



HIGHWAYS AND PARKING STATEMENT

November 2025

DUTCH BARN AT THE OLD COWSHED,
BOWDENS LANE, NP26 3AA



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SUSTAINABLE

MODERN

CREATIVE

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1. INTRODUCTION

The design for the proposed barn conversion was informed by Future Wales: The National Plan 2040 (February 2021) Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking. Adopted Newport Council Local Development Plan (2011-26), Policy SP1, SP5, SP15, GP2, GP4, T3, T4, T5 and CF8. The active travel guidance, NCC Sustainable Travel SPG and NCC Parking Standards SPG.

The purpose of this document is to clearly demonstrate the safety standard of the existing use of the building. How the existing use of the building compares to the proposed use of the building from a highway stand point.

This document will explore highways safety measures that can be implemented to improve the road safety of people entering and exiting the site and discuss the general access arrangements including vehicle movements within the site and the separate car parking and bike storage arrangements, including electric vehicle charging.

2. SITE DESCRIPTION

The property is a detached building with agricultural use within the grounds of a dwelling house. The proposal is to convert building to C6 use class for holiday / short term lets to provide a tourism use within the countryside setting.

Located at the front of the property there is a gravel driveway with parking to the side, of the building, between the barn and the main house. (see drawing R824-27 A3 Existing Site Plan).

The existing site entrance also serves as access to the agricultural barn which is currently used as a storage building for the host property but has a lawful use as a barn for agricultural purposes.

Around the property are other dwellings and agricultural outbuildings and there is a pattern of houses in large plots, mixed amongst the farm fields that Bowden's Lane cuts through. Bowden's Lane is a "national speed limit" road so the maximum speed limit is 60mph, but it is highly unlikely that vehicles will be travelling at anywhere near that speed, due to the narrowness of the lane, tight bends, limited visibility and condition of the road surface.

Improvements to the site access were improved as part of a previous planning application relating to the host property. The applicant is willing to implement these improvements as part of this application, which include changing the access so that it is perpendicular to the road, improving the visibility from the access by managing the boundary treatments. They are also willing to introduce further enhancements to improve road safety, such as mirrors to give better visibility and signage to advise motorists that they are coming up to a site entrance point.

Given the proposed use to C6 use class for holiday / short term lets to provide a tourism use within the countryside setting, it is reasonable that only one vehicle will frequent the property at any one time and that these trips will be outside of peak travel times as they will be for leisure and tourism purposes, rather than commuting.

3. EXISTING BUILDING USE

The existing building has a legitimate, legal use as a barn to be used for agricultural or commercial purposes.

The types of vehicles that would frequent this type of use, would be; tractors, vans, machinery used for construction (JCB, excavator, dumpers, etc.) and farming equipment. The barn is large enough to be used as a storage building for this type of vehicle. Given that the barn is linked to the host property, the only reasonable way for it to be used for its current purposes, would be to rent it out to a local farmer or trades person.

If the existing use were to be implemented, this would reasonably generate regular movements of larger vehicles and plant, too and from the site. These vehicle movements would typically also be within normal, working hours when the roads are typically busier.

The site entrance would require no improvements if the existing lawful use were to be implemented. It is a legitimate fallback position. The council have confirmed this through previous applications that explicitly state that the barn is to be retained for agricultural or commercial purposes.

4. VEHICLE MOVEMENTS

USE	TRIPS PER DAY	TIME OF DAY	VEHICLE TYPE
Existing Commercial/Agricultural	2.1 (average)	7am-7pm	Commercial
Proposed Holiday/Short Term Lets	0.9 (average)	10am-10pm	Family Car

The average number of existing vehicle trips has been calculated as follows:

Existing – 3 trips per day (weekday only) pro rata over year = average 2.1 per day.

Proposed – 2 trips per day at 45% occupancy rata pro over year = average 0.9 per day.

Even at 2 trip per day for existing (weekday only), gives an average of 1.4 trips per day.

An increased 55% occupancy for proposed would give 1.1 trips per day.

Only at 75% occupancy would the average trips for proposed rise to 1.5 per day.

So, it is reasonable to suggest that the existing use, generates more vehicle movements than the proposed use would. There is substantial data that suggests the average holiday let rental operates between 40-60% occupancy in this part of the country. And the nature of this proposal being a family unit, would place it at the lower end of this range, hence the 45% occupancy suggestion.

It is also important to note the type of vehicle corresponding to the different uses, as this will have an impact on highway safety too.

5. PROPOSED HIGHWAYS APPROACH

Though it can be demonstrated that the existing use represents a less safe arrangement from a highways perspective than the proposed use would. It is proposed that the measures agreed within previous applications, to improve the site access, be implemented to make the site safer. It is also proposed that further safety measures are introduced such as mirrors and signage to make the access even more safe.

Whilst the proposed change of use does not represent a worsening of the site condition from a highway's perspective, the following measures would significantly improve the existing access and make it safer for the proposed users and wider community.

