

# Delegated Decision Report

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|------------------------|----------------|----------------------------------|----------------------|
| <b>Application No:</b> | <b>26/0205</b> | <b>Statutory Period Expires:</b> | <b>12th May 2026</b> |
|------------------------|----------------|----------------------------------|----------------------|

|                   |                                                                                                                                                |              |                                     |
|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------|
| <b>Site:</b>      | <b>30 St Mellons Road Marshfield Cardiff CF3 2TX</b>                                                                                           |              |                                     |
| <b>Proposal:</b>  | <b>LOWERING OF KERB, CONSTRUCTION OF HARD STANDING TO ACCOMMODATE 2 NOS. PARKING SPACES AND CHANGE OF USE OF LAND TO RESIDENTIAL CURTILAGE</b> |              |                                     |
| <b>Applicant:</b> | <b>R Walytschko</b>                                                                                                                            |              |                                     |
| <b>Type:</b>      | <b>Full</b>                                                                                                                                    | <b>Ward:</b> | <b>Tredegar Park And Marshfield</b> |
| <b>Decision:</b>  | <b>GRANTED WITH CONDITIONS</b>                                                                                                                 |              |                                     |

## 1. BACKGROUND

- 1.1 13/0428 was an application at the host site for was refused for LOWERING OF KERB, CONSTRUCTION OF HARDSTANDING AND CHANGE OF USE OF LAND TO RESIDENTIAL CURTILAGE and was refused for the following reasons:

*01 The proposed hardstanding would result in the partial loss of an attractive grass verge and, as a consequence, cause significant harm to the character and appearance of the streetscene, contrary to Policies CE38 and SP2 of the Newport Unitary Development Plan 1996 – 2011 (Adopted May 2006).*

*02 The proposed hardstanding, in combination with the proposed vehicular access, would jeopardise highway safety because adequate visibility cannot be guaranteed, contrary to Planning Policy Wales Technical Advice Note 18: Transport (March 2007).*

## 2. SITE LOCATION AND CONTEXT

- 2.1 30 St Mellons Road is a semi-detached dwelling located within a rural village defined within the urban settlement boundary. St Mellons Road is a classified road and is predominantly a residential corridor characterised by a mix of traditional houses, farms, and larger detached properties. The immediate context of No. 30 is therefore residential in character, with similar semi-detached and detached properties nearby. The application site does not benefit from off-road parking, but a small front garden and a grass verged area forward of this. Many neighbouring properties also benefit from the same arrangement and have converted this grassed area into parking.

- 2.2 The application site is within Flood Zone 3 (Sea, Defended) as defined by NRW's Flood Map for Planning. The site is also defined within an Archaeological sensitive area.

## 3. DESCRIPTION OF DEVELOPMENT

- 3.1 The application seeks permission for lowering of the the kerb, construction of hardstanding to accommodate 2no. parking spaces and a change of use of the land to residential curtilage to the front of 30 St. Mellons Road.

- 3.2 Whilst the applicant's description refers to the lowering of the kerb, as this is work in the highway this aspect will require a license from the Highway Authority and this is a separate consent from the planning application process.

#### 4. RELEVANT SITE HISTORY

| Application number | Description                                                                                       | Decision | Date       |
|--------------------|---------------------------------------------------------------------------------------------------|----------|------------|
| 13/0428            | LOWERING OF KERB, CONSTRUCTION OF HARDSTANDING AND CHANGE OF USE OF LAND TO RESIDENTIAL CURTILAGE | Refused  | 08.07.2013 |

#### 5. PLANNING POLICY

##### 5.1 THE NATIONAL DEVELOPMENT FRAMEWORK: FUTURE WALES - THE NATIONAL PLAN 2040

Future Wales sets out the Welsh Government's land use priorities and provides a national land use framework for SDPs and LDPs. Future Wales concentrates on development and land use issues of national significance, indicating areas of major opportunities and change, highlighting areas that need protecting and enhancing and helping to co-ordinate the delivery of Welsh Government policies to maximise positive outcomes.

Policy 1 - Where Wales Will Grow

Policy 2 - Shaping Urban Growth and Regeneration - Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

##### 5.2 PLANNING POLICY WALES (EDITION 12) 2024

3.3 - Good design is fundamental to creating sustainable places where people want to live, work and socialise.

3.4 - Meeting the objectives of good design should be the aim of all those involved in the development process and should be applied to all development proposals at all scales.

