

Lound Neighbourhood Plan Sites			
<p>General Highway Comments</p> <p>There are a number of abutting sites. Whilst it is unlikely that these will all come forward. Development should endeavour to promote connectivity by way of both internal and external linkages and by safeguarding future linkages. The creation of individual enclaves encourages movement to and from it by car rather than by other modes.</p>			
Ref	Address	Size	Highway Comment
NP01, 21	Mattersey Road		There seems to be very little logic to a site located remote from the village. It is difficult to see how connectivity could be improved as there are currently no footways into the village and it is likely to be difficult to provide a continuous footway within the space available
NP02, 14NE	Town Street		The site would require linking into the village by the provision of a 2.0m wide footway. However, it is difficult to see how a footway could be provided to connect the site with existing footway provision around the Little Top Lane junction within the existing public highway. The village speed-limit will require extending passed the site if the footway issue could be overcome by way of acquisition of land.
NP03, 14NW	Town Street, Mattersey Road junction		There seems to be very little logic to a site located remote from the village. This could be improved should site reference NP02 come forward which has its own difficulties mentioned above in terms of providing a suitable footway into the village. The village speed-limit will require extending passed the site.
NP04, 14S+16N	Mattersey Road		<p>To maximise connectivity with the village, it would be expected that the site is accessed from Town Street towards the eastern end of the frontage. This may present issues in achieving adequate visibility splays at the junction due to the varying verge width. A 2.0m footway would also be required connecting to existing footway provision around the Little Top Lane junction. Again this may be difficult to achieve due to the lack of available space without additional land. The inclusion of site NP05 would assist in that respect.</p> <p>A second point of access is likely to be sought from Mattersey Road or Daneshill Road if site NP09 was likely to come forward.</p> <p>It may be possible to provide internal vehicular access to sites NP05, NP06, and NP08 to avoid the need to improve Little Top Lane.</p> <p>The village speed-limit will require extending passed the site entrance(s).</p>
NP05, 10/1	Little Top Lane (Lound BOAT 15)		Little Top Lane and Town Street will require improvement around the site frontage including the provision of footways and carriageway widening. It would need to be

			demonstrated that adequate visibility splays can be achieved from any potential point of access. The village speed-limit will require extending passed the site.
NP06,10/2	Little Top Lane(Lound BOAT 15)		This site would only be supported if Little Top Lane is made up including carriageway widening and the provision of footways unless the site can be access through NP04.
NP07,6	Little Top Lane (Lound BOAT 15)		Maybe acceptable for an infill plot.
NP08, 10/3	Little Top Lane (Lound BOAT 15)		This site would only be supported if Little Top Lane is made up including carriageway widening and the provision of footways unless the site can be access through NP04.
NP09,8N	Mattersey Road / Daneshill Road		The site has a poor synergy with the village but at least it is passed by a footway on Daneshill Road. If likely to come forward access should be located as close to the village as feasibly possible. The village speed-limit will require extending passed the site.
NP10, 8S	Daneshill Road / Mattersey Road		The site has a poor synergy with the village. If likely to come forward access should be located as close to the village as feasibly possible. Footway connections will be required. The village speed-limit will require extending passed the site.
NP11, 16S	Mattersey Road		There seems to be very little logic to a site located remote from the village. It is difficult to see how the site could benefit from amenities in the village in a sustainable fashion.
NP12, 11	Cherry Tree Farm, land North of Pinfold Close		The private road to Lound Grange, amongst other things, will require making up to highway adoption standard including the provision of footways to a point beyond where the site is to be accessed.
NP13, 17N	Lound bridleway No.9 Neatholme Road		In order to serve additional development, Neathholme Road would require making up to all-purpose highway adoption standard and visibility would need to be improved for vehicles emerging onto Town Street. Neither look to be possible.
NP14, 17S	Lound bridleway No.9 Neatholme Road		In order to serve additional development, Neathholme Road would require making up to all-purpose highway adoption standard and visibility would need to be improved for vehicles emerging onto Town Street. Neither look to be possible.
NP15, 9	Daneshill Road		No objection on highway grounds. The footway towards the village may require widening.
NP16, 18	Town Street/Daneshill Road		It would appear to be impossible to provide an access onto Town Street that affords adequate visibility. The site would therefore have to be accessed from Daneshill Road. A footway would be required up to the cross roads.
NP17, 7N	Chainbridge Lane		The Highway Authority has strong reservations with respect residential development served from Chainbridge Lane. It currently carries a high proportion of heavy industrial traffic and agricultural vehicles, lacks the provision of footways, and affords extremely limited

			visibility for vehicles emerging at the junction with Town Street. It is therefore unlikely that the Highway Authority would be in a position to support a planning application in the interests of highway safety.
NP18, 7S	Chainbridge Lane		The Highway Authority has strong reservations with respect residential development served from Chainbridge Lane. It currently carries a high proportion of heavy industrial traffic and agricultural vehicles, lacks the provision of footways, and affords extremely limited visibility for vehicles emerging at the junction with Town Street. It is therefore unlikely that the Highway Authority would be in a position to support a planning application in the interests of highway safety.
NP19, 15	Yew Tree Farm, Town Street		Vehicular access should be limited to the southern Town Street frontage. Pedestrian provision to link the site with the footway on the opposite side of Town street will be required.
NP20, 13W	Town Street		A 2.0m wide footway will be required across the site frontage and linking into the village. The village speed-limit will require extending passed the site.
NP21, 13NE	Town Street		The footway will require widening to 2.0m across the site frontage. The village speed-limit will require extending passed the site.
NP22, 13SE	Town Street		There seems to be very little logic to a site located remote from the village. The footway will require widening to 2.0m across the site frontage. The village speed-limit will require extending passed the site.
NP23, 13SE	Town Street		There seems to be very little logic to a site located remote from the village. The footway will require widening to 2.0m across the site frontage. The village speed-limit will require extending passed the site.

Martin Green
 Principal Officer
 18th April 2018

Lound Neighbourhood Plan

