

Highway Response

Ref: RECON 25/0220

Date: 26/01/26

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:

The Sustainability Study requires additional information to justify parking. Bin collection points are needed for the flats. All other issues can be addressed via conditions.

Highway Comments:

The access has now been sufficiently detailed and will require a s111 Agreement to be entered into.

We note some constraints at the access, but generally footway is maintained at 2m width one side and 1.5m on the other side and carriageway at 5.5m. Given there is no through route these dimensions are acceptable.

5.5m allows for limited on street parking which will be needed as visitor provision is remote, as is unit 21's parking.

In terms of parking, we note the inclusion of the sustainability assessment, but there is no information to support it. Taking it at face value it would allow units with two spaces each to be accepted. The additional information does not provide the missing detail, so sustainability and SPG requirements for parking are not clearly established.

There is no detail of electric vehicle charging beyond locations. 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. These need greater security and Sheffield stands to prevent shared storage being used for anything else. which is not essential for houses. 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 one-bed flats are flats, the parking is sufficient but results in a lot of dropped kerbs together with a short standard footway between. We would suggest this could be improved, but do not formally object, given the limited number of units served. This could however prejudice any s38 application (for adoption).

As previously stated, units 21 – 22 do not have sufficiently wide footway and could not place bins on it without causing obstruction. We would expect some provision for a collection area to be made. Unless a collection area is proposed there would be an objection on grounds of amenity and obstruction/impact on disabled highway users. This could also prejudice any application for adoption.

Remote parking for units 8 and 21 is not fully supported. However, the carriageway width is confirmed to be 5.5m so street parking would not raise any safety issues.

Updated swept path assessments have now been provided for an appropriately sized RCV/delivery vehicle. The issue is therefore addressed satisfactorily.

In conclusion, further information and amendments are needed to garner highways' support, but progress is noted.

Should the Officer be minded to approve the application we would request conditions as below.

Recommended conditions:

Except for the purposes of constructing the initial site access, there shall be no movement of construction or other vehicles between the highway and the application site until that part of the access extending from the nearside edge of the highway boundary of Traston Rd for a minimum distance of 15 metres into the site has been appropriately paved in a bound material such as tarmac, concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: In the interests of road safety to prevent loose surface material/debris from being carried on to the public highway thus causing a potential source of danger to other road users.

No dwelling within the development hereby approved shall be occupied until that part of the internal highway infrastructure which provides access to the to the individual dwelling has been constructed to binder course surfacing level (or paved) and is available for use in accordance with the approved plans.

Reason: To ensure that satisfactory access is provided before the development becomes operative in the interests of road safety and the convenience of users of the highway.

Except for site clearance and remediation no development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport.

No works shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of demolition/construction has been submitted to and approved in writing by the Council as Local Planning Authority.

The method statement shall include, but not be limited to:

- Construction traffic routes, including provision for access to the site
- Entrance/exit from the site for visitors/contractors/deliveries
- Location of directional signage within the site
- Siting of temporary containers
- Parking for contractors, site operatives and visitors
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction
- Temporary roads/areas of hard standing
- Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements
- Storage of materials and large/heavy vehicles/machinery on site
- Measures to control noise and dust
- Details of street sweeping/street cleansing/wheelwash facilities
- Details for the recycling/disposing of waste resulting from demolition and construction works
- Hours of working
- Phasing of works including start/finish dates

For the avoidance of doubt all construction vehicles shall load/unload within the confines of the site and not on the highway.

The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Council as Local Planning Authority.

Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers.

A scheme for the provision of electric vehicle charging points, or passive provision, shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be provided prior to first occupation of each unit and retained as such thereafter.

Reason: To ensure that appropriate provision for current and future electric and electric/hybrid vehicles and encourage more sustainable means of transport.

Informative Notes:

It is an offence to carry out any works within the public highway without permission of the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980 the Highway Authority must specify the works to be carried out and only the Highway Authority or contractor approved by the Highway Authority can carry out the works. Therefore, prior to commencing any works that affect the access you must contact the Council's Highway Maintenance Team for further details.

It is an offence to carry out any works within the public highway without permission of the Highway Authority. The grant of planning permission will require the applicant to enter into a S278 /111 Agreement with the Council as Highway Authority. The applicant is advised to contact the Council's Traffic Management, Road Safety & Adoptions Team to ascertain the details of such an agreement and the information to be provided. For the avoidance of doubt all works shall be carried out at nil cost to the Council.

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed temporary stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. All closures required shall be at nil cost to the Council. The applicant is advised to contact the Council's Traffic Management, Road Safety & Adoptions Team.

Street name and/or property numbering is required as part of this development. Developers are required to contact Newport Council who are the street naming and property numbering authority to arrange for addresses to be attributed to the development. Developers or property owners cannot attribute property numbers or addresses themselves. In the first instance, the applicant is required to contact the Council's Traffic Management, Road Safety & Adoptions Team for further details. Please note there is a fee for this process which shall be advised upon application.

The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 & 149 of the Highways Act 1980.