

## **Highway Authority Response**

Please find below our responses to the comments raised in the latest highways consultation. The attached revised Highways Strategy drawing has been updated accordingly, showing vehicle tracking, road numbering, road names, visibility splays, and bin collection points etc

### **Road numbering**

Roads are now clearly numbered on the layout to aid review.

### **Carriageway width**

The main access road has been retained at 6.75m to future-proof the site for potential future expansion. This provides capacity for refuse and emergency access without later widening works.

### **Speed control**

Speed control radii bend has been designed into the layout to encourage lower vehicle speeds in line with LHDG guidance. Speed control tables have been adjust accordingly throughout the site to ensure it adheres to the LHDDG. Any further detailed measures can be agreed at the S38 stage.

### **Forward visibility**

Visibility splays have been added throughout the development, these fall within highway land.

### **Radii and turning heads**

All junction radii are now shown, and turning heads have been amended to 8m in line with LHDG standards.

### **Footways**

- Ends of turning heads not linking to the PRow now include 1m service margins instead of full footways.
- Tactile crossings are shown at junctions.

**Private drives**

Visibility splays have been added to the shared drive serving Plots 24–30. Shared drives over 25m are now 5m wide. We do not anticipate refuse vehicles having to drive onto these driveways as the bins are within suitable carry/drag distances. Please refer to the BCPs now shown.

**Landscaping**

Tree planting will not conflict with visibility splays. Species selection and root barriers will be confirmed at the S38 stage.

**Refuse vehicle tracking**

Tracking for an 11m refuse vehicle has been added and demonstrates satisfactory access across the site.

**Bin collection points**

Bin collection points are now identified, positioned outside visibility splays and within the recommended 30m carry distance wherever possible.

**Parking provision**

Parking provision is compliant with LHDG standards. Visitor spaces are spread throughout the site.

**Pedestrian visibility splays**

1m x 1m pedestrian splays are now included at all private drive and shared drive junctions with the highway.

**Public Right of Way**

The PRow alignment is correctly shown. It will be upgraded to a 2m wide all-weather surface up to the site boundary, with drop kerbs provided where it meets the carriageway. No planting is proposed within 1m of the PRow. A full PRow treatment scheme can be secured by condition as suggested.