successful.

Introducing a shop increases the demand for parking. There is limited day-time parking for non-residents (customers) and no adjacent provision for staff.

It is noted that the parking restrictions do not apply after 8pm but the shop would be open until 11pm. This would result in a clash with peak residential parking demand.

Based on the SPG the shop should have 2 car spaces and one commercial space, as opposed to just one commercial space for the storage use.

Only one full time and two part time staff are expected (from the application form). It is likely therefore that any increase in parking is likely to be marginal. Cars parked at the entrance would however block the visibility for vehicles emerging from Grove Lane. Whilst this is unlawful and therefore not grounds for objection, we would anticipate this happening.

In terms of servicing, it seems reasonable to assume this would be on the southern elevation only. Large service vehicles would probably obstruct Grove Lane but can unload in "no waiting" areas (double yellows). We would not expect any vehicles above 12m length, which can negotiate the adjacent streets safely. In conclusion therefore any servicing impact is likely to be negligible when compared to the existing in terms of traffic. (Others should consider noise etc..)

The application suggests that waste would only be put out on collection day. There are however no suitable collection areas identified. Waste would impact highways in terms of amenity and obstruction. As this is commercial waste however, we would suggest that it should remain inside until the private collection service arrives.

Should the application be successful, a service management plan may be appropriate.

In conclusion, Highways would not support the proposals, but any highway related impacts are limited. Should the Officer be minded to approve we would suggest conditions relating to hours of opening, service management and making good footway should be considered.