

Highway Response

Ref: 26/0010

Date: 23/01/26

PROPOSAL: DEMOLITION OF AN EXISTING SEMI-DETACHED DWELLING AND CONSTRUCTION OF A REPLACEMENT TWO-STOREY DETACHED DWELLING, TOGETHER WITH ASSOCIATED WORKS AND USE OF DETACHED HOLIDAY ACCOMMODATION OUTBUILDING AS PRIMARY RESIDENCE FOR DURATION OF CONSTRUCTION PERIOD

SITE: The Grove Bowdens Lane Penhow Newport NP26 3AA

Case Officer: Vicky Quinn

Highway Officer: Kevin Jackson

Highway recommendation:

No objection subject to conditions.

Highway Comments:

The holiday let was approved under reference 21/0865. It was conditional on access improvements that do not appear to have been provided. Condition 3 reads:

"Prior to the first occupation of the tourism unit hereby approved, the works to the access must be carried out in full and visibility splays must be maintained in accordance with the approved plans. All these areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres."

Reason: In the interests of road safety and traffic movement, in accordance with policy GP6."

The plans referenced are quite vague, but the condition has not been discharged, and the property is apparently in use.

Notwithstanding the lack of detail, the works that would be required should include positioning of the gate 5m behind highway boundary. Removal of a section of wall adjacent to the garage and provision of porous bound surfacing for the full width of the drive and a depth of 5m minimum behind adopted highway boundary.

With those works in place, temporary use of the holiday let as a residence would be acceptable subject to a condition clearly defining the duration and linking it with completion of the new build.

The replacement dwelling would not raise any further issues in use but given the nature of the adjacent highways we would suggest that a construction management plan is conditioned.

Electric vehicle charging is referenced but not detailed, so should be secured by way of condition.
Cycle parking should be assumed to be available within the garage.

In conclusion, the only issues arise from a breach of conditions. We would not however object to the development subject to these conditions being met. Given the poor definition of the condition, we would propose the following conditions to supersede them and provide greater clarity.

Suggested Conditions:

No part of the development shall be brought into use until visibility splays of 2.0m x 33 metres, measured as described in Section 7.7 of Manual for Streets (DfT, DCLG, Welsh Assembly, 2007) have been provided at the proposed junction with Bowden's Lane. The splays shall be provided clear of obstruction to visibility exceeding 600mm in height above verge level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason: To ensure adequate visibility at the junction or site access is made and maintained 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 Bowden's Lane for a minimum distance of 5 metres into the site shall be appropriately paved in a porous 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.

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 Bowden's Lane, 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.

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.