

Response to Leicestershire County Highways Comments of 13 March 2025:

Internal Layout Compliance Report

Date: March 20, 2025

Prepared by: The Greenfield Design Partnership Ltd

This report addresses the comments received from Leicestershire County Highways (LHA) regarding the internal layout of the proposed development, specifically the adoptability of roads under a Section 38 agreement per the Highways Act (1980) and compliance with the Leicestershire Highway Design Guide (LHDG).

1. Unadoptable Road Design: Direct Frontage Access Points

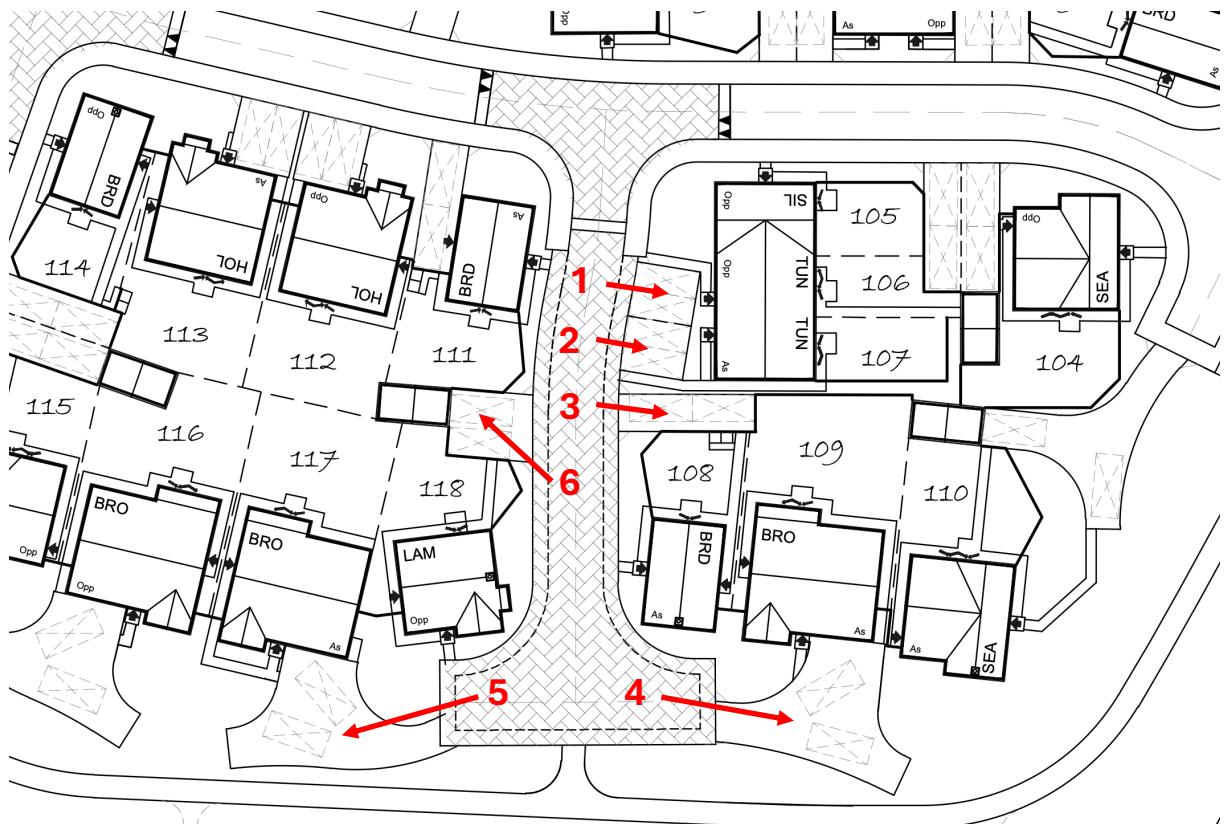
The LHA has raised concerns that the roads (STR 13 and STR 14) do not serve the minimum of 6 direct frontage access points as required by the LHDG. We confirm that both roads meet this requirement, as detailed below.

