

Highway Response

Ref: 25/0220

Date: 17/11/25

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, but not supported without clear access detail.

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.

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.

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. 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.

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.

Remote parking for units 8 and 21 is not fully supported. However, if the carriageway width is confirmed to be at least 5.5m they would not cause any harm by parking on street.

It is not clear what service vehicle has been tested, but it appears to be short. The side arm of the turning head needs to be made deep enough to accommodate delivery vehicles which could be up to 12m in length.

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