Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00523/FUL

Highway Reference Number: 2025/0523/04/H/R1

Application Address: Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE

Application Type: Full

Description of Application: Re-consultation. The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping

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GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Barberry Bardon Limited

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Bagworth & Thornton

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a planning application at Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE, for the '*erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping'*.

The proposed end-user, Pall-Ex currently operate from Victoria Road, approximately 600m from the site, they are proposing to relocate the site to allow an increase in operation from 9000 pallets per day to 27000 pallets per day.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Application Form.

- DTA Transport Planning Consultants – Proposed Site Access. Drawing Number 25435-02 B.
- Harrislamb Property Consultancy – Supporting Planning Statement. Dated 22nd May 2025.
- bhb architects – Proposed Block Plan. Drawing Number 4092-02 E.
- bhb architects - Proposed Site Plan – Orientated. Drawing Number 4092-06 B.
- bhb architects – Design and Access Statement. Dated May 2025.
- DTA Transport Planning Consultants – Transport Assessment Rev A. Dated 14th May 2025.
- DTA Transport Planning Consultants – Workplace Travel Plan for Pall-Ex. Rev A.

Site Access

With regard to the principle of the proposed access, the LHA would draw the Applicant's attention to Highway Development Management (HDM) Policy 2 in the Leicestershire Highway Design Guide (LHDG), 'access to the existing highway network', which replaces Policy IN5 from the previous version of the LHDG. The updated LHDG came into effect in December 2024.

It is worthy of note that pre-application advice (contained within the Transport Assessment (TA)) was given by the LHA (dated 24 April 2024), under the previous Policy IN5, which stated that access should be sought via the lowest classification of road where possible. This current application will be assessed in line with the LHA's current design guide and therefore Policy 2 which states:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'

The site is located to the south of B585 Wood Road, which is subject to a 50mph speed limit, and to the southwest of Station Road, which is a C-classified road subject to a 40mph speed limit and a 7.5t weight restriction.

The site is proposed to be accessed from Station Road. Access via Station Road has implications for the existing 7.5t weight restriction, which would need to be suitably relocated and need to commence in a suitable location, which will offer an alternative route out for HGVs to turn or travel, this should be located at a junction or roundabout and should be shown on a tracked drawing to ensure suitability of the location.

Policy 2 does not include the same stipulation as the previous Policy IN5 regarding access being taken from a lower classification road where possible. Nor does it apply to A and B class roads only, as with the previous policy. Therefore, the LHA would welcome an access via B585 Wood Road, which would not have any implication for the existing environmental weight restriction, and would not result in HGV use of Station Road.

Notwithstanding the above, the Applicant proposes the provision of a ghost right turn lane at the proposed site access onto Station Road. The Applicant should ensure the junction type is appropriate based on Figure 2.3.1 of CD123 of the Design Manual for Roads and Bridges (DMRB).

The LHA have reviewed drawing 25435-02 B (Proposed Site Access GA with Vehicle Tracking) and request dimensions to be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length. At ghost island junctions where no diverge or merge tapers are provided, the

corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (DMRB CD123 5.6.3).

The LHA request the existing highway boundary and the proposed land take required for the proposed works to be provided on a drawing.

Access road arrangements should align with Table 4 of the LHDG. The LHA can confirm the drawings provided align with this guidance.

As to be in accordance with LTN1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles. Dimensions should be added to a revised drawing confirming that this requirement has been met.

To establish existing 85th percentile speeds the Applicant conducted an Automatic Traffic Count (ATC) survey within the vicinity of the proposed access. The survey was conducted between 18 to 24 May 2024 for which the LHA confirm the appropriate permit was obtained.

The ATC survey recorded 85th percentile speeds of 44.9mph and 45.1mph in the north and southbound direction respectively. As to be in accordance with Table 6 of the LHDG, visibility splays of 4.5m by 160.0m are required in both directions of the access. Drawing 25435-02B demonstrates splay lengths of 2.4 by 125m to either side of the access, based on Stopping Sight Distance (SSD) calculations using DMRB 'Desirable Minimum' parameters, using parameters of a two second driver reaction time and deceleration rate of 0.25g. The proposed splay lengths would therefore be appropriate.

The Applicant should however provide a revised drawing to demonstrate appropriate visibility can be achieved with a set back distance of 4.5m.

