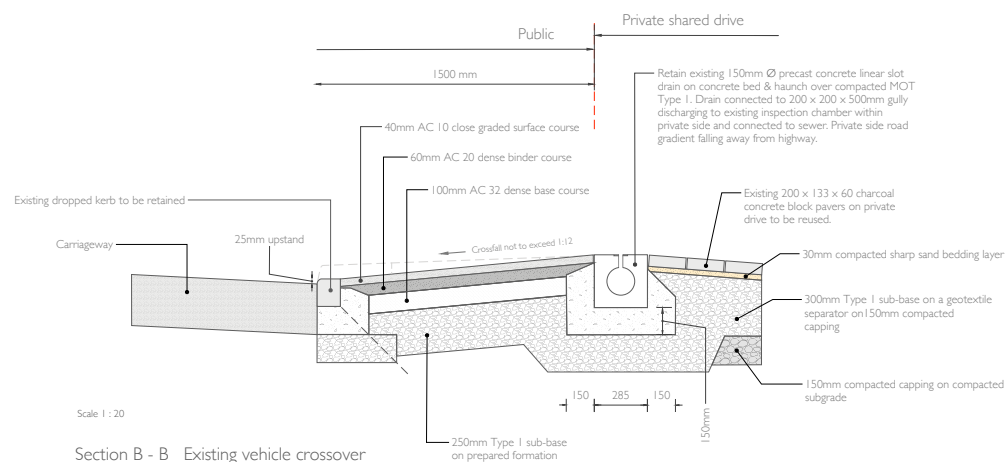
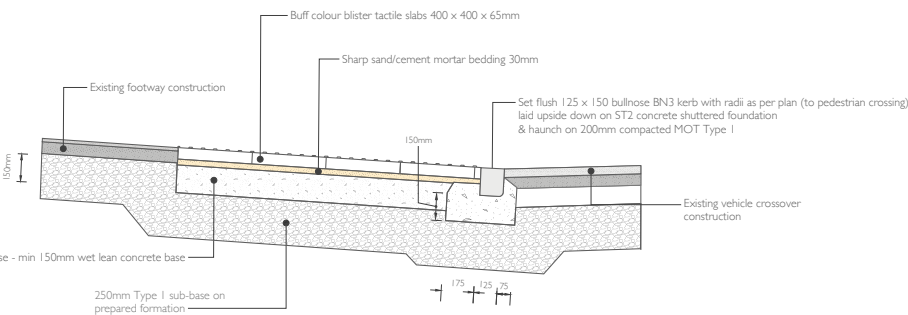


ACCESS DESIGN PRINCIPLES

The existing access has operated for approximately 25 years serving residential apartments. The proposed development will increase the total number of flats to 13 and the access will remain a low-trafficial residential access. Refuse storage is located within the site adjacent to the entrance; refuse vehicles shall not enter the access drive. The proposed works retain and formalise the existing residential access arrangement, developed having regard to Manual for Streets principles for lightly trafficked residential streets, including low vehicle speeds, pedestrian priority and context-responsive design. Owing to the constrained topography and established boundary conditions, the access gradient reflects the existing site levels and the proposal does not worsen the existing situation.

EXISTING ACCESS

Existing crossover measures approximately 4.40m at the mouth, tapering to approximately 4.25m at the narrowest point within the first section of the drive. Proposed works formalise and widen the access to 4.50m for the first 10.00m as shown.

PROPOSED ACCESS ROAD / SHARED-SURFACE ENTRANCE

Access onto Stow Park Circle to be formed as a low speed residential beltmouth / highway crossover with defined entry radii, surfaced tactile paving, positive drainage interception and widened access construction as shown. The defined pedestrian crossing point across the highway crossover shall comprise a flush dropped-rker arrangement with 0-6mm maximum upstand, with tactile paving provided in accordance with the approved layout. The existing highway-side dropped-rker interface at the carriageway edge shall be retained at 25mm upstand unless otherwise agreed. Beyond the highway interface, the private-side entrance shall operate as a low speed shared-surface access zone with a visually identifiable pedestrian route. The access gradient falls into the site and away from the highway, with surface water intercepted by the existing linear slot drain and discharged to the existing drainage chamber, preventing runoff from the public highway entering the drive and preventing uncontrolled discharge onto the public footway or carriageway. Existing charcoal block paving shall be reused where shown to maintain material continuity and minimise visual intrusion. All works shall be carried out in accordance with the approved widths, radii, gradients, levels, drainage, tactile paving layout and construction details.

