

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

Road numbers

The LHA would ask the applicant to add road numbers to the design plan as these assist when providing design comments.

These have been added to a specific Highways drawing - MI100-HL-001FUL.

Road and footway widths

For clarity the applicant should provide details on the road, footway and service margin widths for the proposed development.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Speed control

The layout of the site should be amended to design speed control into the layout, to maintain a 20mph design speed. Further information on speed control can be found in Part 3, Section DG4, point 3.48 of the LHDG.

Speed control features have been added in accordance with the above.

Road classification

The amended plan should identify access roads, access ways and any shared surfaces to be installed on site.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Turning head radii

Please detail the turning head radii on the design plan, further information relating to our design standards can be found in Part 3, point 3.36 onwards of the LHDG.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Junction radii

Please detail the junction radii to be installed on site at all junctions within the development. Further information relating to junction radii can be found in Part 3 Table DG5 of the LHDG.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Forward visibility

Applicant to show that 25m forward visibility through the bend on the spine road on the design plan, please note this must be contained within the highway boundary.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Junction visibility

Please confirm on amended drawing that 25m visibility splays will be provided at all junctions within the development on the design plan. Please note these must be contained within the highway boundary.

These have been added to a specific Highways drawing - MI100-HL-001FUL

Private loop road

The design plan details the private drive from plots 40 to 63 forms a loop road. The LHA does not accept private loop roads within new developments. Please amend the design plan to show this private drive as being broken.

The private drives have been broken and demountable bollards are proposed to allow for a fire tender vehicle to access the dwellings without the need to turn around.

Excessively long turning head arms

The turning head fronting plots arms 17-18, 85-86, 56 -63 and 135, are excessive in length and therefore fail to comply with those detailed in Part 3 point 3.36 of the LHDG. The applicant will need to amend the design plan to shorten the turning head arms inline with the LHA's design guide

All turning head arms have been reviewed and reduced where possible.

Junction design

The design plan indicates two trees are to be put forward for adoption and two areas of additional footway or grass verge are to be put forward for adoption.

The LHA will not adopt trees or grass verges in isolation, please amend the road layout to run the footway adjacent to the carriageway and include the areas at the back of the highway boundary into the frontage curtilage of the properties 101 -102- 80 to 82.

The junction has been redesigned to bring the footpath adjacent to the carriageway as requested. The land containing the trees is now within private curtilage.

Roads unsuitable for adoption

For a road to be considered for adoption it must provide direct frontage access to five properties or more. The roads serving Plots 39, 40, 64, and 86 and Plots 15-18, 25 and 63 fails to comply with this requirement, please amend the design plan to resolve this issue.

All roads proposed for adoption have at least five properties serving them. There are private drives that service a number of dwellings for each of the aforementioned instances. Please see below summary:

Road No	Serviced Plots	No of Plots
Road 12 Accessway	678-686, 654-668	24
Road 108 Accessway	639, 669-677, 630-638	19

Parking

The LHA has not checked the parking provision across the site but note the housing mix proposed in the key on the planning layout drawing. The LHA would advise the applicant that parking should be based on two spaces for dwellings of up to three bedrooms and three spaces for four or more bedrooms.

All four bed properties are proposed with three spaces and all other properties have at least two spaces

Parking spaces should measure a minimum of 2.4 x 5.5m with an additional 0.5m width if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, 1m if bounded on both sides as set out in the LHDG. For a garage to count as a parking space, internal dimensions should measure 3.0 x 6.0m for a single garage or 6.0 x 6.0m for a double garage.

All parking spaces have been amended to be a minimum of 2.4m x 5.5m with the additional widening if bound on one or two sides. All garages are at least 6m x 3m.

Parking spaces should not be 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. The applicant should review the layout and try to resolve this issue where possible.

Layout has been reviewed and all parking has been provided as near to respective dwellings as possible.

Private Drives

The applicant is advised that for shared drives that are to remain private the minimum effective width of an access to a shared private drive serving two to five dwellings is 4.25m and for 6 to 25 dwellings is 4.8m for a minimum distance of 5m behind the highway boundary. The minimum width for private drives is 5m if more than 25m in length. In all cases the applicant should add 0.5m if bound by a wall, fence, hedge, line of trees, etc. 1m should be added if the drive is so bound on both sides. Please refer to Part 3, Section DG18 of the LHDG for further guidance.

All drive widths have been reviewed and updated to ensure compliance with the above.