The LHA note, to the south of the access, there are two highway trees, these should be included in a revised plan to ensure that visibility will not be hindered by them. It should be noted that the removal of highway trees can be very costly as their 'Capital Asset Value for Amenity Trees' ('CAVAT') values are taken into consideration. This will be considered further upon submission of a revised access drawing.

The Applicant is advised that a topographical survey should be submitted.

A Stage 1 Road Safety Audit (RSA), with a designer's response to issues raised has been provided, which is welcomed by the LHA. The responses provided by the designer are accepted by the LHA apart from Problem 1-1: Traffic Signs Manual (TSM) Chapter 5 Para 3.1.1 states '*It is recommended that a system of double white lines through the new priority ghost island junction providing the visual queue to drivers that overtaking is prohibited at this location',* the use of double white lines here would not be considered appropriate due to there being suitable forward visibility at this location, the use of double white lines would not align with guidance in TSM Chapter 5 Paragraph 3.1.5.

The Applicant has provided swept path analysis for a Maximum Legal Length Articulated Vehicle (16.5m), the Applicant should note vehicle speeds of 15kph should be used for swept path analysis, a note should be added to the drawings to confirm this and the length of the Maximum

Legal Length Articulated Vehicle has increased from 16.5m to 18.55m (in May 2023), this should therefore be shown on a revised submission.

Off-Site Highway Works

Drawing 25435-02 B (Proposed Site Access GA with Vehicle Tracking) also includes the provision of a shared use foot/cycleway at the site access on Station Road, in addition to tactile crossing points to the north and south of the proposed access.

The Applicant should provide dimensions showing that the shared use foot/cycleway widths are in accordance with Table 18 and 19 of the LHDG. The shared use foot/cycleways require a buffer strip in accordance with Cycle Infrastructure Design LTN1-20 Table 6-1.

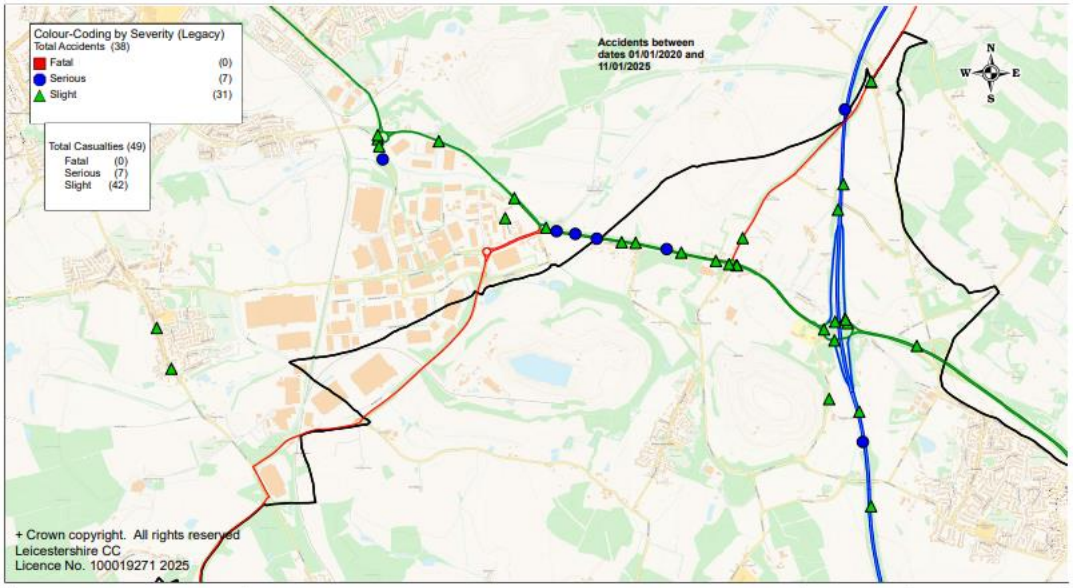
The Applicant is advised that a pedestrian crossing assessment in line with TSM Chapter 6 should be submitted to provide justification for the suitability of the tactile dropped crossings.

Consideration should also be given to the impact on highway trees and the Applicant is reminded of the LHA's comments above regarding the CAVAT value.

