

In response to the comments received on the above application to discharge condition 7 (PROW). Please see attached updated documents and below comments.

- a) Ensuring site plans reflect the correct PRow legal alignment on the Definitive Map and, if needed, any legal order for a permanent diversion to ensure they will do so in future.

The current proposals require the permanent diversion of the PRow by a separate legal order made by the LPA (not the LHA). A separate application for this needs to be submitted and confirmed before the development is substantially complete. The LHA advises this is progressed at the earliest opportunity.

PROW route shown on the plan is reflective of the PROW permanent diversion we have an application currently in with Hinckley & Bosworth legal department. Awaiting communication with this department – attached last email correspondence with the planning validation department.

- b) Any physical construction works: including widths, surfacing, drainage, structures, signposting, and impacts on the PRow of any landscaping and boundary treatments.

The LHA would prefer tarmac on all PRows policy as set out in the LHDG. However, where a route will mainly see recreational use rather than active travel, a less urban surface is acceptable. However, 'hoggin' is not advisable for path surfacing in this area. Government guidance on surfaces says of hoggin *'If the fines content is too high, then the material will be prone to softening and rutting when wet ... Hoggin can be very variable and its quality and consistency should be monitored during construction'* (see p45 of 'On the right track: surface requirements for shared use routes' at <https://tinyurl.com/routessurfaces>).

If a route is not to be sealed, then a 2 metre wide surface of "self-binding gravel" is more suited to a Midlands setting and climate. A suitable path construction specification is available here: https://www.satinonline.org/Documents/93-004_self-binding-gravel-specification-Rev-A.pdf Selfbinding gravel is not free draining and requires a cross fall or camber to shed water and requires adequate drainage channelling to take this away. Otherwise, unsealed surfaces are vulnerable to water run-off causing surface damage and tripping hazards for which landholders would be liable. Further advice on drainage is in chapter 8 of the guidance at:

<https://conservationhandbooks.com/handbook/footpaths/>.

The impact of Planting Plans is unclear. Side growth from trees can quickly become an obstruction on PRows. The landholder has the statutory duty to clear such vegetation. To avoid repeated work for the landholder and enforcement action for the LHA, the LHDG PRow guidance paragraph 17 specifies there should be a 1m clear grass verge each side of any surfacing on a PRow. As a result, any trees, shrubs or hedges should be planted 1 metre or more away from the edge of the PRow and should be of a non-invasive species.

On the subject of signposting, the plans are welcomed to re-use the current highway public footpath post to be relocated to point SP on the submitted PRow Plan.

However, should that sign go missing during the construction process, the applicant will need to pay for a replacement since such signs are a legal requirement. Several timber post footpath waymarkers are included the plan. The one at the southern site

exit is welcome. Instead of the one intermediate sign post, it would be more appropriate to have signposts at junction points, that is: where the PRow path meets the link path which goes past the LEAP; and near the northwest site corner just south of the Grasscrete agricultural track where the PRow path meets a short link path to the site access road footway.

PRow Plan, CJ01, updated in line with above comments, self binding gravel shown, 1m clear grass verge either side of the PRow shown, and added to the key within the plan. Plan also updated to show Timber way markers as per comments. Also noted regarding the reuse of the existing PRow signage on Desford Road.

- c) Management during construction, including fencing, safety signage, and marshalling of crossing points (where needed); plus legal order(s) for temporary closures and diversion(s), any proposed temporary route(s) and how these will be kept usable. The Applicant is reminded that, if the development requires the PRow to be temporarily diverted, for a period of up to six months, to enable construction works to take place, it requires a Temporary Traffic Regulation Order an application for which needs to be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required. The guidance and forms are at the base of the web page at: <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/roadworks-closures-anddiversions>.

Noted, no temp diversion required at this time, will be looking to do a temp closure on the route. TTRO to be submitted.