

From: Tony Chivers
Sent: Friday, July 11, 2025 13:56
To: Burrows, Lydia (Planning Officer) <Lydia.Burrows@newport.gov.uk>
Subject: RE: 25/0310 Requested Highway Information

Hi Lydia ,

Further to your email dated 8th July and the attached highway consultation comments , as requested please see attached our response :

Your initial request indicated that a compelling highway safety benefit must be demonstrated to justify the proposed secondary access. In your latest response dated 3rd July 2025, you clarified that you now seek further detail to assure the authority that there is sufficient operational justification and balance in providing an additional access.

We are pleased to provide the following additional justification to further support our position.

But firstly, it is important to clarify that the introduction of the secondary access will not lead to any increase in overall traffic generated by the site. Rather, it will simply redistribute existing vehicle movements, enhancing the safety and efficiency of site operations.

Operational and Safety Justifications:

1. Segregation of Vehicle Movements:

The proposed secondary access allows clear and effective segregation of HGV and tanker movements (approximately 16 skip lorries, 22 articulated vehicles, and 10 tankers) from staff (approx. 70 No.) , visitors, and general public vehicles. This significantly reduces potential conflicts and improves pedestrian and workforce safety within the yard.

2. Enhanced On-site Pedestrian Safety:

By separating heavier industrial traffic from lighter staff and visitor vehicles, the site layout will considerably reduce potential interactions between

pedestrians and larger industrial vehicles, improving the overall internal safety environment.

3. Increased Flexibility and Efficiency:

The additional access point offers essential operational flexibility, particularly during peak operational hours or unexpected disruptions. By dispersing traffic movements, congestion at the main entrance is alleviated, improving vehicle turnaround times, and enabling quicker loading/unloading operations.

4. Improved Internal Traffic Flow:

A dedicated secondary access ensures smoother circulation patterns within the site, reducing internal congestion and improving overall operational efficiency, thus enhancing the site's ability to maintain reliable and timely services.

5. Enhanced Business Continuity:

Should there be any disruption at the primary access point (due to an accident, vehicle breakdown, or other blockage), the secondary access ensures continued operational capability, minimising downtime and associated commercial impacts.

6. Potential for Specialised Vehicle Handling:

The secondary access provides the opportunity to manage certain vehicle types, such as tankers, away from the main access point. This arrangement optimises on-site operations and reduces conflicts, without increasing the overall number or type of vehicles using the highway network.

7. Better Customer Service and Experience:

With a dedicated secondary access, we can offer improved customer satisfaction through enhanced convenience, safer site access, and reduced waiting times, which aligns positively with our commitment to customer service.

We trust this comprehensive operational rationale clearly demonstrates that the provision of a secondary access is both justified and proportionate, improving internal operational efficiency and significantly enhancing on-site safety for all users without adversely impacting highway safety.

Should further discussion or detail be required, please do let us know.

Kind regards,