

| TECHNICAL NOTE |                                                                                                         |           |  |
|----------------|---------------------------------------------------------------------------------------------------------|-----------|-------------------------------------------------------------------------------------|
| from:          | ALAN DAVIES                                                                                             | date:     | 5/4/2022                                                                            |
| subject:       | <b>Application for reserved matters consent (appearance, scale, landscaping and layout) 3/2021/0556</b> | file ref: | J1401-TN1                                                                           |

## Introduction

A reserve matters application has been submitted with supporting drawings, this has been reviewed and clarification is sort on a number of areas.

This Technical Note sets out the response to the feedback.

## Feedback and Responses

The feedback set out the following concerns in *italics*, responses shown in **bold**:

*The LHA have studied MPSL Drawing Number 01 Rev P5, which details the site layout. While the proposals would not be considered to be unsafe, for the Local Highway Authority to accept a new internal road network it will need to be at an adoptable standard.*

*Therefore, the LHA require the following amendments to be made and a revised plan submitted to the Local Planning Authority as part of this application, for further consideration by the LHA:*

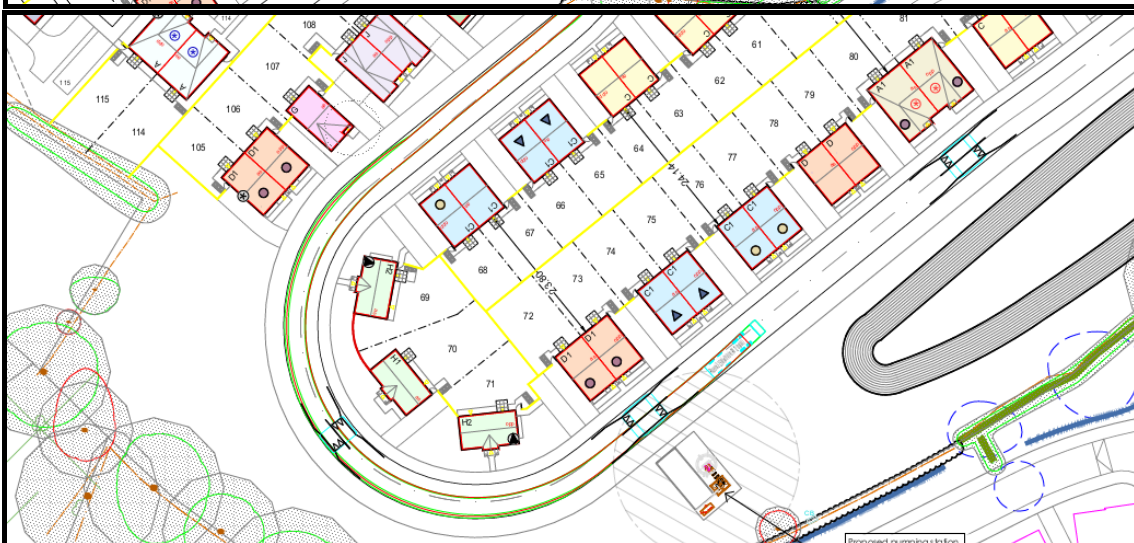
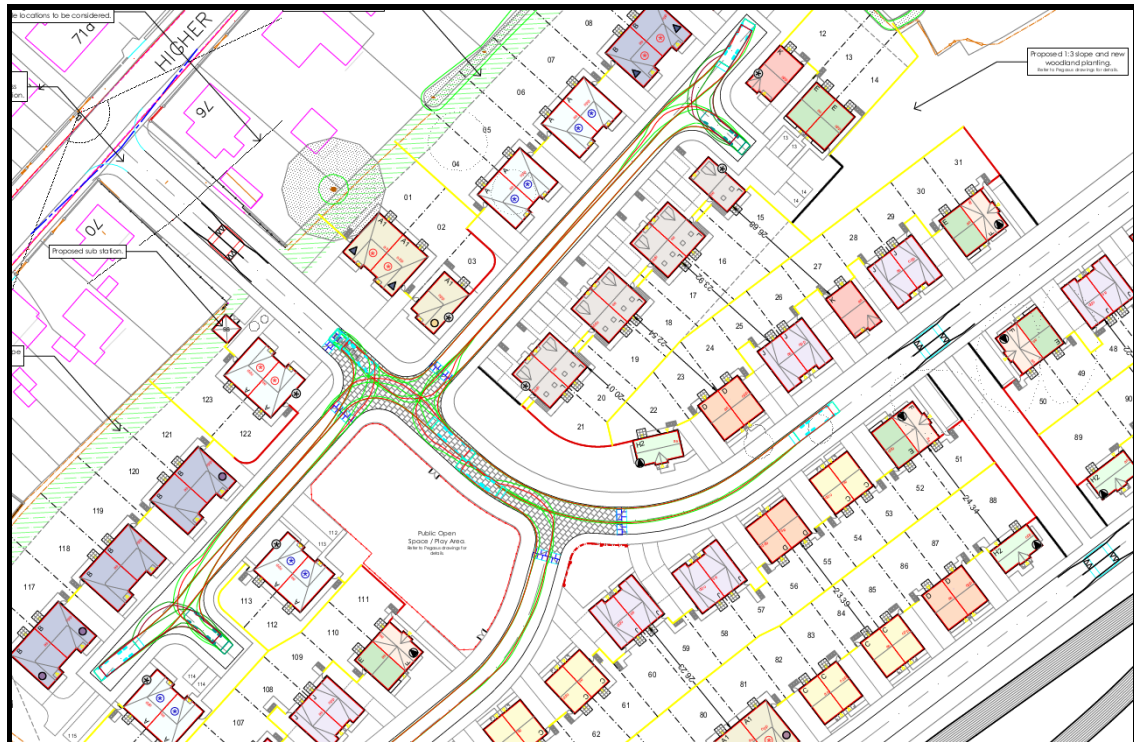
**The feedback seeks to obtain a fully compliant design whilst noting that addition cannot be forced on a development but ideally in agreement via a s38.**

