

## Highway Response

Ref: 24/0756

Date: 25/11/24

**PROPOSAL:** THE CONSTRUCTION OF 30NO AFFORDABLE HOUSING APARTMENTS AND ASSOCIATED EXTERNAL WORKS AND PARKING

**SITE:** Land Formerly Known As 21 Kelvedon Street Newport South Wales

Case Officer: Vicky Quinn  
Highway Officer: Kevin Jackson

**Highway recommendation:**

No objection subject to conditions.

**Highway Comments:**

A new access is proposed and as previously advised it will be necessary to make good and permanently close all other existing access points. This includes providing level footway where there are existing footway crossings whether currently in use or not. This should be secured by way of condition.

The access will take the form of a bell mouth and should include appropriate pedestrian crossings (tactile paving and dropped kerbs) as well as a pedestrian route into the site.

It may also require some changes to existing TROs in the vicinity of the proposed/existing access. The applicant should refer to the informative notes and note that if changes are needed, they would be undertaken at no cost to the Council and would form part of the s278 Agreement necessary to create the access and make good existing /redundant accesses.

The details of the sustainability assessments are inconsistent between documents and some parts are not fully accepted; however, Highways are agreed that the site is sufficiently accessible for a 1:1 parking ratio to be acceptable.

A series of surveys have been provided to show that visitors (assumed to be a maximum demand of 6 spaces) can be accommodated on street at various times. Whilst the conclusion (of the survey document) is accepted the argument that illegal or inconsiderate parking does not count as demand is not accepted. Arguments based on historical car ownership data are not accepted as having any weight or relevance, but that is academic as the parking situation is acceptable.

There is reference to raising the parking to avoid flooding issues. This could result in surface water being allowed to flow onto highway which is an offence under the Highways Act. As we do not have full detail, we would suggest a condition to address the potential issue.

In addition, there is no detail of the electric vehicle charging provision, so a further condition is suggested to secure suitable provision in due course.

The cycle storage is sufficient in terms of quantity, but the documents discuss options and do not give a definitive scheme. The cycle store detail should therefore be secured by way of a condition.

Refuse management has not been set out clearly. It is stated in the submission that collection operatives would have the code to the stores. This implies that they would collect and return the bins. As it seems unlikely that council collectors would do this, we would seek a condition to secure appropriate management. There is no suitable location for bins to be on highway before or after collection without causing concerns relating to safety, amenity and obstruction.

It is not known if the access is intended to be gated, but we would not accept any gates unless they are set back at least 6m from back of footway.

Pedestrian access from Kelvedon Street is poor and should not be shared with vehicles. A footway on at least one side to ensure safe access without walking in grass. Again, this can be secured by way of condition as there are no physical constraints and it is a very short length of paving.

In summary, there are no Highway related objections, subject to the following conditions.

**Suggested Conditions:**

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.

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/verge; 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.

Except for site clearance and remediation no development shall take place until a scheme to permanently close off the existing vehicular access on Kelvedon Street and Witham Street has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as agreed before any part of the development has been brought into use unless otherwise agreed in writing by the Council as Local Planning Authority.

Reason: To limit the number of access points to, and to maintain the proper construction of, the highway in the interests of road safety.

The gradient of the vehicular access shall not exceed 1 in 40 for the first 15 metres into the site measured from the nearside edge of the highway boundary of Kelvedon St.

Any gate or other form of barrier across the access shall be positioned at least 6 metres back from the nearside edge of the highway boundary of Kelvedon St, 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 development shall not be brought into use until the areas indicated on the submitted plans to be set aside for parking and servicing have been surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in drawing number 1660-PL1-04 Rev A. The parking and servicing areas shall be retained as such thereafter.

Reason: To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance.

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.

Prior to the occupation of any dwelling, a Residential Travel Plan shall be submitted to and approved in writing by the Council as Local Planning Authority. The Plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the Travel Plan shall include, but not be limited to, the following:

- a) Production and distribution of an information pack for residents detailing travel options and information for all modes of travel
- b) Information on existing transport policies, services and facilities, travel behaviour and attitudes
- c) Access for all modes of transport
- d) Resource allocation including Travel Plan Co-ordinator and budget
- e) A marketing and communications strategy
- f) Appropriate measures and actions to reduce car dependence and encourage sustainable travel
- g) An action plan including a timetable for implementation of each of each of the above
- h) Mechanisms for monitoring, reviewing and implementing the travel plan in co-operation with the Council's Active Travel Team

The Approved Residential Travel Plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

An annual report shall be submitted to the council no later than 1 month following the anniversary of the first occupation of the development for a period of 3 years. The annual report shall include a review of the Residential Travel Plan measures, monitoring data and an updated action plan in liaison with the Council's Smarter Travel Choices Team.

Reason: To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable.

Prior to first occupation of the development hereby permitted a servicing and waste management strategy shall be submitted to, and approved in writing by, the Council as Local Planning Authority. For the avoidance of doubt the strategy shall include details of how HGV movements will be managed to ensure that no layovers or waiting will occur on the highway and shall set out design and operational proposals for servicing and the storage, transfer and collection of goods and waste ensuring that appropriate arrangements are made and that logistical requirements are appropriately considered and addressed. The strategy shall be subsequently implemented in accordance with the approved details.

Reason: To ensure that adequate on-site provision is made for servicing and waste management collection including allowance for the storage, transfer and collection of waste 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 on 01925 443322 (email [highwaymaintenance@warrington.gov.uk](mailto:highwaymaintenance@warrington.gov.uk)) 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.

The grant of planning permission may require the applicant to seek the implementation of a Traffic Regulation Orders, the effect of which is to clarify and simplify the waiting restrictions in the vicinity of the access. All costs incurred by the Highway Authority will be required to be met by the applicant. Contact the Council's Traffic Management, Road Safety & Adoptions Team for further details.