##### 5.3 Technical Advice Note (TAN) 15: development, flooding and coastal erosion

##### 5.4 NEWPORT LOCAL DEVELOPMENT PLAN (2011-2026)

Policy GP2 (General Amenity)

Policy GP4 (Highways and Accessibility)

Policy GP5 (Natural Environment)

Policy GP6 (Quality of Design)

Policy CE6 (Archaeology)

Policy SP3 (Flood Risk)

##### 5.5 SUPPLEMENTARY PLANNING GUIDANCE PARKING STANDARDS SPG

## **6. CONSULTATION RESPONSES**

### **6.1 Natural Resources Wales:**

We have no objection to the proposed development as submitted and provide the following advice. Flood Risk The planning application proposes highly vulnerable development, lowering of kerb and related works at an existing residential property. The Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding within Flood Zone 3 – Sea and TAN 15 Defended Zone. Given the scale and nature of the proposed development (and in the absence of a flood consequences assessment) we consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences.

### **6.2 Local Highways Authority:**

Highway Comments: The drive is acceptable in principle, however there is insufficient clear detail. The plans are annotated as “a combination of permeable concrete bricks and gravel”. The detail is critical to highway safety, particularly the location of any gravel. As previously advised visibility and gates need to be conditioned in the interest of highway safety. The 6m “dropped kerb” should be inclusive of transition kerbs. The applicant should note that separate licence is required for these works, which is independent of planning permission. (refer to notes below). In conclusion, 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 2.4 x 25 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 St Mellons Rd. The splays shall be provided clear of obstruction to visibility exceeding 1000mm 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.

No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

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

Except for the purposes of constructing the initial site access, there shall be no movement of construction or other vehicles between the highway and the application site until that part of the access extending from the nearside edge of the highway boundary of St Mellons Rd for a minimum distance of 5 metres into the site has been 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: In the interests of road safety 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.

### **6.3 Environmental Health: No comments received.**

6.4 Ecology Officer: No comments received.

6.5 Landscape Officer:

This proposal comprises the loss of existing residential soft landscape and replacement of with 2 no. car parking spaces including a dropped kerb. Although detrimental to the visual amenity of the streetscape it is appreciated that several other driveways/parking spaces have already been created along the road. It also appears as if three attractive semi-mature conifers have been removed from this site in the last few years, further depleting the existing green infrastructure. Therefore, we would have no objections in principle if the negative impact on streetscape character and visual amenity is suitably mitigated and compensated for, as follows:

- Proposed driveway/parking bay materials are in-keep with neighbouring landscape character.
- Replacement appropriate trees are planted.
- Details of all hard and soft landscape materials are provided.
- Relevant policies are appropriately complied with.

Relevant policies appropriate to this development include:

- LDP 2015-26 GP5 General Development Principles – Natural Environment DEVELOPMENT WILL BE PERMITTED WHERE, AS APPLICABLE: i) ii) iii) iv) v) vi) vii) THE PROPOSALS ARE DESIGNED AND MANAGED TO PROTECT AND ENCOURAGE BIODIVERSITY AND ECOLOGICAL CONNECTIVITY, INCLUDING THROUGH THE INCORPORATION OF NEW FEATURES ON OR OFF SITE TO FURTHER THE UK, WELSH AND/OR NEWPORT BIODIVERSITY ACTION PLANS; THE PROPOSALS DEMONSTRATE HOW THEY AVOID, OR MITIGATE AND COMPENSATE NEGATIVE IMPACTS TO BIODIVERSITY, ENSURING THAT THERE ARE NO SIGNIFICANT ADVERSE EFFECTS ON AREAS OF NATURE CONSERVATION INTEREST INCLUDING INTERNATIONAL, EUROPEAN, NATIONAL, WELSH SECTION 4232 AND LOCAL PROTECTED HABITATS AND SPECIES, AND PROTECTING FEATURES OF IMPORTANCE FOR ECOLOGY; THE PROPOSAL WILL NOT RESULT IN AN UNACCEPTABLE IMPACT ON WATER QUALITY; THE PROPOSAL SHOULD NOT RESULT IN THE LOSS OR REDUCTION IN QUALITY OF HIGH-QUALITY AGRICULTURAL LAND (GRADES 1, 2 AND 3A); THERE WOULD BE NO UNACCEPTABLE IMPACT ON LANDSCAPE QUALITY; THE PROPOSAL INCLUDES AN APPROPRIATE LANDSCAPE SCHEME, WHICH ENHANCES THE SITE AND THE WIDER CONTEXT INCLUDING GREEN INFRASTRUCTURE AND BIODIVERSITY NETWORKS; THE PROPOSAL INCLUDES APPROPRIATE TREE PLANTING OR RETENTION WHERE APPROPRIATE AND DOES NOT RESULT IN THE UNACCEPTABLE LOSS OF OR HARM TO TREES, WOODLAND OR HEDGEROWS THAT HAVE WILDLIFE OR AMENITY VALUE.
- LDP 2015-26 – Spatial Strategy and Strategic Policies o SP5 Countryside o SP8 Special Landscape Areas Special - Wentlooge Levels Obligations: Further details are required to be submitted for approval:
- Soft Landscape/Planting (Plan & Schedule) to include:

