

OCTOBER 2022 RESPONSE COMMENTS/AMENDMENTS

TREE OFFICER

T17 Pedunculate Oak (*Quercus robur*) and T32 Wild Cherry (*Prunus avium 'Plena'*) should be relocated or replaced with smaller trees.

These two trees have been replaced with 2 no. *Betula in var.*

Revision 4 drawing shows two trees as T10 and T15 is missing.

Tree number typo amended

HIGHWAYS OFFICER

Sustainability assessment to justify reduced parking provision, in accordance with the SPG Parking Standards (Section F: Sustainability) is attached.

Sustainability assessment justifying parking space reduction attached as accompanying documentation

Conflicting highway designs on submitted drawings - GENPL8A REV 4 and LANDSCAPE2A REV 3.

Amended - both drawings now coordinated

Highway layout does not comply with NPTCBC 'Design for the Layout of Roads whereby the highway should be designed to a 20mph limit.

Unrestrained straight lengths of highway in excess of 70m lend themselves to increased vehicle speeds. Vertical deflections are not a suitable mode of speed reduction within a residential development. Buildouts proposed do not comply.

Build outs now located at appropriate locations, within approx. 30 – 40 metres of each other

Forward visibility sight lines of 33m around plots 17 and 35 need to be annotated on drawing within which nothing over 600mm in height shall be erected or allowed to grow, these areas are normally adopted by the Local Authority

Visibility splay envelope incorporated within drawing

Annotations on drawing refer to 33m sight lines - these have not been plotted.

Sight lines incorporated within drawing

Gradients of highway and driveways not provided and no long sections provided to demonstrate highway gradients are less than 1%.

Proposed gradients along sections of access road now included

Proposed footway around turning head located by open space (opposite plot 22) is not acceptable - does not provide a full 2m footway around the whole turning facility.

Footway added

Parking allocation for plots 17 and 22 reduced to two spaces per property - does not comply with NPTCBC Parking Standards.

Additional parking space added

Advice of Active Travel sought regarding proposed cycle route - will forward response once received.

Awaited

CRIME PREVENTION OFFICER

Concerns in respect of link to Riverside Walk - undermines defensible space of development and should be designed out. Pedestrian routes must be visually open, direct, overlooked and lit. Routes should not be segregated from one another or provide access to rear gardens - such paths generate crime. Paths ideally should be 3 metres wide.

Compliance

Concerns in respect of public open space areas between plots 9 and 10 and at rear of plots 22-25. Area between plots 9 and 10 is directly adjacent to the properties and will in all probability cause annoyance for adjacent residents. In addition, this space provides access to rear gardens of these properties. Space to rear of plots 22-25 gives easy access for criminals to rear gardens. Both open space areas should be designed out. If they are to remain, they must be planted with thorny plants or bushes to stop would be criminals gaining access to these areas.

These comments may have been referring to a previous drawing which has since been amended to comply with CPO.

Entry onto the estate must be restricted to the designated routes.

Compliance