

**From:** Steve Groucott <steve\_groucott@hotmail.com>  
**Sent:** 14 January 2026 13:21  
**To:** Quinn, Vicky (Senior Planning Officer) <Vicky.Quinn@newport.gov.uk>  
**Cc:** Robert Peterson <robertpeterson.peterson@gmail.com>  
**Subject:** Re: 25/1056 - Bramley Highways

Hi Vicky

The Highways officer has not objected but has commented and asked for conditions, in the hope of avoiding pre-commencement conditions please note the following indicated in red in answer to the advisory points raised;

**No objection** subject to conditions. Accepted

Access to the site is via Catsash Rd which is a narrow road with intermittent narrow footway. The principle of residential use

is well established but on street parking and construction activity could easily become problematic.

The front parking area has parking for two garaged cars and 4 other cars there is no need for on street parkin

The site is accessed via a private lane which is in disrepair and overgrown. The detail of repair works is not explicit, the access

from highway must retain the pedestrian visibility which now appears to be impaired by shrub growth.

The title deeds and location plan illustrate that the access lane is totally in the ownership of the applicant, all clearing works to the lane will be undertaken to ensure it is fit for purpose. A CEMP is provided

In addition, the surface must be bound permeable material for the first 5m minimum and the gates should allow vehicles to clear the footway, so need to be 5m behind back of footway. As these details are not set out explicitly in the application we would suggest they are addressed via conditions.

The parking area will be formed in porous blocks Marshalls Prior paving. SD 903 04B now confirms this

The dwelling should have cycle storage and electric vehicle charging. Given the proposed levels of parking the site could be argued to have an over-provision of parking, but the garage should be considered as cycle storage (in part at least) and Catsash Rd is unsuitable for visitor parking, so the “excess parking” does not raise any concerns. In summary, there are no highway related objections subject to the following conditions. The total parking bays numbers 6 so using part of the garage to provide cycle parking is acceptable, no on street parking required

#### Suggested Conditions:

No part of the development shall be brought into use until visibility splays of 2metres 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.

The two boundary walls at the entrance are 400mm rhs and 600mm lhs so there is no infringement, also theres enough room for the vehicle to be set back 2m and have 2m visibility within the lane. Illustrated on the block plan. This is an existing lane junction. The access to the private lane also complies. so to confirm both the entrance at catsash lane and from the private lane have accesses that provide 2m vision splays

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the highway boundary of Catsash Rd 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.

The parking area will be formed in porous blocks Marshalls Prior paving. SD 903 04B now confirms this

Any gate or other form of barrier across the access shall be positioned at least 5m back from the nearside edge of the highway

boundary of Catsash Rd and shall be constructed to open into the site only.

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

The existing gate to be removed, SD 903 04B now confirms this

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. Marked on site plan, A CEMP is provided

Entrance/exit from the site for visitors/contractors/deliveries. Marked on site plan. A CEMP is provided

Location of directional signage within the site. There is no internal roadway so its simply drop off and leave

Vicky

No issues with conditions I just want to reduce their impact on commencement

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