- o Type (trees/shrubs/bulbs/native/ornamental/marginal/aquatic/roof gardens/wildflower meadow etc.)
- o Species
- o Size/specification
- o Position
- o Spacing/density
- o Accessories – Tree stakes/watering bags/wire support/trellis/planters
- Hard Landscape/Materials (Plan) to include:
- o Surfacing (type/colour/finish)
- o Edging
- o Street furniture
- o Boundary Treatment
- o Enclosures
- o No dig construction
- Conclusion:
- Sustainable approaches to

design would be strongly encouraged and therefore likely be supported, such as: o Sustainable Drainage System (SuDS) components o Native planting o Use of Reclaimed and recycled materials o Habitat creation • It would be advised that a suitably qualified landscape specialist/professional is appointed to satisfy the above.

6.6 Drainage Manager: No comments received.

6.7 NCC Streetworks: No comments received.

6.8 Heneb: No comments received.

6.9 Welsh Water:

We refer to your planning consultation relating to the above site, and we can provide the following comments in respect to the proposed development.

The application site is crossed by a 150mm public combined sewer as shown on the attached Statutory Public Sewer Record and it is noted that this proposed hardstanding will be located directly above it that will consist of permeable materials.

Dwr Cymru Welsh Water do not permit permeable materials to be directly above their assets. Should the material be permeable a service corridor will be required and the plans should be updated to reflect this.

## 7. PUBLIC REPRESENTATIONS

Neighbour and Ward member notification letters were sent on 19/03/2026, Site Notice was put up on 27/03/2026.

7.1 4no neighbours were consulted. No comments received.

7.2 Marshfield Community Council were consulted and states, Marshfield Community Council has no objection, in principle, to the proposal but wishes to offer a cautionary note about the vision splay at the access which is affected by two pillars.

## 8. ASSESSMENT

### 8.1 Principle of Development

8.1.1 The application site is within the defined settlement boundary as shown on the proposals map that accompany the Newport City Council Local Development Plan, accordingly there is a presumption in favour of development and the efficient use of land is encouraged.

### 8.2 Visual Amenity/ Character and Appearance

8.2.1 When assessing the design, it is considered that 13/04/28 at the application site was partially refused due to *the partial loss of an attractive grass verge and, as a consequence, cause significant harm to the character and appearance of the streetscene*. Whilst the LPA would contend that the loss of grass verge would be visually harmful, it is considered since the previous application, a significant level of erosion has already occurred on the grass verge area from other properties creating driveways in the vicinity as confirmed on a site visit. Therefore, the proposal would not appear out of character with the pattern of development that has been undertaken in the area and it would be difficult to demonstrate such a harm over and above the

existing situation through allowing permission. The retention of some of the lawned area is favourable and acknowledged and will not result in the complete hardscaping to the front of this property, and therefore, is deemed acceptable in this instance, in line with Policy GP6.

- 8.2.3 The driveway will be constructed in permeable concrete, bricks and gravel. It is noted that this can be seen already on neighbouring properties as shown below. This is considered acceptable in line with Policy GP6.



### 8.3 **Residential Amenity**

- 8.3.1 In terms of the impact on residential amenity, the creation of the driveway will provide off-road parking for the occupiers and will not have an impact on neighbouring residential amenity, in line with Policy GP2.

### 8.4 **Movement**

- 8.4.1 The scheme provides 2no. off street parking spaces. When assessing The Parking Standards SPG, the standard dimensions of car parking spaces are 4.8m x 2.4m. The proposed spaces meet these dimensions and therefore, are compliant with the Parking Standards SPG.

