

23/00573/FUL - Highways Comments (Internal Layout)

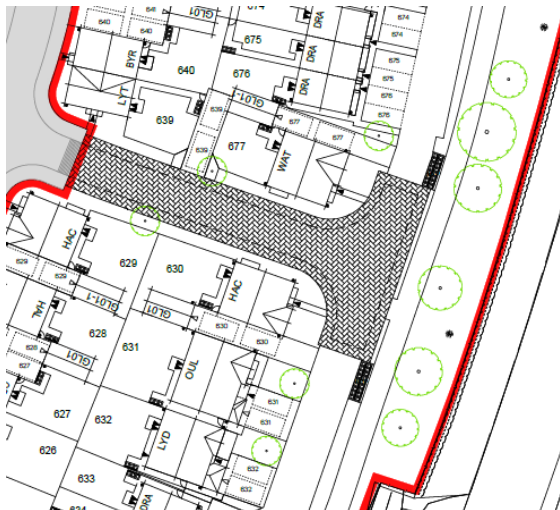
The following provides a response to LCC Highways' comments in relation to the internal layout, as received on 11th April 2024. It shows the initial comments in black, and Bloor Homes' response in red.

Roads not suitable for adoption

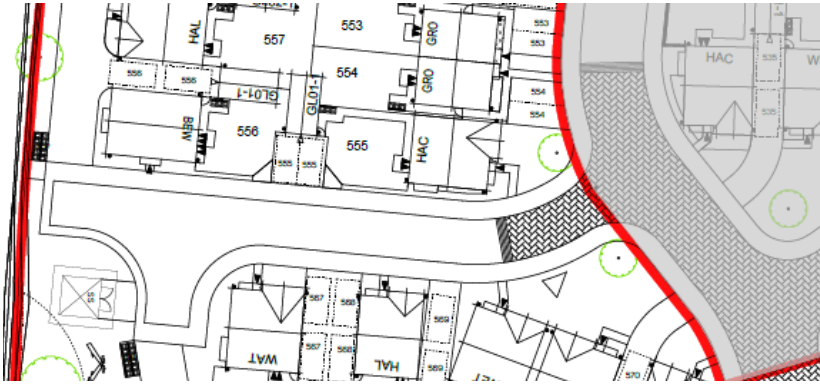
For a road to be considered for adoption it must provide direct frontage access to five properties or more as detailed in the Leicestershire Highway Design Guide (LHDG - available at: <https://resources.leicestershire.gov.uk/lhdg>). Please refer to part 3 points 3.40

The roads detailed below fail to comply with this requirement, please amend the planning layout to resolve this issue.

Road 101 serves one direct frontage and Road 107 serves four direct frontages



Road 101 is no longer proposed for adoption and is to be excluded from the S38 submission.



Plots 556 & 557 have been turned to face directly onto Road 107. It now provides direct access to 6 dwellings.

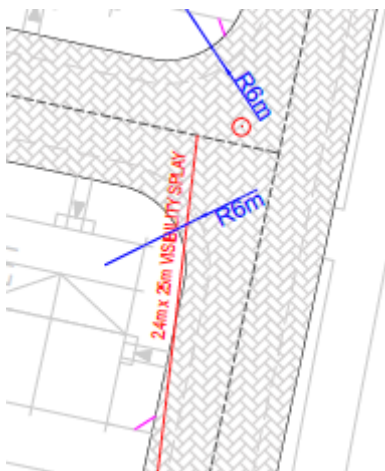
Road 102

This road has been design as a shared surface. Shared surface roads should not exceed 40m in length unless speed control measures can be designed into the layout, such as speed control bend to maintain a 15mph design speed. Road 102 exceeds 40m in length, therefore the road layout will need to be redesigned to comply with the LHDG.

Road 102 has been upgraded to a traditional road with a footpath. Speed reducing features are no longer required.

Visibility splay at junction road 102 - the visibility splay detailed below, is shown as being slightly contained within private land please amend the plan to resolve this issue.

The visibility splay now falls within the proposed footpath.



Notwithstanding the above we have also checked the parking provision across the site and offer following comments for consideration:

Parking Provision

The level of parking across the site is generally in accordance with the requirements in the LHDG. However the applicant should note the following:

- Plot 565 – Spaces bound on both sides 2.8m width Driveway widened to 3.4m
- Plot 587 – One space 5m in length backing onto footway Parking space lengthened 5.5m
- Plot 597 – Spaces bound on both sides - 2.8m width Assume this is a typo for plot 598 as 597 is not bound on either side. 598 has been widened accordingly to a minimum of 3.4m.
- Plot 646 – Space bound on both sides – 2.9m width Driveway widened to 3.4m.
- Plot 678 – Space bound to both sides – 2.9m width Driveway widened to 3.4m.
- Plot 686 – Space bound to both sides – 2.9m width Driveway widened to 3.4m.
- Plot 687 – Space bound to both sides – 2.9m width Driveway widened to 3.4m.

As set out in Para 3.165 Part 3 of the LHDG:

‘Minimum parking space sizes and aisle widths are shown in Figure DG13. Minimum parking size 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstructions on 1 side, 1m if bounded on both sides’

Remote parking

Several plots have, private parking bays, located remotely from the front door access points. Experience has shown this type of parking arrangement leads for inconsiderate parking at junctions and on footways. Please review, the layout to resolve this issue.

There are 9 plots where parking is not directly outside the front door of the properties. This equates to less than 6% of the total number of dwellings associated with this application, and is less than has been provided on previous phases of this development. However, of the aforementioned plots, the parking remains within the curtilage of the dwellings to which they serve, and is provided with easy and direct access to the house via their private garden. We are firmly of the view that the risk of inconsiderate parking is minimal and as such should not warrant an objection to the application or any issues with the S38 application.