

Highway Response

Ref: 24/0274

Date: 15/04/24

PROPOSAL: CONVERSION OF FORMER BARN INTO DWELLING WITH REAR EXTENSION AND ASSOCIATED WORKS

SITE: Coc-Y-North Bungalow, Barn at Coc-Y-North Lane Rhiwderin Newport NP10 8RR

Case Officer: Jacob Cooke

Highway Officer: Kevin Jackson

Highway recommendation:

No objection subject to conditions.

Highway Comments:

The proposal is for the conversion of a barn, which is understood to have been used for residential purposes in the past. It is assumed for the purposes of these comments that its extant use is a barn. Further it is understood that the site access is formed through reconfiguration of the existing field access and that no shared or new access is utilised as a field access.

In terms of sustainable transport, we would not support the location, as it is not well connected to everyday uses and is expected to be car dependant. However, there is existing residential use along this road.

The road is a single track with few passing places and poor forward visibility due to existing hedgerow. The anticipated intensification of traffic is marginal, and the road must already support service vehicles to serve existing development. Furthermore, existing traffic has been shown (by survey) to be slow moving and low volume adjacent to the site.

Broadly speaking the proposals are acceptable, but there are some minor concerns to address. The key issue is the removal of and maintenance of hedgerow, which is not within the red line. The concern is if this can be conditioned/approved. We would require this to be pre-occupation, but ideally it would be beneficial if the hedges were removed prior to construction. (A Construction Management Condition will be needed and could address visibility for that period).

Subject to assurances that the hedge relocation can be ensured, the only other safety points are the access surfacing and gates. The plans show an apron for the access, but this must extend from back of highway for at least 5m.

The submission suggests that the bank adjacent to highway should be retained up to a height of 500mm. Further information is needed to understand the levels issues. Whilst it would be reasonable to retain an embankment, it could be destabilised by removal of the hedges. Furthermore, its overall height (including vegetation) should not exceed 600mm without relying on mowing. We would therefore request a condition to provide detailed proposals for approval prior to commencement of development.

The applicant should note that no surface water should enter highway from the drive. (There may be an issue with levels due to existing pipework?)

No gates are illustrated on the plans. We would request a condition that gates are set back at least 5.5m from carriageway and open inwards for reasons of highway safety.

The parking and turning areas are satisfactory. There are no references to electric vehicle charging or cycle parking which should be secured by way of condition.

In Summary, there are no objections on highway related grounds subject to the following conditions.

Suggested Condition:

The development shall not be implemented until the surface water drainage of 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.

Before the development hereby approved becomes operative, the existing hedge on the highway frontage of the site to Coc Y North Lane shall be relocated and permanently maintained thereafter outside of the visibility splays as shown on approved drawing SD120 06B.

Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the site.

Details of the retained field embankment shall be submitted to and approved in writing by the Council as Local Planning Authority. Such details shall include plans, sections and structural calculations to prove that the embankment is capable of supporting the likely future loading. The development hereby approved shall not be occupied until earthworks have been provided/modified in accordance with the approved details.

Reason: To ensure a satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety and the amenity and convenience of highway users.

No part of the development hereby approved shall be occupied until the visibility splays defined on Drawing No. 24/1015/01rev A (Landscape Plan) are cleared of all obstructions to visibility exceeding 600mm in height above carriageway level. The visibility splays shall subsequently be maintained free of any visual obstruction thereafter.

Reason: To ensure adequate visibility at the street junction or site access in the interests of road safety.

The dwelling shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.

Reason: To enable vehicles to enter and leave the premises in a safe manner without causing a hazard to other road users 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 carriageway of Coc Y North Lane for a minimum distance of 5.5 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.

Any gate or other form of barrier across the access shall be positioned at least 5.5 metres back from the nearside edge of the carriageway of Coc Y North 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.

The turning facility shown on the approved plans shall be kept free of all obstructions and shall be available for use at all times.

Reason: In the interests of road safety as vehicles reversing into the highway cause a hazard to other road users.

Except for site clearance and remediation no development shall take place until a scheme for the provision of cycle parking in accordance with the Council's current standards has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by the Council.

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 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, 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.

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.

