

Highway Response

Ref: 24/0827

Date: 24/06/25

PROPOSAL: OUTLINE APPLICATION FOR A NEW DWELLING

SITE: 1 Trinity View Caerleon Newport NP18 3SU

Case Officer: Francesca Sanders

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on highway safety grounds.

Highway Comments:

Following receipt of amended parking proposals and more detailed plans, it is clear that the current proposal relies upon a dropped crossing that would be 11.5m wide. This cannot be supported as it prejudices pedestrian road users with ambulatory and vision impairments. In this case the impact is increased by the existing gradient adding to the effect of the dropped kerb on those with pushchairs/wheelchairs etc..

The site already has a dropped crossing, which we would suggest could be extended. Subject to boundary treatment/visibility this would be acceptable. If it is not used it would have to be made good anyway. This would impact the layout in so far as the garage would be relocated.

Separate licence is required for works in the highway in addition to any planning consent.

Gradients of 1 in 8 are very steep and should be avoided, but can be accepted for domestic drives for constrained sites.

Cycle parking is not proposed, but there is access to the rear for bin and cycle storage, so this can be conditioned. A 6x4ft shed would be most appropriate for cycle storage.

Visibility splays will be required for the existing and proposed drives, but have not been demonstrated, despite previous comments. These are 2.4 x25m plus 2m x2m at a height of 600mm, which will constrain the boundary treatments. Gates would not be acceptable and boundaries between and adjacent to the drives cannot be built planted or allowed to grow above 600mm.

The dimensions, drainage and materials for the drive are critical to Highway approval and have not been set out. These can be addressed via conditions, along with the need for electric vehicle charging.

In summary, the extent of the footway crossing and gradients combined with omitted information make the proposed access unacceptable from a highways' perspective. We would recommend refusal on highway safety grounds or an amended access arrangement and conditions as previously suggested.