Highway Safety

An assessment of Personal Injury Collisions (PICs) has been undertaken by the Applicant based on data provided by Leicestershire County Council (LCC), for the 5-year period between 01/01/2020 and 11/01/2025. Whilst PICs have taken place in the study area since the period reviewed, the LHA considers that there continue to be no patterns which would warrant intervention in connection with the development proposals. The study areas are provided within Appendix D of the TA Shown below). 51 PICs were recorded in this time, summarised in the table below.

	Slight	Serious	Fatal	Total
2020	11	2	0	13
2021	5	1	0	6
2022	9	2	0	11
2023	7	3	0	10
2024	7	2	1	10
2025	1	0	0	1
Total	40	10	1	51



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DTA Bardon Hill

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SCALE	1 : 27290
DATE	14/03/2025
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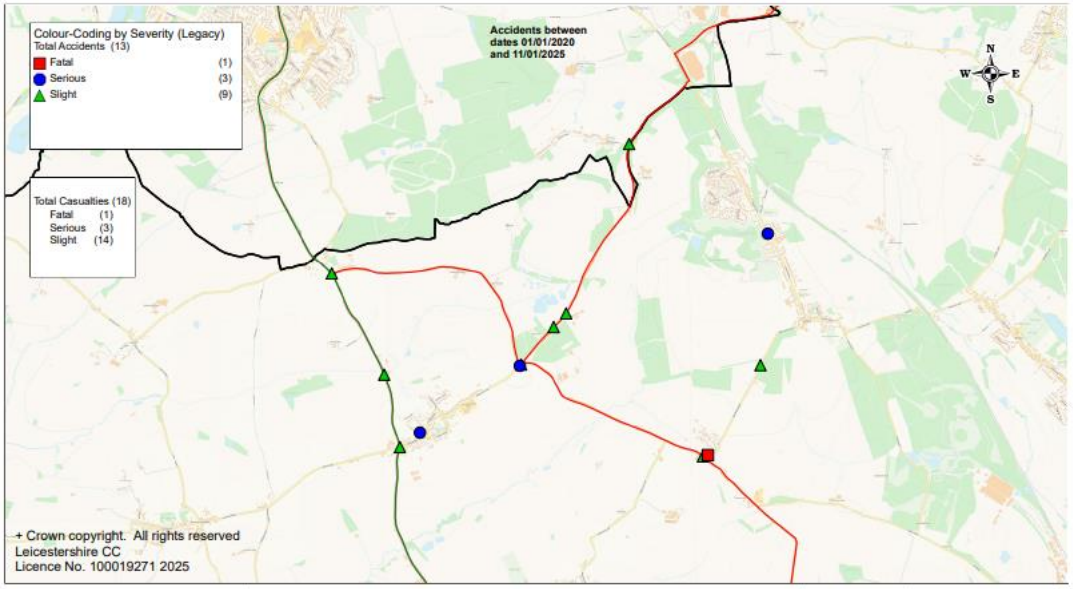

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DATE	14/03/2025
DRAWING No.	
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It is worthy of note that the Applicant has submitted a large study area, compromising of approximately 3000m of the M1 and approximately 4000m of the A511.

The LHA have reviewed the PIC data and ascertain that there are no patterns/trends discernible within the data that would suggest that the proposed development would exacerbate any known highway safety concerns.

Notwithstanding the above, the LHA require the demonstration of a safe and suitable access for all users to be satisfied regarding the highway safety implications of the development proposals.

Interim Coalville Transport Strategy

In collaboration with the Local Planning Authority (LPA), the LHA has an evidenced understanding of the cumulative effects of development on the highway network within the Coalville area. A significant mitigation package of network improvements known as the Interim Coalville Transport Strategy (ICTS) is planned to safeguard against rates of deterioration and optimise traffic flow, whilst maintaining safety, on the A511.

The comprehensive package of transport works includes walking, cycling, and bus service improvements, as well as highway link and junction improvements.

The LHA therefore advises a contribution to the continuation and implementation of improvements to the A511 is required, which will be secured through the Section 106 agreement. This will be sought commensurate with other developments in the area, for example 18/01890/OUTM Land East Of Regs Way; the final figure to be confirmed with the LPA.

The ICTS can be found at:
https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/9/27/Interim-Coalville-Transport-Strategy.pdf.

