

## Highway Response

Ref: 25/0220

Date: 24/04/24

**PROPOSAL:** 26 AFFORDABLE DWELLINGS, NEW ACCESS WORKS, LANDSCAPE PLANTING, A NEW PUMPING STATION AND ASSOCIATED WORKS

**SITE:** Land At Traston Lane Newport South Wales

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

### Highway recommendation:

Further information requested.

### Highway Comments:

The access is not sufficiently detailed and will require a s111 Agreement to be entered into. Whilst the finer construction detail can be left to the s111 process we would only be able to support the development with a clear access proposal. The applicant should note that all highway works will be at no cost to the Highway Authority, but separate licences are needed independent of planning.

We are unable to scale the plans so also seek confirmation of dimensions, critically carriageway, footway and parking spaces. We note some constraints at the access, but generally footway should be maintained at 2m width and carriageway at 5.5m.

Anything less than 5.5m doesn't allow for on street parking which will be needed. The lay-by does not help and should be removed.

In terms of parking, we would request confirmation of unit sizes but would comment that 3 spaces in a row will not be supported. Also, spaces that are not immediately to the front or side of a unit will not be supported. Experience shows that these are not used, and parking occurs on street. this may be problematic on bends or junctions/turning areas.

Where double drives are proposed we would suggest that the associated path is positioned to one side. This reduces the width of footway crossing needed, which can prejudice pedestrians and parking provision on street.

There is no detail of electric vehicle charging. This can be addressed via condition but will be difficult for remote parking spaces.

All units appear to have access to the rear and sheds, but there is no detail of cycle storage for the flats. This could be addressed by way of condition as there appears to be sufficient space for a suitable provision (secure and weatherproof).

Assuming that units 23-26 are flats, these could be accessed by a footway crossing (dropped kerb) but the path should be retained.

Units 21 – 22 do not have sufficiently wide footway and could not place bins on it without causing obstruction.

The side arm of the turning head needs to be made deeper to accommodate delivery vehicles which could be up to 12m in length.

In conclusion, further information and amendments are needed to garner highways' support.