

Highway Authority comments on 26/00962/S106 (HCC comments in black and in red with WSP comments and responses in blue and green)

General

- Wayfinding / direction signage should be considered for cyclists – Will be considered as part of the detailed design. Principle sound, noting highway land may be required.
Response: Noted. Wayfinding / direction signage will be considered as part of the detailed design drawings, including any implications for highway land.
- Consider the use of sign-mounted bollards for shared use paths – Noted, sign-mounted bollards will be considered as part of the detailed design. No objection.
Response: Noted.
- Bollard spacing and type to form part of detailed design – Noted and agreed. Bollard spacing and type will be confirmed through the detailed design, having regard to accessibility, cycle movements and the need to prevent unauthorised vehicular access. No objection.
Response: Noted.
- Surrounding hard/soft landscaping proposals to be provided – Noted, hard/soft landscaping proposals to be provided as part of the detailed design package. Will need to be considered in terms of highway extents / third-party issues. HCC keen to prohibit inappropriate access.
Response: Noted. Hard and soft landscaping proposals will be developed as part of the detailed design drawings, including consideration of highway extents, third-party land and measures to prevent inappropriate access.

Access Point 3 – Highover Way (004 Rev P12) – Drawing updated to Rev P13 to respond to HCC comments.

- Layout appears to be based on existing and current situation – The layout has taken into account the consented proposals for the Farmhouse access. I note the developer for the Farmhouse are looking to add more detail to their designs but as part of detailed design we will ensure a co-ordinated solution is provided and submitted for TA. Indicative design noted. Details of other accesses to be included within layout in due course.
Response: Farmhouse access designs have been incorporated onto the updated plan.
- Despite low-speeds, forward visibility to be clarified for both the 'grey' and 'brick hatch' links – Noted – Visibility Splays to be shown on current plans. Await submission.

Response: The forward visibility splay envelope has been added for both bends into the development, based on a 10mph design speed, this is shown on the updated plan.

- Swept paths may be required to formalise any narrowing of existing extents, especially if used by farm vehicles – The existing access where it bends into the site from Highover Way is broadly consistent in width with the proposed arrangement shown on the current plans. As the Farmhouse is to be converted to residential use, regular farm vehicle access is not expected to be required. Vehicle tracking can nevertheless be undertaken as part of the detailed design to confirm the suitability of the arrangement for any agreed design vehicle. Unable to comment unless/until confirmation of farm-related movements have ceased.

Response: Noted. Vehicle tracking and the need to accommodate any residual farm-related movements will be considered as part of the detailed design drawings.

- Consider linking the footway directly from the existing carriageway (grey) to the emergency access / shared use path - Noted – the footway will be extended on the current plans up to the emergency access / shared use path. Await submission.

Response: The footway has been extended up to the emergency access / shared use path.

- Further to the above, table and ramp feature may become maintenance concern (noting that it appears to not be highway) and thus potentially detrimental to pedestrian and cycle traffic. –Noted. The material specification and form of the raised table/ramp feature will be reviewed as part of the detailed design, having regard to future maintenance requirements. Needs to be clarified / note added.

Response: A note has been added confirming that the raised table / ramp feature and surface materials will be reviewed at detailed design to avoid future maintenance concerns and maintain pedestrian / cycle usability.

- Details of works abutting the emergency access / shared use path to be provided to deter vehicular access around the restriction – Noted – Landscape plans to be provided as part of the detailed design to show how vehicles would be restricted. Site ownership extents to be clarified in due course.

Response: Noted. The works abutting the emergency access / shared use path will be developed as part of the detailed design drawings, with ownership extents and measures to deter vehicular access clarified in greater detail.

- Details of how these works tie in with existing parking areas used for parking to be provided. These may require inclusion to avoid future maintenance issues. – Noted. The interface with the existing parking areas will be reviewed as part of the detailed design and coordinated with the Farmhouse developer to ensure a consistent approach and to avoid future maintenance or operational issues.

Suggest that this is clarified sooner if there's a possible planning interface with

adj. scheme.

Response: Notes have been added to identify the parking to be retained following discussion with the Farmhouse developer.

Access Point 5 – Armour Rise (006 Rev P11) – Drawing updated to Rev P12 to respond to HCC comments.

- Corduroy paving inappropriate – the shared use path links to the rear of the existing footway - **Noted - Corduroy paving will be removed from the current plans. Link to be connected into the carriageway. Corduroy arrangement to be reviewed accordingly.**

Response: The corduroy paving has been removed. A note has been added confirming that the cycle transition to Armour Rise carriageway in this location will be provided, with detailed kerb, bollard, parking deterrent and landscaping measures to be agreed through detailed design / technical approval.