STR 13 – Direct Frontage Access

Contrary to the LHA's observation, STR 13 serves 6 plots with direct frontage access. The plots are:

1. Plot 106
2. Plot 107
3. Plot 108
4. Plot 109
5. Plot 117
6. Plot 118

All listed plots have direct frontage access to STR 13, with no reliance on private drives for these connections.



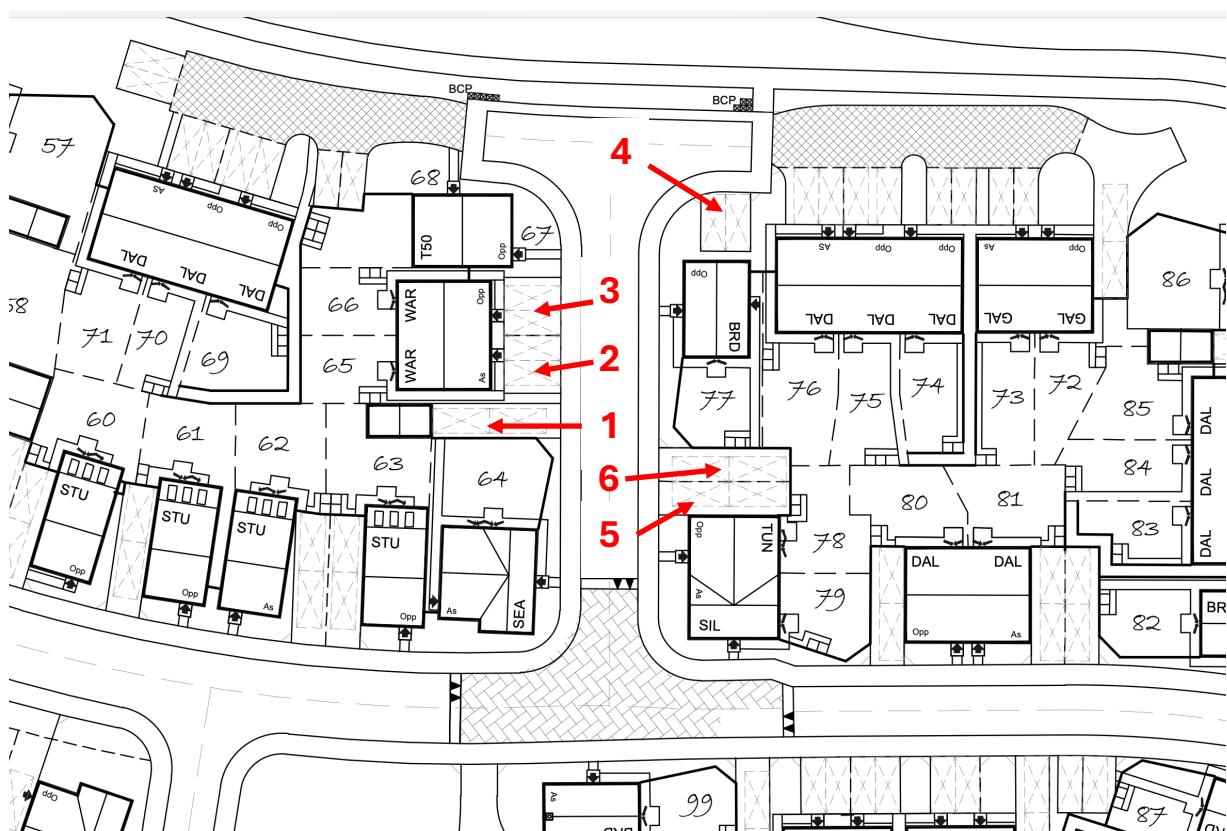
Annotated layout plan highlighting drives to Plots 106, 107, 108, 109, 117, and 118 with direct frontage access to STR 13.

