

Highways:

1. Please provide a long section of the access bend showing the gradients, and visibility areas that will need to be included around the bend. **Highway long section provided.**
2. Please provide the CAD plans to the vehicle tracking so we are able to review. Also please update the refuse vehicle to be a Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis). **Tracking has been updated with Phoenix 2 Duo Recycler.**
3. A delivery plan will need to be provided to ensure the reversing of articulated vehicles are marshalled. **Please could you impose a delivery management plan condition to deal with this?**
4. There is now a tactile crossing within the site, however this does not lead to a safe walkway. A safe route will need to be incorporated into the site. **This has now been accommodated.**
5. The raised plateau is not orientated correctly, it is drawn at an angle, rather than perpendicular to the highway. The raised plateau should be designed as local Transport Note 1/07 Traffic Calming, with a minimum plateau length of 2.5m. Please also provide the construction detail for the Pedestrian Crossing Raised Plateau. **This has now been corrected and updated.**

Active Travel

6. The raise plateau at the main junction is welcomed. We look forward to receiving more detailed designs of the crossing point to ensure that it meets ATAG requirements. **Further detail of the raised plateau has been provided by the engineer.**
7. Please confirm that there is a dropped kerb at the below location: **Dropped kerbs have been included.**
8. Please confirm if there are kerbs at the below locations highlighted in green? If so, these would require a dropped kerb/tactiles. **No kerbs are proposed at those locations. The path falls away from building and vehicle access 'ramps' will marry in as they will have same fall.**
9. All proposed pavement widths should be a minimum of 1.5 metres to comply with Active Travel Standards. The path around the proposed units needs to be widened to comply with this. **Adjustments have been made to the plans to accommodate this. The path along the front face of building has been increased to 1500mm wide. The paths to the sides and rear of the building have not been increased from 1200mm width as this would negatively impact zones/inclines to other parts of the site. This is deemed reasonable as the front path serves the unit entrances. The side and rear paths are for fire exit and maintenance use only.**
10. Please confirm that spacing of proposed cycle storage complies with the Active Travel Act Guidance and includes at least 1 space for adapted bikes. **Consideration was made to the Active travel plan cycle parking guidance which we have complied with as far as we are aware including adjustment/allowance for adapted bikes.**

Given the above and attached we are happy to agree an Extension of Time to allow consideration of the amended plans. You already have a copy of the CEMP I submitted the other week.