- A cycle transition point will be required at the kerb edge to encourage cyclists to progress on the Armour Rise carriageway – the remainder of the kerbline should be reinstated to help deter any potential vehicular access - **Noted. The current plan will be updated to show a short length of dropped kerb retained/provided as a cycle transition point, with the remainder of the kerbline reinstated to discourage unauthorised vehicular access. Noted. Parking deterrent may be required to keep link clear.**

Response: Noted. Kerbline to be re-instated with a short length of dropped kerb to allow cycle transition. Parking deterrent measures, bollards and landscaping will be amended / considered as part of the detailed design drawings.

- Details of works abutting the shared use path (i.e. landscaping) to be provided to deter vehicular access around the restriction. **Noted. The detailed design and landscape proposals will show the treatment of areas abutting the shared use path, including measures to deter unauthorised vehicular access around the restriction. No objection. Third part land assessment may be required.**

Response: Noted. The landscaping and any third-party land implications will be considered as part of the detailed design drawings.

- Shared use path is proposed to tie-into the No. 28 vehicular access – resident parking may hinder through traffic – No 28 - **There is adequate space within the No. 28 driveway for resident vehicles to park clear of the adopted footway and proposed shared use path. Parking associated with No. 28 should be capable of being accommodated without vehicles needing to overhang or block the adopted footway, and without obstructing through movement by pedestrians or cyclists. Verification to be provided in due course.**

Response: Noted. This will be verified and considered further as part of the detailed design drawings.

- Confirm whether the shared use path alignment can span the gap within the trees – Following discussion with the arboriculturist, the northernmost tree is identified for removal, which provides greater flexibility in the alignment of the shared use path as it enters the site. The detailed landscape proposals will be provided as part of the design package and will show the retained and proposed planting in this area. Verification to be provided in due course.
Response: Noted. The shared use path alignment and tree / landscape interface will be verified and considered as part of the detailed design drawings.

Access Point 6 – Collision Close (007 Rev P12) – Drawing updated to Rev P13 to respond to HCC comments.

- Shared use path alignment to be reviewed; relaxed radii and cycle-friendly transition point required. It is assumed that cyclists will be on carriageway along Collision Close – Noted, a cycle friendly transition will be added to the plans.
Alignment more appropriate. Corduroy pavement layout needs review.
Response: The shared use path alignment has been reviewed and amended to provide a more cycle-friendly transition.
- A cycle link onto the existing carriageway is to be provided – it is not realistic to expect a cyclist to dismount for the small area of non-shared use path – Noted – Shared use path to extend to the carriageway edge with the transition. As above.
Response: The shared use path has been extended to the carriageway edge with a transition to be provided onto Collision Close for cyclists. Detailed kerb, bollard, and landscaping measures to be agreed through detailed design technical approval.
- Consider extending the western footway into the shared use path to avoid the addition of unnecessary crossing – Agreed the current plan will be updated to connect the western footway. Note – Rev P12 does not include link.
Response: The drawing has been annotated to show how the western footway can connect into the shared use path.
- Further to the above, a crossing point should be added to cross the turning head, assuming a circumferential footway cannot be achieved – Noted. If a continuous/circumferential footway cannot be achieved, a crossing point will be added across the turning head to maintain pedestrian connectivity. Noted.
Response: Noted. This will be amended / considered as part of the detailed design drawings.
- Details of works abutting the shared use path (i.e. landscaping) to be provided to deter vehicular access around the restriction - Noted – Landscape plans to be provided as part of the detailed design to show how vehicles would be restricted.
No objection. Third party land assessment required.

Response: Noted. Landscaping, access deterrent measures and third-party land extents will be considered as part of the detailed design drawings.

- Formalisation of the existing vehicular access for No. 16 to be included within works scope to avoid conflict with the pedestrian crossing point – Noted. The existing vehicular access to No. 16 will be shown on the current plan and taken into account in the detailed design to ensure that the crossing point and shared use path arrangement avoid conflict with existing access movements. No objection.

Response: The existing vehicular access to No. 16 has been made clearer on the plan.

- **Edward:** Indicate path width as on other drawings; 3.5m width may be excessive here as this is unlikely to be heavily trafficked. 3m would be the LTN1/20 spec but, subject to agreement with HCC, I think 2.5m would be adequate and less intrusive into the green space – Noted – The shared use path width will be annotated on the plan. The width will be reviewed as part of the detailed design, with consideration given to reducing the path to 2.5m in this location, subject to agreement with HCC, given the expected level of use and the desire to minimise intrusion into the existing green space. Less-than 3.0m to only be agreed by exception for two-way flows of <300 movements/hour (LTN1/20 Table 5-2 & P&M Part 3 Ch. 4).

Response: A note has been added confirming that the shared-use path width and final transition arrangement will be agreed with HCC. Any width below 3.0m will be justified by forecast usage and local constraints, with final details secured through technical approval.