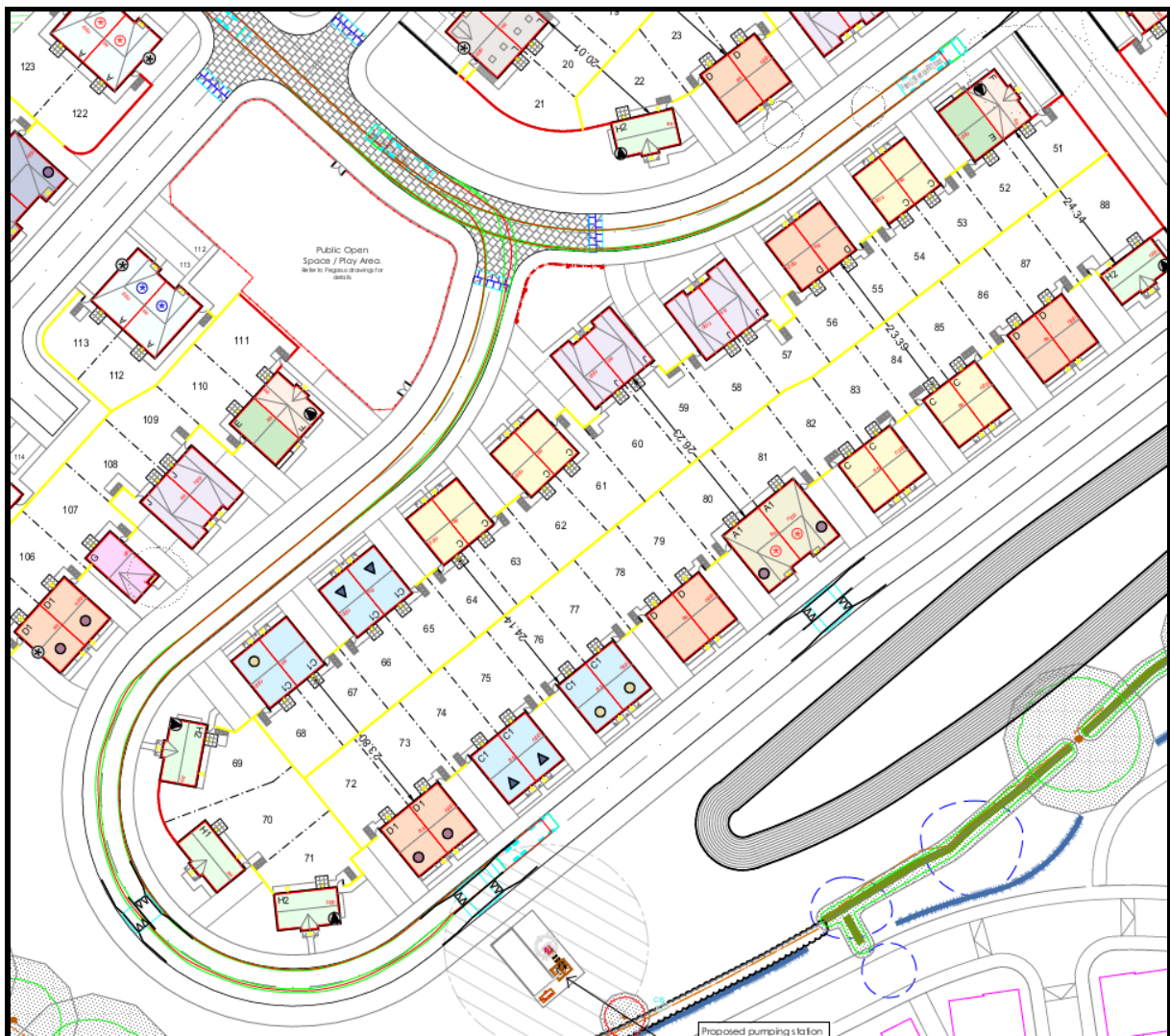
*to further support the width of the carriageway, the LHA require a swept path analysis drawing to be submitted to the LHA, showing that the carriageway is usable for large, refuse vehicles.*