Trip Generation, Distribution and Assignment

The Applicant proposes '*36,422m² floorspace that would operate within a B8 use class, including ancillary office accommodation of 1,675m²*', with Pall-Ex as the end user. Pall-Ex currently operates from Victoria Road, approximately 700m north of the proposed site. A larger facility is sought to meet the demands of their operation. The Application Form states there will be 480 full-time employees (FTE) as part of this proposal.

To investigate anticipated traffic generation, the Applicant has provided a first principles assessment based on the current Pall-Ex site however for robustness the Applicant has also undertaken a comparative TRICs assessment. The forecast for both methods is shown in Table 3 of the TA (shown below).

Table 3 – TRICS Traffic Generation vs Pallex Forecast Generation

All Vehicles	TRICS Generation			Pallex Future Generation			Difference		
	In	Out	Total	In	Out	Total	In	Out	Total
06:00-07:00	47	30	77	97	234	331	50	204	254
07:00-08:00	72	39	111	289	10	299	217	-29	188
18:00-19:00	16	35	51	218	257	475	202	222	424
19:00-20:00	16	22	38	63	122	185	47	100	147

The first principles rates result in two-way vehicular movements in the development AM peak (06:00 - 07:00) of 331 and 475 in the development PM peak (18:00 – 19:00).

It is stated in section 5.1.7 of the TA, *'The impact assessment peaks are proposed at 07:00-08:00 for AM and 18:00-19:00 for PM, as these will have the largest impact on existing background traffic.*

It is acknowledged that the Pallex forecast generation is slightly higher for the 06:00-07:00 peak by c32 vehicles, however the existing background traffic at the 07:00-08:00 peak is significantly higher and therefore will ensure a more robust assessment of impact.'

The LHA accept this approach in this instance given the first principles staff arrival times and surveyed flows. The LHA have also conducted a TRICs assessments on the traditional network peak hours for this type of development and these are considerably lower. The LHA therefore agree that this approach is a more robust assessment.

The Applicant has provided distribution data based on origins-destination tool in ArcGIS software, current Pall-Ex staff postcodes for light vehicles and existing depot locations for HGVs.

Assignment data for traffic is shown in section 5.2.3 of the TA (reproduced below).

Table 4 – Traffic Assignment (All Vehicles)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	23	0	23	19	23	42
Station Road (North of Site):	266	10	276	199	234	433
-B585 - Wood Road:	75	2	77	59	69	128
-B582 Grange Road:	45	2	47	34	39	73
-A447 Ibstock Rd (North)	40	1	41	32	38	70
-A447 Ibstock Rd (South)	5	1	6	1	1	3
-B585 (E)	6	0	6	5	6	11
-Bagworth Road	24	0	24	20	24	44
-Ellistown Terrace Road	33	0	33	28	33	60
-B585 – Victoria Road:	158	8	166	113	132	245
-Beveridge Lane (West)	7	0	7	6	7	13
-A511 – Bardon Road	14	3	17	5	5	10
-A511 – Shaw Lane:	138	5	143	102	120	222
-B591 – Copt Oak Rd	11	0	11	9	11	20
-M1 (North)	41	2	43	30	35	65
-M1 (South)	58	3	62	41	48	89
-A50	28	0	28	23	27	50

Table 3 – Traffic Assignment (HGVs)

Route	AM			PM		
	In	Out	Total	In	Out	Total
Station Road (South of Site)	0	0	0	0	0	0
Station Road (North of Site):	44	10	54	12	12	24
-B585 - Wood Road:	8	2	10	2	2	4
-B582 Grange Road:	8	2	10	2	2	4
-A447 Ibstock Rd (North)	3	1	4	1	1	2
-A447 Ibstock Rd (South)	5	1	6	1	1	2
-B585 (E)	0	0	0	0	0	0
-Bagworth Road	0	0	0	0	0	0
-Ellistown Terrace Road	0	0	0	0	0	0
-B585 – Victoria Road:	36	8	44	10	9	20
-Beveridge Lane (West)	0	0	0	0	0	0
-A511 – Bardon Road	12	3	15	3	3	7
-A511 – Shaw Lane:	24	5	29	6	7	13
-B591 – Copt Oak Rd	0	0	0	0	0	0
-M1 (North)	8	2	10	2	2	4
-M1 (South)	14	3	17	4	4	8
-A50	2	0	2	0	0	0

This is accepted by the LHA.

