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Thursday, 04 June 2026

TO: Head of Regeneration and Economic Development
FAO Geraint Roberts
FROM: Louis Preece
DATE: 4th June 2026
PROPOSAL: CONSTRUCTION OF A NEW FULL-SIZE 3G SYNTHETIC SPORTS
PITCH, SPECTATOR VIEWING AREAS INCLUDING 2NO 125-SEATER
STANDS, TV GANTRY, CHANGING FACILITIES, PARKING AREA,
ACCESS IMPROVEMENTS AND ASSOCIATED WORKS
SITE: Dragon Parc Spyttý Boulevard Newport International Sport Village
Newport NP19 4RA

I refer to your email dated 1st June 2026.

I have significant concerns over the proposed relocation of the shared-use pedestrian and cycle track that runs along the east and south of the site. These concerns relate primarily to user safety.

Welsh Government Active Travel Act Guidance (ATAG) point 9.18.1 states:

'The recommended additional space (measured from the wheel) to provide sufficient clearance to an adjacent upstand or vertical structure parallel to a cycle track/lane is:

kerb up to 150mm high: add 200mm

vertical feature 150-600mm high: add 250mm

vertical feature above 600mm high: add 500mm'

This is to reduce the risk to cyclists of a collision with their handlebars, with the potential to result in serious injury. Vertical features, such as fencing, reduce the effective path width to users, especially where they are continuous. Though the existing path is not exclusively used by cyclists, it does allow the use of cycles along its length, so the above considerations should be integrated into site design. The validity of 9.18.1 in relation to this application is also reinforced by the design element guidance for a shared use path (DE403, ATAG page 384).

On the General Arrangement drawing submitted by the applicant, there appears to be no clearance between the path and the 5-metre-high fence along the south of the site. As per guidance above, this should be 500mm.

From the General Arrangement drawing, it is unclear of the proposed width of the reinstated path to the south of the site. As per ATAG design element DE403, this should be a minimum of 2.5m wide for a secondary route of this nature. Additionally, where possible, a clear verge of 1m should be provided alongside pedestrian and cycle routes. The

importance of this is increased by the reen along the southern boundary of the site, to provide additional space to avoid falling in the reen in the case of a fall.

The narrowing of this pedestrian and cycle corridor between the proposed fencing and the reen also causes concern for personal safety. Without space for evasion as there is presently, this pathway corridor increases the risk of people becoming trapped along its length (ATAG point 9.5.9 – 'Pedestrian routes should have clear exit and entrance points where people cannot be trapped, avoiding blind corners').

The vehicular entrance to the east of the site is currently subject to physical access restrictions with only pedestrians and cyclists permitted beyond the bridge. The General Arrangement drawings appear to provide no additional footway provision on site, potentially putting pedestrians in conflict with motor vehicles accessing the car park. Provision should be outlined for the continuation or transition of the Nash Road footway into the site.

The plans do not include any form of cycle parking provision. This must be included in the development to support sustainable travel to the site. The NCC Sustainable Travel Supplementary Planning Guidance states that for sports facilities, a minimum of 1 long-stay (secure) space per 4 staff and a minimum of 1 short-stay space per 10 staff, but provision should consider an appropriate capacity for spectator travel too, especially in such a location where there are several cycle routes in close proximity to the site.

Yours Faithfully,

Louis Preece
for Head of Infrastructure