PEDESTRIAN ROUTE WITHIN SHARED-SURFACE ACCESS

Pedestrian route to be visually identified within the private-side shared surface entrance zone by contrasting paving / material treatment, maintaining a clear and legible route through the access. The access drive shall operate as a low speed shared surface arrangement for vehicles and pedestrians, continuing the established residential use of the access. An existing stepped pedestrian-only access from Stow Park Circle shall be retained.

TACTILE PAVING / FLUSH CROSSING DETAIL

Provide surfaced blister tactile paving at the defined uncontrolled pedestrian crossing point across the vehicular access in 'natural' contrasting colour (non red), subject to Local Highway Authority approval. Tactile paving to comprise 400 x 400 mm blister slab slabs laid on 30mm sharp sand / cement mortar bedding over minimum 150mm wet lean concrete base and 250mm MOT Type 1 sub base on prepared formation. Domes to be aligned in the direction of pedestrian travel. Tactile paving to be laid stank bond and butt jointed, tied into the existing footway construction and limited to the defined crossing point only. Selected light natural colour to achieve effective tonal contrast with surrounding surfacing and to minimise visual intrusion within the Conservation Area.

PEDESTRIAN CROSSING / KERB INTERFACE DETAIL

Crossing point only to be formed with flush dropped kerbs, 0-6mm maximum upstand, using 125 x 150 B30 bullnose kerbs laid upside down to the radii shown on plan, with tapered kerbs either side to tie into the existing footway / crossover profile. Kerbs to be laid on ST2 concrete foundation and haunch over 200mm compacted MOT Type 1. The existing carriageway side dropped kerb at the highway interface shall remain at approximately 25mm upstand unless otherwise agreed. Detail to be read in conjunction with the approved access geometry, levels, drainage and widening works.

BELLMOUTH GEOMETRY

Belmouth kerb radii comprising combined 2.0m and 1.0m radii to the left hand exit and 3.0m radius to the right hand exit are proposed to accommodate the access alignment and curvature of Stow Park Circle. The reduced radii provide a tighter junction geometry to control vehicle speeds and improve pedestrian legibility, consistent with Manual for Streets principles for residential areas. Visibility at the entrance shall be improved by cutting back / replacing hedge growth to both sides of the entrance and maintaining plantings to a maximum height of 600mm within the required visibility area.

ACCESS GRADIENT

Existing private-side access drive gradient is approximately 1:6.2, reflecting site topography and corridor width constraints. The access has operated as a low-speed residential shared surface for approximately 25 years serving residential apartments. The initial 5.0m of the private access shall be reprofiled to approximately 1:8 to improve the junction approach gradient, with the remainder of the access following the established site levels. Bin store located at top of drive; refuse collection vehicles shall not enter the site.

DRAINAGE AT MOUTH OF ACCESS

Retain existing 150mm Ø linear slot drain with 200 x 200 x 500mm gully discharging to the existing drainage chamber within the site, connected to the sewer. No uncontrolled runoff shall discharge onto the public footway or carriageway or back into the development.

PEDESTRIAN ACCESS PROVISION

Two pedestrian access routes from Stow Park Circle to be available: retained stepped pedestrian-only access and pedestrian route via the shared surface entrance as shown.

HIGHWAY WORKS REQUIREMENTS

Works within adopted highway to be undertaken under Newport City Council permit / licence by NRSWA-qualified operative(s) and supervisor with valid SWQR registration, public liability insurance, and all necessary statutory undertaker approvals in place prior to commencement.

Access design based on an assumed Sub grade CBR of 2-3%. All construction materials within 450mm of the finished surface are non frost susceptible in accordance with MCHW Series 800. Formation level and capping to be proof rolled and inspected by the Engineer prior to laying sub base. Actual CBR to be verified in-situ. If measured CBR <2% a revised design must be submitted to Newport City Council Highways.