

Highway Response

Ref: 25/0152

Date: 24/03/25

PROPOSAL: RESERVED MATTERS APPLICATION RELATING TO LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING FOR RESIDENTIAL DEVELOPMENT AT PHASE4E/4G PURSUANT TO OUTLINE PLANNING PERMISSION 06/0471 FOR A MIXED USE REGENERATION OF THE FORMER LLANWERN STEELWORKS AND PARTIAL DISCHARGE OF CONDITIONS 01 (RESERVED MATTERS), 06 (RECREATIONAL AREAS), 08 (MATERIALS), 09 (DETAILS OF HARD LANDSCAPED ACCESS), 10 (BOUNDARY TREATMENTS), 11 (MANAGEMENT STRATEGY FOR MAINTENANCE OF OPEN SPACE), 12 (OFF STREET PARKING AND CYCLE PARKING), 15 (EMERGENCY ACCESS), 16 (DETAILS OF ROADS/CYCLEWAYS/FOOTWAYS), 18 (ESTATE ROADS), 22 (STREET LIGHTING AND CAR PARKING AREAS), 24 (SITE LEVELS), 33 & 34 (FOUL AND SURFACE WATER DRAINAGE), 39 (SUSTAINABILITY STATEMENT) AND 43 (FIRE FIGHTING ACCESS)

SITE: Glan Llyn Development Site Phase 4E/4G Queensway Llanwern Newport South Wales

Case Officer: Geraint Roberts

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on grounds relating to highway safety and sustainability policies.

Highway Comments:

For ease of reference the following comments consider each drawing separately. All impacts would however have cumulative effects.

Vehicle Tracking 24519-C-009A

- Vehicles indicated include a 12m refuse collection vehicle. The others are too small to be informative and the fire appliance is not needed or tested.
- The plan only shows selected junctions, and these vehicles must access refuse for all units, and others up to a similar size will need access to all areas, albeit less frequently. Therefore, further assessments are needed, and these should include details of refuse collection areas for all inaccessible and unadoptable areas and must show that HGVs can turn around with minimal reversing distances.
- The analysis takes no note of the assumed parking on street, which is referenced below.

Private Parking Tracking Plan 24519-C-022-A

- The assessment uses a 4.2m car when the average is 4.4m, popular vehicles such as SUVs are around 4.7m and the largest are over 5m. It therefore shows that the development is only suitable for residents with small cars. Further assessment /amendment is therefore needed.
- It is customary to use a 5m car to prove that the spaces are accessible to practically all drivers.

Visibility Splays – Planning 24519-C-018-A

- Junctions of roads 3 and 4 and 5 (adjacent to junction with 6) shows forward visibility test fails, and junction visibility does not relate to actual geometry.
- This and other junction have inappropriate geometry and consequently fail all visibility tests and raises objections on safety grounds.
- Kerb lines need to be amended before the visibility splays are retested. This is likely to improve some of them.
- Splays should be added for the access junctions and the turning head/private drive T junctions.
- Splays must be within adopted highway and the plan shows visibilities within private gardens which are likely to have walls/hedges.

LAP Proposals Drawings 1562A10-LLA-ZZ-00-DR-L-0401

- Area 6 shows gates opening outwards. These should all open inwards, not over highway/footway.
- LAP adjacent to unit 28 has convoluted access route and is likely to be in a private area with obvious conflicts with reversing vehicles. Play areas should be accessible via adopted highway and away from turning and reversing vehicles.

Cycle Route Plan - Planning 24519-C-020-A

- The plan shows no detail of how the development provides cycle routes or connection between shared and on road routes.

- Where cycles are intended to share space, the route must be 3m wide and have appropriate tactiles and signs.
- It must direct cycles back into carriageway where appropriate.
- Further detail is needed at this stage to demonstrate there is sufficient space provided. Finer detail can be conditioned when it is shown that sufficient space is dedicated.

Street Lighting Layout – Planning 24519 – C - 025- 0

- The plans show no lighting for private parking areas, where pedestrian movement will occur (and anti-social behaviour is likely) and lighting should be provided.
- Street lighting details must be agreed through the s38 process and so cannot sensibly be approved before the site has reached technical approval stage.

Planning Layout R9138-SMH-25-00-DR – 0008 P02

- Some of the geometry is easy for HGVs but will not be supported as it encourages higher speeds (despite the materials and levels adopted to try to manage speeds).(eg adjacent unit 69 and 122).
- Too many units are served by a single access point (junction road 1 / road 5 and eastern section main access) so should provide loops, emergency access or a (convoluted) link between the two accesses to resolve.
- All frontages must have footway, not just verges. (eg around unit 44).
- Shared surfaces must have additional width to provide for pedestrians and take account of parking and disabled users. (All Wales standard).
- Private drives should not serve more than 5 units maximum.
- The access points from Main Rd are not positioned or orientated in a safe way but are understood to be existing. As neither are appropriate, it may be better to serve even numbers of units from each. The southern access is arguable worse and serves most units.
- No information has been provided to demonstrate cycle storage.
- No information has been provided to demonstrate electric vehicle charging and the use communal parking courts makes this difficult for large numbers of residents to ever achieve.
- No information has been provided for bus stop locations which must be accommodated along the frontage of this site and require additional foot/cycleway depth.

Parking.

- Corner units have pedestrian access on radius and therefore will park on junctions eg unit 69, 34 and 100 creating safety issues.
- All roads need to be a minimum of 5.5m wide to provide for on street parking.
- Private drives need provision for visitor parking.
- The layout appears to indicate visitor parking adjacent to junctions, which is not safe or lawful to use and would impact access for larger vehicles as well as visibility splays, so raising safety issues.
- All main road units have rear parking. This will not be used as intended and parking will obstruct Main Road, which is a local distributor and bus route, so needs to be wider if it is to accommodate parking.
- Parking ratios for individual units has not been considered in detail at this stage.

The application includes discharge of various conditions, but as the layout is not acceptable and needs amendments, it would not be appropriate to discharge any of the conditions. Furthermore, insufficient information appears to have been provided to satisfy some of the conditions.

Highways would offer a number of objections relating to highway safety, sustainability and design standards.