

Highway Response

Ref: 25/0061

Date: 03/03/25

PROPOSAL: RETROSPECTIVE APPLICATION FOR RETENTION OF NEW ACCESS, CREATION OF TRACK AND INSTALLATION OF GATES AND FENCES AFFECTING PUBLIC RIGHT OF WAY 402/4/1

SITE: Land Northwest of and Adjacent to Homelands Pen-Y-Worlod Road Newport NP26 3AJ

Case Officer: Ben Webster

Highway Officer: Kevin Jackson

Highway recommendation:

Objection on highway safety grounds.

Highway Comments:

The access to highway has been created adjacent to a public right of way (footpath/PRoW) which is located at one end of the site. The road is subject to a 60mph speed limit but is constrained in terms of width and forward visibility.

A speed /traffic survey has been included and demonstrates that actual speeds are much lower than the posted speed limit (as would be expected). The required "Y" distances should be based on a calculated 85th percentile wet weather speeds found from a survey of at least 200 samples during a neutral month. Notwithstanding concerns with the methodology and calculations, it is accepted that reduced visibility requirements are appropriate. These would be in the order of 2.4 by 34m approximately.

The proposal includes the relocation of some hedgerow to improve visibility in one direction, but no consideration of the other direction or the pedestrian visibility requirements.

Pedestrian and vehicular visibility splays must be created in both directions to satisfy the safety requirements of a new access. The splays associated with nearby historical access points is irrelevant.

Splays must be within the ownership (and red line) or adopted highway to be accepted. There is no scope to provide the visibility splays at this location, due to third party land bound by hedges.

The set back for the gate and the apron/drive to be surfaced in bound permeable material must be sufficient to accommodate the anticipated vehicles. In this case we would suggest this would be 10m as trailers of various kinds are likely to be used for transportation, farriers, feed etc..

Internally, the principles of the layout could be acceptable to highways, however the length of track is only needed because of the chosen access point and the turning head must be deep enough to allow a car and trailer to turn. It is not accepted that the turning head is sufficient to allow a 10m vehicle to turn within the site. (swept path assessments or dimensions should be provided to support the design).

It is suggested that the new access improves the safety of the existing access / PRoW. This is not accepted as the key issues are visibility left and pedestrians. These are not improved.

In summary, the access has not been located in an appropriate position and raises objections on highway related issues around pedestrian and vehicular visibility splays.

We would suggest that the applicant considers a more central location where the PRoW is avoided, and visibility can be provided in both directions. (Also reduces the length of drive needed).