STR 14 – Direct Frontage Access

Similarly, STR 14 serves 6 plots with direct frontage access:

1. Plot 64
2. Plot 65
3. Plot 66
4. Plot 77
5. Plot 78
6. Plot 79

Plot 79 does not have direct frontage access to STR 14, as it is served via a private drive. However, the six plots listed above all have direct frontage access to STR 14, satisfying the LHDG requirement.



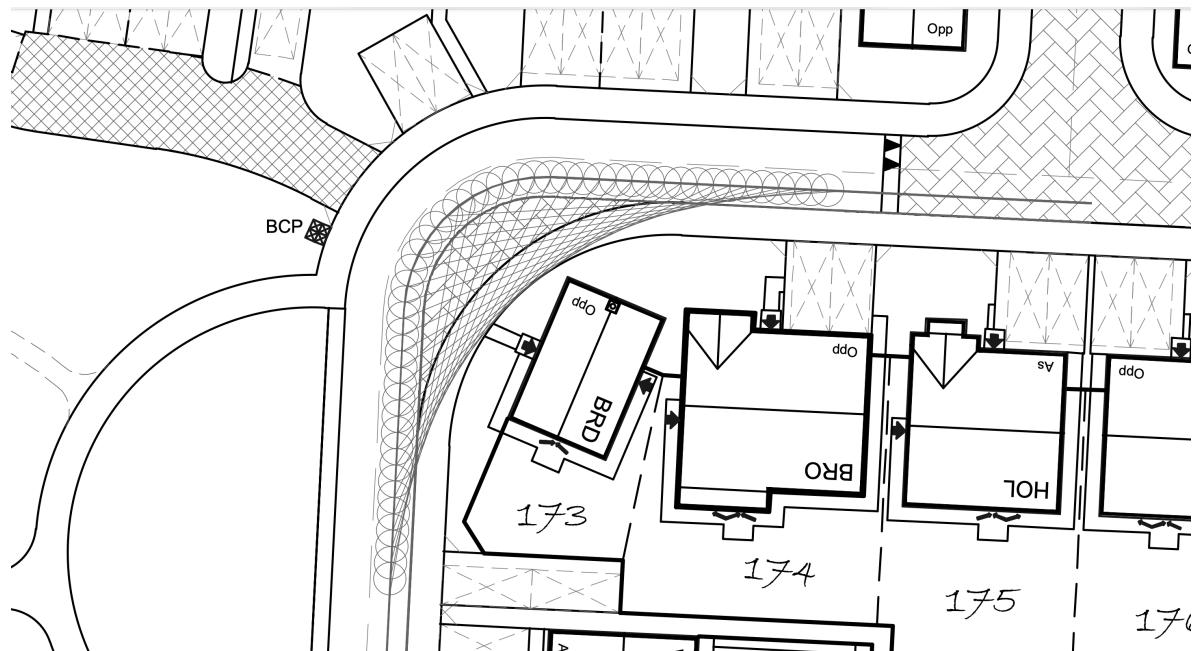
Annotated layout plan highlighting Plots 75, 76, 77, 78, 80, and 81 with direct frontage access to STR 14.

2. Future Development

The LHA notes that STR 14 may be intended for future development extension and advises that it will not be adopted due to insufficient direct frontage access points. As demonstrated above, STR 14 serves 6 plots with direct frontage access, meeting LHDG standards. We assert that STR 14 is eligible for adoption, and any future extension will be designed to comply with LHDG requirements at that stage.

3. Forward Visibility at Bend

The LHA requests details of forward visibility at the specified bend. The design ensures compliance with LHDG standards, achieving a forward visibility distance of 25 meters at the bend in question. This meets the minimum requirements outlined in Table DG3 of the LHDG.



Extract of the design plan showing the bend with forward visibility sightlines annotated.

Conclusion

The internal layout, including STR 13 and STR 14, complies with LHDG requirements for adoption under a Section 38 agreement. Both roads serve 6 plots with direct frontage access, and forward visibility at the specified bend meets the necessary standards. We request that the LHA reconsider their position on adoptability based on the evidence provided.