

Highway Response

Ref 25/1048

Date: 15/12/25

PROPOSAL: DEVELOPMENT OF 2 NO. DWELLINGS

SITE: Land To South of Cwrt Camlas Rogerstone Newport South Wales

Case Officer: Jacob Cooke

Highway Officer: Kevin Jackson

Highway recommendation:

No objection subject to amendment to parking and conditions.

Highway Comments:

This submission varies from the pre-app in the quantum of parking and the way it is provided. Highways do not support three deep parking drives. This is partly because they are not usually used as three spaces and partly due to the impacts of shuffling if they are.

One of the properties shows two spaces across and one tandem space behind, which is an acceptable way to achieve three spaces. This may be achievable for both properties, but it should be noted that where parking is against a wall additional depth is needed to avoid cars being left overhanging Highway. We would expect 5.5m depth for such spaces, but at least 5m is needed.

As this appears to be a minor and achievable amendment highways would not object subject to the following conditions.

Suggested Conditions:

The development shall not be implemented until the surface water drainage of the individual plots within the site has been designed to prevent the discharge of water on to the highway.

Reason: To prevent unnecessary surface water from being deposited on to the highway thus causing a potential source of danger to other road users.

No part of the development shall be brought into use until visibility splays of 2 metres by 2 metres have been provided on each side of the access. The depth shall be measured from the back of footway; and the width measured outward from the edges of the access. The splays shall be created clear of obstructions to visibility at or above a height of 0.6 metres above footway level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility in the interests of road safety.

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Cwrt Camlas for a minimum distance of 5 metres into the site shall be appropriately paved in a bound material such as tarmacadam, concrete, block pavements or other material approved in writing by the Council as Local Planning Authority.

Reason: 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 in the interests of road safety.

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

Reason: To permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety.

Notwithstanding the details shown on the approved plans parking space adequate for not less than three cars to be stored clear of the highway shall be provided within the curtilage of each dwelling prior to first use of the development hereby permitted. The precise manner in which such provision is to be made shall have first been submitted to, and approved in writing by, the Council as Local Planning Authority and, if necessary, include for a widening of the existing driveway opening and associated pavement crossing facility. The parking facilities so provided shall be kept free for that specific use thereafter. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any Order revoking or re-enacting that order), no building works, would reduce this provision, shall take place except following the express grant of planning permission by the Council.

Reason: To ensure adequate secondary off-street parking space is provided/maintained, without overhanging of the footway in order to maintain unimpeded visibility for all road users, to ensure the safe and free flow of traffic and to assist pedestrian safety.

The development shall not be brought into use until the areas indicated on the submitted plans to be set aside for cycle parking have been provided in accordance with the details and specifications shown in drawing number SD1028-04. The cycle parking shall be retained as such thereafter.

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 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.

Street name and/or property numbering is required as part of this development. Developers are required to contact the 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.