*The swept path drawing should also show refuse vehicles using the turning heads which are provided at the site.*

**Figs 3 and 4 provide the swept paths, fig 3 assumes a clockwise movement of in then cul de sac to north side, running around site and bend to east side, around southerly edge to bend and then vis junction to turning head on left side before exiting.**

**For completion fig 4 shows the internal junction and the bends in the anticlockwise direction.**

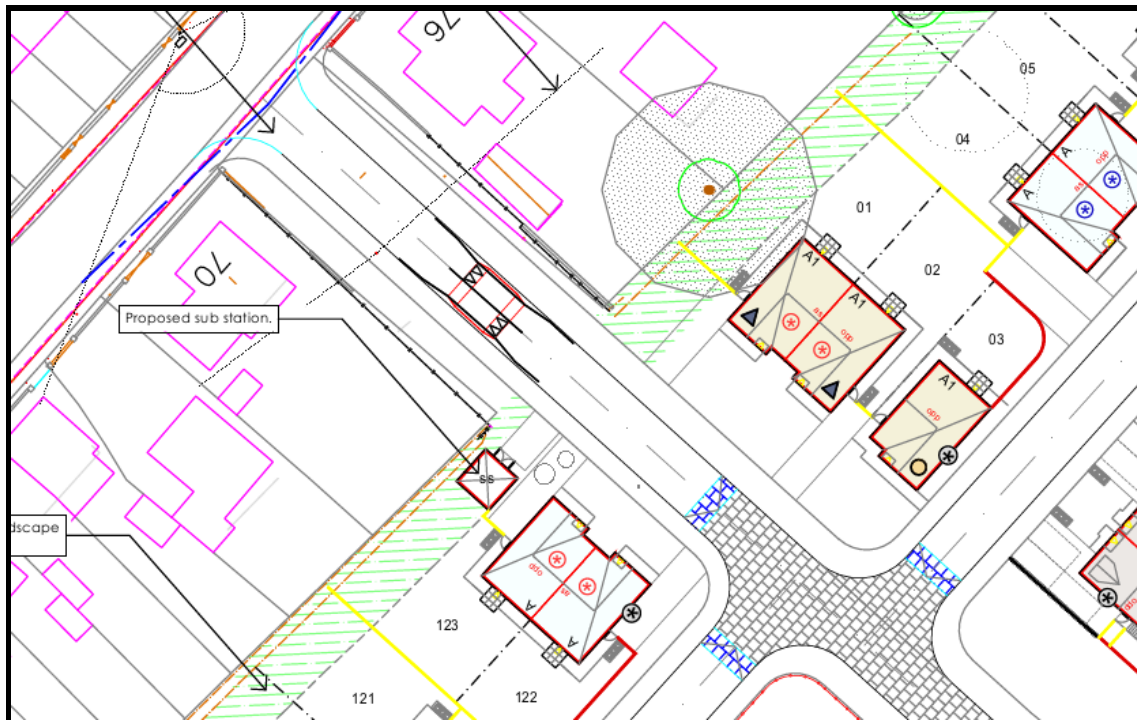




While the LHA understands that the Applicant has proposed some speed control measures, as shown on the drawing, there are large, straight sections along the road network which do not have any speed control measures in place. Therefore, to ensure traffic does not exceed the speed limit in these locations, a form of speed control measures/ traffic calming need to be introduced for the entirety of the site.

The LHA reminds the Applicant that the distance between each speed control measure should not exceed 80m.

**Flat topped humps have been used except for a round topped hump for the westerly mid bend. None exceed 80m between features.**