It is worthy of note that typically for this quantum of development, the Applicant would be required to use the Pan-Regional Transport Model (PRTM) to assess the traffic impact of the development. However, based on the first principles approach to traffic impact given the close proximity of the existing site and the contribution that is required towards the Interim Coalville Transport Strategy (ITCS), as discussed later in this document, the LHA accept that such modelling is not required on this occasion.

Traffic Flow Scenarios

The Applicant has undertaken traffic counts at all study junctions (detailed in the Junction Capacity Assessments section below) between 18th – 24th May 2024 and turning counts on 23rd May 2024.

To obtain future year background traffic flows, TEMPro growth factors have been applied to the 2024 base year counts to provide a 2030 future year for the North West Leicestershire 013 Middle Super Output Area (MSOA). Although the site falls just outside of this MSOA, the LHA agree this is more suitable representation, given the high number of employment sites in the Bardon area. Growth factors obtained are shown in section 6.1.1 of the TA, which is reproduced below.

Table 6 – Tempro Growth Factors for NW Leicestershire 013 2024-2030

Year	Local AM Growth Figure	Local PM Growth Figure
2024-2030	1.0662	1.0682

The proposed traffic flow scenarios are therefore as follows:

- 2024 Base
- 2030 Future Year
- 2030 Future Year + Committed Development
- 2030 Future Year + Committed Development + Development

Whilst the principle of the above is acceptable, no flow diagrams appear to have been submitted and are required by the LHA.

It is noted the Aldi Distribution Centre (20/00224/FUL) has been included as a committed development. However the Applicant should confirm with both Hinckley & Bosworth Borough Council and North West Leicestershire District Council the Local Planning Authorities in the area as to whether any other committed developments should be included. The LHA is aware of at least H&BBC application reference 21/00531/HYB (Hybrid application comprising of Outline permission for the erection buildings for storage and distribution uses (Class B8), general industry (Class B2) and associated infrastructure including the formation of a new access (All matters reserved expect for access) and full planning permission for the demolition of existing farmstead and relocation, including the erection of 2 replacement farm managers dwellings and associated agriculture buildings and structures (Revised Scheme). Wood Farm, Stanton Lane, Ellistown, Coalville) which will require inclusion as a committed development.

The Applicant is therefore advised that further consideration is required to be given to committed developments, including South East Coalville Sustainable Urban Extension, and updated junction capacity assessments will subsequently be required.

It should be noted that all trips generated by the proposed development have been considered as new trips on the network and no allowance has been made for existing trips generated by Pall-ex, which will have been captured in the traffic count surveys undertaken. This is on the basis that the existing Pall-ex site could be occupied by a new end user and generate similar levels of traffic.

Junction Capacity Assessments

Assessments have been undertaken at the following junctions based on the AM and PM peak hours of 07:00 – 08:00 and 18:00 – 19:00 as discussed above under the heading 'Trip Generation, Distribution and Assignment.

- Site access / Station Road
- Junction 1: Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Junction 2: Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Junction 3: Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Junction 4: Grange Road (B582)/ Ibstock Road (A447) priority junction
- Junction 5: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Junction 6: Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- Junction 7: M1 Junction 22
- Junction 8: Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)
- Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585
- Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road
- Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S)

The approximate flows expected to be generated by the proposed development at each junction are shown in Table 7 of the TA (shown below).

Table 7 - Total Development flows - Junction Distribution

Junction	AM			PM		
	In	Out	Total	In	Out	Total
Junction 1	266	10	276	199	234	433
Junction 2	191	8	199	141	165	306
Junction 3	75	2	77	59	69	128
Junction 4	45	2	47	34	39	73
Junction 5	152	8	160	108	125	233
Junction 6	137	6	143	102	120	222
Junction 7	127	6	132	93	109	202
Junction 8	21	3	24	11	12	23
Junction 9	158	8	167	113	132	245
Junction 10	158	8	167	113	132	245
Junction 11	158	8	167	113	132	245

The Applicant has assessed all junctions apart from Junction 8, as less than 30 trips are expected at this junction. This is acceptable.