- 8.4.2 The Highway Authority was consulted on the application and raised no objections, subject to the imposition of appropriate conditions to control the development. The Highway Officer advised that details should be provided to demonstrate that a bound surface would be laid on the driveway for a minimum distance of 5 metres from the highway. This requirement has since been addressed by the applicant through amendments to the submitted plans, and as such, a condition requiring further details in this regard is no longer necessary. However, it is considered that additional information is still required in relation to the site's surface water drainage, in order to ensure that surface water does not discharge onto the public highway. Moreover, the highways officer has stated that visibility splays of 2.4 x 25 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 St Mellons Rd. The splays shall be provided clear of obstruction to visibility exceeding 1000mm in height above verge level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times. Additionally, the applicant is seeking a dropped kerb, however, it is noted this is sought through a separate license. Overall, it is considered there are no highways objections, and information can be secured via condition.

## **8.5 Drainage/ Flooding**

- 8.5.1 The Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding within Flood Zone 3 – Sea and TAN 15 Defended Zone. Given the scale and nature of the proposed development (and in the absence of a flood consequences assessment) NRW consider the proposals could be acceptable, subject to the developer being made aware of the potential flood risks and consequences. There are no flood risk objections in line with Policy SP3 and TAN15.
- 8.6.2 Welsh Water were also consulted on the scheme, and note that the application site is crossed by a 150mm public combined sewer, and it is noted that this proposed hardstanding will be located directly above it that will consist of permeable materials. Dwr Cymru Welsh Water do not permit permeable materials to be directly above their assets. Should the material be permeable a service corridor will be required, and the plans should be updated to reflect this. On review of the plan provided by WWDC, there is no asset that is directly impacted by the proposed development. Nonetheless, this would not be a matter that could withhold the issue of planning permission and the applicant is encouraged to resolve this with WWDC directly.

## **8.6 Biodiversity**

- 8.6.1 PPW12 states in paragraph 6.2.12, A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step wise approach (Paragraph 6.4.15) has been applied. The applicant has not provided a GI in line with the stepwise approach, however, given the scale of development, this will not lead to a reason for refusal. The applicant has also provided a net-benefit for biodiversity and is discussed next.
- 8.6.2 Policy 9 of Future Wales states that in all cases, action towards securing the maintenance and enhancement of biodiversity (to provide a net benefit), the resilience of ecosystems and green infrastructure assets must be demonstrated. Policy GP5 of the NLDP supports this and states that proposals will be expected to maintain, protect, and enhance ecological networks and features of importance for biodiversity. A bee-friendly flower bed in the front garden, 2no. bird boxes and 1no. bat box is proposed as part of the development. As such the proposal is currently compliant with the aims of Policy GP5 of the NLDP 2011-2026 (adopted January 2015).

## **8.7 Landscaping/ Trees**

- 8.7.1 The landscape officer has provided comments, and notes that part of the existing green infrastructure will be removed, however, this is apparent across many of the neighbouring properties. The officer has no objections in principle, if the negative impact on streetscape character and visual amenity is suitably mitigated and compensated for, including that the proposed driveway/parking bay materials are in-keep with neighbouring landscape character, replacement appropriate trees are planted, and details of all hard and soft landscape materials are provided. When assessing impacts to trees, it appears from google imaging that some trees were on site in July 2023, as shown below. However, from a site visit these trees have now been removed. The trees are not covered by a tree

preservation order nor is the site within a Conservation Area therefore they can be removed at will without the express consent of the Local Planning Authority. Therefore, a scheme for replacement trees will not be required in this instance. In terms of a landscaping scheme, it is noted that the applicant is proposing to retain grassland area around the parking spaces and the planting of bee friendly bushes. This is deemed acceptable for this scale of development as the site is constrained. The materials proposed on the driveway are in keeping with surrounding neighbouring properties and this has been discussed above. Overall, it is considered this is deemed acceptable.

Google image July 2023:



## 8.8 **Other comments**

8.8.1 Marshfield Community Council were consulted and has no objection, in principle, to the proposal but wishes to offer a cautionary note about the vision splay at the access which is affected by two pillars. It is noted there are no pillars at the site which would obstruct visibility.

8.8.2 The site is also defined within an archaeological sensitive area. HENEB were consulted but no comments were received. The existing area is already developed and it is considered unlikely that the proposed scale of development would result in any archaeological recovery. If any archaeological remains are found during construction, then works should be stopped and HENEB should be consulted.

## 9. **OTHER CONSIDERATIONS**

### 9.1 ***Crime and Disorder Act 1998***

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area. This duty has been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable increase in crime and disorder as a result of the proposed decision.

