

Highway Response

Ref: 24/1034

Date: 06/01/25

PROPOSAL: PROPOSED DEVELOPMENT TO CREATE 2NO. DETACHED DWELLINGS WITH DETACHED DOUBLE GARAGES AND ASSOCIATED PARKING

SITE: 15 Ridgeway Newport NP20 5AF

Case Officer: Catherine Aldous

Highway Officer: Kevin Jackson

Highway recommendation:

Holding objection pending further information relating to access and highway safety.

Highway Comments:

The submission does not include detail of the proposed changes to the access (if any). This will be a key issue for Highways. The existing access does not meet current requirements for access to multiple properties, in particular form, width and pedestrian visibility splays (2mx2m at 600mm height). The rockery/wall either side appears to be above 600mm high and one side appears to be third party land. It would be necessary to reconfigure the access and relocate it 2m from the boundary to avoid an objection on highway safety grounds. A typical private drive / cul-de-sac form would be required.

Furthermore, there is no information regarding servicing and Highways would require provision for waste collections and delivery vehicles. The private drive must be designed to current standards and should include a turning head and minimise the need for HGVs to reverse (max 12m). A bin collection point would be needed within the site, so as not to impact highway.

Cycle parking and electric vehicle charging will be secured by way of condition for all new units.

It is not clear how many bedrooms are proposed/existing and this will determine the number of parking spaces required (one per bed). The existing unit must retain three spaces and any internal arrangements will need to consider safe access for all. Highways would not support multiple access points from highway.

At this stage Highways would not be supportive, but it appears likely that a suitable private drive could be created. The applicant should refer to the standards contained within the All Wales Design Guidance, but broadly speaking this would require radius kerbs and footway into the site, with appropriate pedestrian facilities and 5.5m minimum width of carriageway (and potential issues with trees, drainage and statutory undertakers' plant). Beyond that we would anticipate a shared surface approach with lighting.

The new drive would not be adopted and a maintenance plan may be secured via condition, to protect future residents, however it should still be built to an adoptable standard.