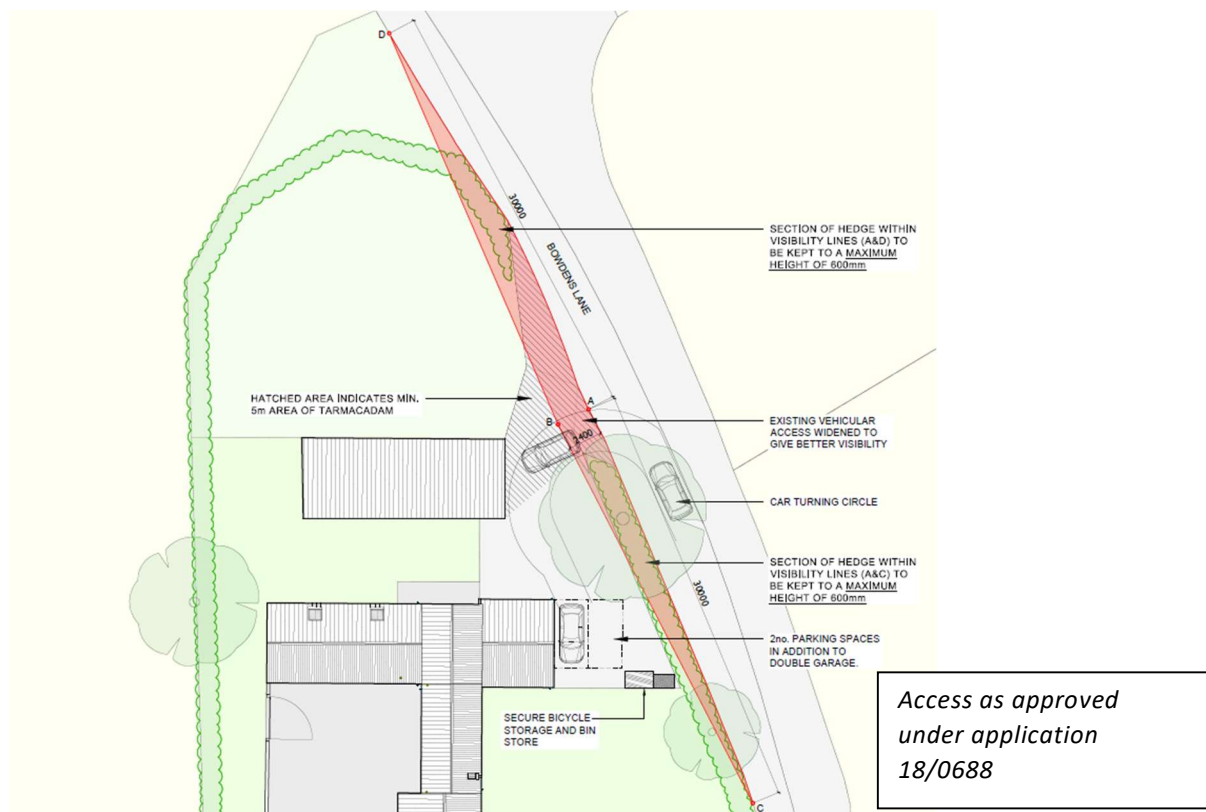
List of highway improvements:

1. Alter access so that it is perpendicular to the highway rather than at an obtuse angle.
2. Amend the boundary treatments to improve the visibility from the amended access layout.
3. Install a mirror opposite the access to provide better visibility to the South of the access where the road bends.
4. Install signage further down Bowden's Lane to the South to notify motorists that they are approaching the access.

These improvements represent a significant increase in the safety of the site access.

Some of them were already approved under previous applications for development of the site but not implemented by the developer at the time.

Whilst the change of use would not make the access any less safe, it is prudent to use the development as an opportunity to improve highway safety on the lane.



6. PARKING, BIKE STORAGE AND EV CHARGING

Off road parking has been provided to serve both the host building as a residential dwelling, in line with the NCC parking guidance SPG. The site layout has been laid out so as the parking for the host dwelling is separated from the parking for the proposed use. Whilst two spaces have been allocated for the proposed use, it is not anticipated that two vehicles will be used to frequent the property, given the nature of the use as a holiday let.

The site has been laid out so that a 6m radius turning area is created in the middle of the driveway. This will allow cars to enter the site in a forward gear, turn and park safely within the site and then exit from the enhanced site entrance in a forward gear.

The host property currently benefits from having an electric vehicle EV charger and it is proposed that a further EV charger is installed on the barn as part of the proposed change of use. This will be supplemented by the installation of solar panels on the roof of the barn as part of this development.

As part of the development a storage area for E-Bikes has been included, the room is 1.2m x 3.6m and benefits from 3 large legged and braced doors across the front of the barn for easy access. This space will allow for a “Sheffield Stand” to be installed at either end of the room with E-Bike charging sockets. Providing space for up to 4 bicycles to be stored within this room.



7. CONCLUSION

The evidence set out in this document clearly demonstrates that the proposed use of the building will make the access safer from a highway standpoint as the number of vehicle movements will be lower under the proposed holiday let use than it currently is now as a commercial/agricultural use. Furthermore, the types of vehicles frequenting the property means that the access will be safer as they are smaller non commercial type vehicles. It is also anticipated that the vehicle movements are more likely to occur outside of standard commuting times, when the roads are busiest with the proposed use.

It is therefore reasonable to conclude that the change of use will make the access safer from a highway's perspective.

None the less, it is still proposed that further measures are taken to enhance the access to the site and provide sufficient off-road parking and turning areas to ensure that the site can operate in a safe a way as possible. It is also noted that these measures were agreed a part of earlier planning applications for the site, so it should be reasonable to expect that they will be agreed again as part of this scheme.