

23/00574/REM- Highways Comments (Internal Layout)

It would be of benefit to add road numbers to the design plan as these assist with providing design comments.

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

For clarity the road, footway and service margin widths which are proposed within the development should be detailed.

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

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

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

Access roads, access ways and any shared surfaces to be installed on site should be clearly identified.

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

The turning head radii should be detailed on a revised plan, further information relating to design standards can be found in Part 3, Para. 3.36 onwards of the LHDG.

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

The junction radii to be installed on site at all junctions within the development should also be detailed on a revised plan. 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-001RMA.

25m forward visibility through the bend on the spine road shown below should be detailed on a revised plan. It should be noted this must be contained within the highway boundary.

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

25m visibility splays should be detailed at all junctions within the development on a revised plan. Please note these must be contained within the highway boundary.

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

The drawing details 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 highway authority will not adopt trees or grass verges in isolation, therefore the Applicant should 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 (which fall outside the red line boundary) and 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.

In addition to the previous comments, it should be noted the access drive to plots 101 and 102 (which fall outside of the red line boundary despite the access drive falling within the red line) falls within the centre of the junction radii. The LHA do not accept access drives on junction radii, therefore this requires amendment.

Drives have been redesigned to ensure they do not clash with the junction radii.

The junction design shown below appears to show block paved over run areas. These areas are not required to facilitate the safe use of this junction. The junction will need to be redesigned to LCC's required formal junction design.

This junction has been designed as part of the bus route. Therefore, It has been designed in accordance with drawing 'C21021-DR006 A' which is within the submitted TA (Page 80). Furthermore, block paved areas have been changed to tarmac as requested.

For a road to be considered for adoption it must provide direct frontage access to six properties or more. The road shown below fails to comply with this requirement, the design should be amended 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 105 Accessway	466-472, 460-465	13
Road 107 Accessway	556-569	14

At present, the section of road shown below appears not to connect to another internal road, therefore a turning head will need to be design into the road layout to ensure vehicles can manoeuvre safely, as detailed in the LHDG.

A turning head has been added on the western boundary of the proposals. Please see Highways drawing - MI100-HL-001RMA adjacent to plot 541.

It should be noted gradients should conform to the standards set out in Table DG1: General geometry of residential roads (internal) in the LHDG.

Noted and will be clarified during the S38 process.

Parking provision

The number of parking spaces proposed for each plot is considered to be in accordance with Part 3, Paragraph 3.151 of the LHDG.

Parking has been provided in accordance with the above.

Garages (where provided) are designed in accordance with Part 3, Para. 3.200 of the LHDG.

Garages has been provided in accordance with the above.

It should be noted that a large number of four bed plots which require three parking spaces remain in a tandem arrangement. This is discouraged by the LHA as it can lead to an increase in on-street parking. The LHA therefore requests that the parking arrangements for the four bed properties are reviewed, with a view to reducing the number of plots with tandem parking spaces.

This principle has been accepted for all other phases of development and we don't consider this to be an issue.

The LHA request that 1m x 1m pedestrian visibility splays are detailed on the drawing where private drives and shared private drives meet an adopted footway.

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