

Material Planning Considerations

The LHA consider that the internal layout does not accord with the LHDG and the site is therefore not suitable for planning permission as currently proposed. The Applicant should therefore consider the following points:

- The speed control measures within the layout requires further adjustments. For example, there are areas which are over calmed, such as the table o/s Plot 103 and between 58-65 & 104-106, but then lengths which exceed the ~60m as detailed in the LHDG. The Applicant should note that any ~90° bends within the development with an inside radii exceeding 8m will not be considered as a calming feature, such as Plots 448 and 215.

This is noted. I have removed the table from o/s plot 103 and between 58-65 & 104-106. We accept the note regarding the 90 degree bends. We tend to get comments at Section 38 stage regarding the traffic calming and amending it at that stage so would expect any further amendments to traffic calming to be resolved at Section 38 stage.

- The ramps for these tables should also not conflict with driveways, as they currently do at Plots 176, 331 and 143.

The positions of the ramps have been amended to avoid the clash with the parking as requested.

- Forward visibility splays are required, and the areas within the splays should be conveyed as highway at the bends within the development, in accordance with the LHDG. For further information, please see LHDG, Figure 8. The Applicant should ensure the splays are detailed on the drawing(s).

The Visibility Splays have been shown on drawing MZ567_03_240_01 REV B – Highway Dimensions & Visibility Splays Plan which has been previously provided. Please see attached for completeness.

- A 2m footway should be detailed at the north of the turning head o/s Plot 95, to connect into the footpath.

A 2.0m footpath has been provided as requested.

- The small stretch of 1m margin between Plots 227 – 224 should be a 2m footway to connect into the footpath.

The margin has been amended to a 2.0m footway as requested.

- Tactile paved uncontrolled pedestrian crossings should be provided and shown at junctions/where appropriate. e.g. at PROW crossings.

This is noted. I have added tactile crossings to the plan as requested. Again, we tend to get comments at Section 38 stage regarding the positions/requirements of tactile crossings.

- Bend widening is not required at the bends o/s Plots 224 & 227 or at the shared surface around the LAP.

Bend widening has been removed from these areas as requested.

- The turning head radius at the end of the main spine and o/s Plot 124 should be 8m.

Radius amended to 8m as requested.

Adoptability comments

The LHA consider that the internal layout does not fully accord with the LHDG and the site is therefore not suitable for submission of a S38 application post granting of planning consent as currently presented. Whilst it is not a requirement for these matters to be addressed during the planning application stage, the Applicant may wish to consider addressing the following points in order to demonstrate a layout more likely to be suitable for an application for adoption under S38:

- There are less than 6 plots fronting onto/being directly served by the roads serving Plots 464, 336 and 77 – in line with Policy 5 of the LHDG this should be redesigned to increase the number of frontages or not be proposed for adoption.

This is noted. We will seek to discuss this at Section 38 stage.

- Clarification is sought regarding the 5.5m wide road serving Plot 131. Currently this exceeds the required carriageway width, but this is acceptable as-is if this is to futureproof the access to a further phase of development (presumably the school?) If no future development is served a commuted sum will be charged at the S38 stage for the additional highway area.

This is noted. It has been design for the proposed future development on the school land. We note above regarding the commuted sum if the development does not come forward.

- The Applicant should note that the additional squared edges of the shared surface around the LAP area will incur a commuted sum at the S38 stage.

This is noted, we will discuss this at Section 38 stage.

- The LHA note that the carry distance for some householders on private drives exceeds the ideal maximum of 30m (The Building Regulations 2010, Drainage and Waste disposal Approved Document H, Para 1.8, Page 54).

This is noted and we will double check this and ensure we meet the required building regs.

The Applicant is advised to note the following points:

- Consideration of root barrier/deflection treatment will be required when proposing trees/shrubs adjacent to the footway.

We note this point, and will specify the relevant root protection treatment at detailed design stage.

- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Noted.

- In line with the LHA's Road safety audit policy, please note that a Stage 2 RSA will be required when the S38 application is made to the LHA.

We will ensure an RSA2 is provided at Section 38 application stage.