### 9.2 ***Equality Act 2010***

The Equality Act 2010 identifies a number of 'protected characteristics', namely age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation; marriage and civil partnership.

9.3 Having due regard to advancing equality involves:

- removing or minimising disadvantages suffered by people due to their protected characteristics;
- taking steps to meet the needs of people from protected groups where these differ from the need of other people; and
- encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

9.4 The above duty has been given due consideration in the determination of this application. It is considered that there would be no significant or unacceptable impact upon persons who share a protected characteristic, over and above any other person, as a result of the proposed decision.

9.5 ***Planning (Wales) Act 2015 (Welsh language)***

Section 31 of the Act clarifies that impacts on the Welsh language may be a consideration when taking decisions on applications for planning permission so far as it is material to the application. This duty has been given due consideration in the determination of this application. It is considered that there would be no material effect upon the use of the Welsh language in Newport as a result of the proposed decision.

9.6 ***Newport's Well-Being Plan 2018-23***

The Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. This duty has been considered during the preparation of Newport's Well-Being Plan 2018-23, which was signed off on 1 May 2018. The duty imposed by the Act together with the goals and objectives of Newport's Well-Being Plan 2018-23 have been considered in the evaluation of this application. It is considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the proposed decision.

**10. CONCLUSION**

10.1 Having regard to the above assessment, it is considered that the proposed development would not result in unacceptable harm to the character and appearance of the streetscene, residential amenity, highway safety, biodiversity, or flood risk. Whilst there would be some loss of green infrastructure, this reflects the established pattern of development in the locality and is appropriately mitigated through the retention of lawned areas and biodiversity enhancements. Subject to the imposition of suitable conditions, particularly in relation to surface water drainage and highway safety, the proposal is considered acceptable and compliant with the relevant development plan policies.

**11. DECISION**

**GRANTED WITH CONDITIONS**

01 The development shall be implemented in accordance with the following plans and documents: 012.Rev01-Proposed Site Plan; 013.Rev00 - Visibility Plan; 013.Rev00 - Biodiversity Plan; 011.Rev00 - Existing Site Plan; 010.Rev00 - Site Location Plan; Planning Statement - Dropped Kerb and New Driveway; Green Infrastructure Statement; Dropped Kerb.

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

02 The development shall not commence until a surface water drainage scheme has been implemented on site which prevents the discharge of surface water onto the public highway. The scheme shall thereafter be retained and maintained for the lifetime of the development.

**Reason:** To prevent surface water runoff from discharging onto the public highway and to safeguard highway safety, in accordance with Policy GP4 of the NLDP 2011-2026 (adopted January 2015).

03 No part of the development shall be brought into use until visibility splays of 2.4 x 25 metres, have been provided at the proposed junction with St Mellons Rd. The splays shall be provided clear of obstruction to visibility exceeding 1000mm 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.

04 No gates or other means of obstruction shall be placed across the vehicular access formed as part of this development.

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

05 The access extending from the nearside edge of the highway boundary of St Mellons Rd for a minimum distance of 5 metres into the site will be constructed in bound material, namely, resin, as stated on *012.Rev01-Proposed Site Plan* and shall be retained for the lifetime of development.

Reason: In the interests of road safety 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.

06 The biodiversity enhancement as stated on: 013.Rev00 - Biodiversity Plan, scheme shall be implemented in accordance with the approved plans prior to the first beneficial use of the development hereby approved and retained as such for the lifetime of the development.

Reason: In the interest of protected species, in accordance with Policy 9 of Future Wales and Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

07 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development)(Amendment) (Wales) Order 2013 (or any Order revoking or re-

enacting that Order), Schedule 2, Part 1, no development within Class F shall be carried out.

Reason: To ensure that a satisfactory form of development takes place and to protect the amenities of occupiers of adjoining properties.

08 No boundary treatments or other means of enclosure forward of the principal elevation of the dwellinghouse shall be erected on site without prior written consent from the Local Planning Authority.

Reason: To ensure visual amenity is retained within the streetscene.

#### *NOTE TO APPLICANT*

01 The development plan for Newport is the Newport Local Development Plan 2011 – 2026 (Adopted January 2015). Policies GP2, GP4, GP5, GP6, SP3 were relevant to the determination of this application.

02 Due to the minor nature of the proposed development (including any demolition) and the location of the proposed development, it is considered that the proposals did not need to be screened under the Environmental Impact Assessment Regulations.

03 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.

04 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.