As outlined above, the Applicant is required to reconsider committed developments and provide flow diagrams. Therefore, the LHA will provide specific comments on each junction following

submission of the revised assessment. Notwithstanding this, the LHA have reviewed the modelling and note the following to be addressed:

- Junction 1 (B585/Wood Road) - The geometry for this junction has been incorrectly measured. The hatched areas on Wood Road and the B585 South have been included in the entry width and flare length. The geometry should be remeasured to exclude hatched road markings.
- Junction 10 (B585/Interlink Way) - There is uneven usage of the approach lanes on arm A, as the majority of traffic is using the nearside lane (ahead and left). Capacity adjustments should be applied to allow for the uneven lane use or alternatively lane simulation mode could be used.

The LHA will comment further on junction capacity once the above has been addressed including any mitigation required. The Applicant is requested to submit model files for verification to hdc@leics.gov.uk.

Internal Layout

The Applicant proposes '*201 car parking spaces (including 13 disabled), 12 cycle spaces, 6 motorcycle spaces and 168 HGV spaces (not including warehouse loading bays, canopy dock doors, resolution bays, QC spaces or Queue Lines)'*

The LHA would ordinarily expect parking in line with Table 29 (a) of the LHDG. However, the number of parking proposed are based on the requirements for Pall-Ex as the known end user.

The LHA welcome the drawing *'Car Park Layout - Future Provisions'* demonstrates parking in line with standards in the LHDG can be achieved at the site, with one parking space per 120m provided. The LHA is satisfied that this could be conditioned in the event that the site is operated by a different end-user.

Parking spaces should measure a minimum of 2.40m by 5.50m with an additional 0.50m strip for each side bound by a wall/ hedge/ fence etc. The parking demonstrated within Appendix A of the TA (Proposed Site Plan – Orientated) aligns with these standards.

Transport Sustainability

Travel Plan

The LHA have reviewed the DTA Transport Planning Consultants Workplace Travel Plan and welcome the introduction of sustainable travel measures at the site, with a focus on car sharing. The closest bus stops to the entrance of the site are approximately 350m away and are served hourly by the Arriva 28 service to Coalville and Leicester. A timetable case and raised kerbs should be considered to encourage the use of this provision. The LHA require the provision of 6 month passes, one per employee at a cost of £605 per pass for an Arriva service. Travel Packs would also be required at a cost of £52.85 per pack, alternatively the Applicant can supply their own, which would be required to be approved by Leicestershire County Council and subject to a £500 administration fee. These will be secured via a S106 agreement.

Further details on how infrastructure within and outside of the site will be made to encourage walking, cycling and wheeling are required. This should include further evidence of the cycleway and footpath provision.

Monitoring should begin from first occupation of the site until at least 5 years following full occupation. Specific methods to monitor the Travel Plan should be tailored to targets but as a minimum, they should include annual travel surveys, periodic transport counts, uptake in interventions (e.g. cycle to work scheme) and traffic counts. The preferred system to capture survey information is MODESHIFT STARS.

The Applicant should be aware that a TP monitoring fee of £6,000 will be required as part of a Section 106 agreement.

A revised Travel Plan can be secured via condition at a later date if a positive outcome is reached on the outstanding matters to be addressed.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Amendments to the site access design as detailed above, including visibility splays and ghost right turn details.
- Details of relocation of the proposed weight restriction TRO and HGV tracking at a suitable alternative route.
- Existing highway boundary and the proposed land take required for the proposed works.
- Swept path analysis for a Maximum Legal Length Articulated Vehicle (18.55)
- Topographical survey.
- Committed developments to be confirmed with Hinckley & Bosworth Borough Council and North West Leicestershire District Council
- Flow diagrams.
- Junction modelling for junctions 1 and 10 to be re-run.

Informatives for S278 detailed design

- The proposals would require the removal of part of the grass verge, there may be statutory undertaker apparatus located within the verge/footway fronting the site; the Applicant will need to undertake surveys and potentially works to relocate these services. Any additional cost that arises because of this would be entirely at the Applicant's expense.
- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that there are no assets in the area of works, or if there are assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected a response

letter should be provided with an estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

- Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.
- The existing ditch will be affected by the proposals and would need culverting under the access for which Ordinary Watercourse consent would be required. This can be considered at the detailed design stage of the scheme.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.
- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be undertaken at the detailed design stage of the scheme.

Date Received	Case Officer	Reviewer	Date issued
2 July 2025	**Amy Stone**	**RD**	**4 August 2025**