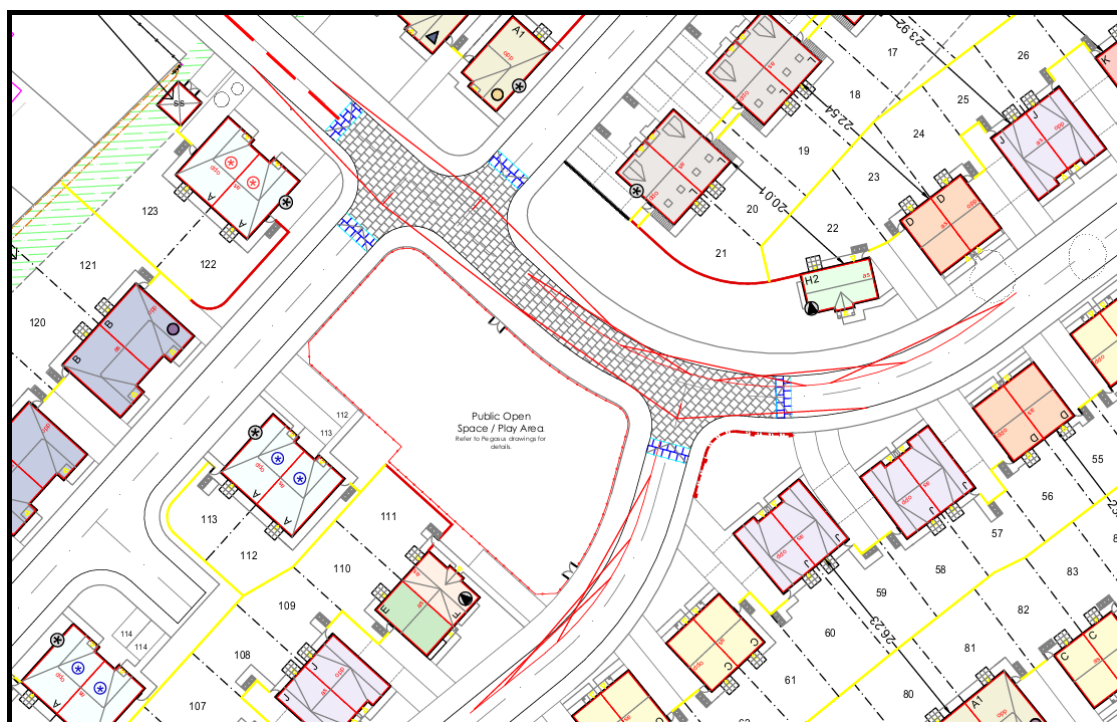


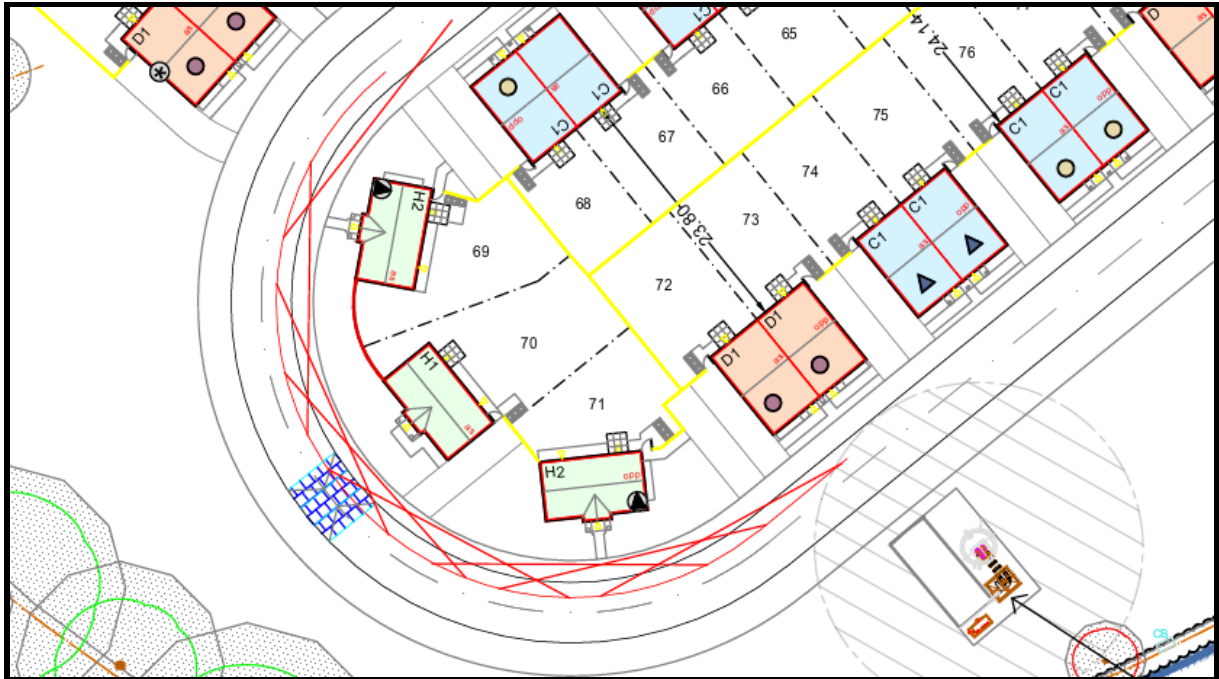




The LHA require vehicular visibility splays of 2m x 25m to be provided on a scaled drawing at the junctions along the highway network. This is to ensure that minimum vehicular visibility is possible in these locations. Not only this but the LHA require vehicular visibility splay drawings to also be shown around the curves in the road to ensure that vehicles are able to view others where the gradient at the site, is at its steepest. These splays will also show that there is nothing obstructing vehicular visibility in these locations.

Fig 1 shows the junction sight lines of 2.4\*25m for a 20mph road with calming. In addition bends have been assessed for the mid line forward visibility as shown again for 25m. with the exception of the eastern bend all areas have the forward sight line within the footpath width.





The easterly bend shows overlap into garden area requiring a condition to say no plants etc over 0.6m in height.



The above indicates the scheme can deliver the required sight lines, calming features and accommodate the weekly refuse vehicle movements.

**Alan Davies**

DTPC

2022