

## Application 18/0293, Land To South Of Glan Usk Primary School, Herbert Road, Newport

### Highway Comments

Hi Geraint,

I have reviewed the revised submission for application 18/0293. A number of highway issues have been addressed however I still have some concerns regarding highway safety and the provision of parking, please see the following comments.

1. Visibility splays have now been shown at 2.4x25m, given the extent of forward visibility 85th percentile vehicle speeds will be in excess of 20mph, therefore splays do not conform to manual for streets which is detrimental to highway safety. Either splays would need to be increased or measures put in place to reduce vehicle speeds.
- 1) It has not been demonstrated that refuse vehicles can pass a large car, it is accepted that some lane overrunning may occur at junctions where vehicles anticipate stopping, however a car and refuse should be able to pass on bends. Inability to do this risks collision, overrunning of footways or reversing manoeuvres on the highway to the detriment of highway safety.
- 2) I retain my previous comments regarding the pedestrian links provided at the North Eastern and North Western end of the side linking to the adopted footway, these should not be gated, unobstructed pedestrian links should be provided.
- 3) The majority of shared drive access points have now been updated to 4.5m with the exception of the plots 138-143, this now has a 3.5m entrance. It would need to be 4.5m to allow passing for 2 vehicles.
- 4) Entrances to under croft parking areas, although increased, are still only 4.0m in width, this is inadequate to accommodate 2 way vehicle passing, particularly given the adjacent walls reducing the effective width. This leads to the risk of vehicles reversing across the footway to the detriment of highway safety.
- 5) Considering the limited space to manoeuvre I would question whether vehicles can access and egress the under croft parking for plots 51, 53, 122, 124, 174-175 and 187-188 in a forward gear. This should be demonstrated with vehicle tracking.
- 6) The shared drives to plots 127-132 are 4.5m for the full length, in accordance with the parking standards vehicles require 6m of space to undertake reversing manoeuvres. It is therefore a concern that vehicles would reverse over the adjacent footway to the detriment of pedestrian safety. In addition the footpath would need to be protected from indiscriminate parking. The footway should be continuous for pedestrian movements.

- 7) Parking for Plots 49, 126, 176, 183, 184, 189, 192 is divorced from the properties with no direct access from the property to the parking spaces, this is likely to lead to parking on the highway reducing capacity for visitor parking and inhibiting the free flow of traffic.
- 8) Parking spaces in front of garages for plots 173, 176 do not conform to the SPG parking standards. Spaces should be 5.5m where abutting a structure.

I would reiterate comment formerly made regarding conditions and s106 obligations.

**Conditions**

1. *It should be conditioned for full engineering details for the roads including details of widths, gradients, long sections, construction details and specifications, drainage and street lighting must be submitted for approval. The roads must be constructed in accordance with the approved drawings.*

**S106 Obligations**

2. *It is considered that the impact on the existing Highways Network of proposed application 18/0293 is commensurate with that of approved application 13/1279. Therefore I would seek to retain the Highways obligations imposed in the s106 agreement that was put in place as a result of application 13/1279.*

Kind Regards

Simon Davies

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