

Rudi Simpson

Subject: FW: 24/00828/REM - Land South of 295 Main street
Attachments: 24005-BMC-24-XX-DR-C-2010 [P01] Adoptable Highway Plan.pdf; Stanton mitigation WSI.pdf

Importance: High

From:
Sent: 30 October 2024 16:35
To: Tim Hartley
Cc:
Subject: RE: 24/00828/REM - Land South of 295 Main street
Importance: High

Good afternoon Tim,

Further to my email on Tuesday, please find our responses to the LLFA, Highways and Archaeology comments below/attached.

LLFA

Water treatment will be provided via an attenuation pond, which utilises a sediment forebay, berm and permanent pool. This is in accordance with CIRIA C753 guidance whereby the mitigation indices are to be greater than the hazard indices and therefore it provides an appropriate level of water treatment to the surface water prior to discharge from the site. For completeness, the indices are shown below. Pervious paving was considered but the implementation of a wet pond was deemed more appropriate, especially since it will contribute to BNG as well.

Pollution Hazard Indices for Different Land Use Classifications (Table 26.2 in The SuDS Manual CIRIA C753)

Land Use	Pollution Hazard Level	Total Suspended Solids (TSS)	Metals	Hydrocarbons
Residential roofs	Very low	0.2	0.2	0.05
Other roofs (typically commercial/industrial roofs).	Low	0.3	0.2 (up to 0.8 where there is potential for metals to leach from the roof)	0.05
Individual property driveways, residential car parks, low traffic roads (e.g. cul de sacs, home zones and general access roads) and non-residential car parking with infrequent change (e.g. schools, offices) i.e. < 300 traffic movements/day.	Low	0.5	0.4	0.4
Commercial yard and delivery areas, non-residential car parking with frequent change (e.g. hospitals, retail) all roads except low traffic roads and trunk roads/motorways.	Medium	0.7	0.6	0.7
Sites with heavy pollution (e.g. haulage yards, lorry parks, highly frequented lorry approaches to industrial estates & waste sites), sites where chemicals and fuels (other than domestic fuel oil) are to be delivered, handled, sorted, used or manufactured; industrial sites; trunk roads and motorways.	High	0.8	0.8	0.9

Indicative SuDS Mitigation Indices for Discharges to Surface Waters (Table 26.3 in The SuDS Manual CIRIA C753)			
Type of SuDS Component	Mitigation Indices		
	TSS	Metals	Hydrocarbons
Filter strip	0.4	0.4	0.5
Filter drain	0.4	0.4	0.4
Swale	0.5	0.6	0.6
Bio-retention system	0.8	0.8	0.8
Permeable pavement	0.7	0.6	0.7
Attenuation basin	0.5	0.5	0.6
Pond	0.7	0.7	0.5
Wetland	0.8	0.8	0.8
Proprietary treatment systems	These must demonstrate that they can address each of the contaminant types to acceptable levels for frequent events up to approximately the 1 in 1-year return period event, for inflow concentrations relevant to the contributing drainage area		

Highways

Attached is a plan (Adoptable Highway Plan Rev P01) showing the updated highway proposals in line with the comments and responses which are set out below. The layout has been omitted from the plan as we are awaiting the urban design comments before carrying out the necessary updates. We hope that providing the plan and comments can keep the process moving in the meantime.

Designers' response:

- The LHA direct the applicant to Part 3 Table DG1 of the LHDG for further guidance on the requirements for adoptable roads in Leicestershire. The LHA require all dimensions to be shown on future submissions in order to provide detailed highway comments. **Dimensions added to layout as required.**
- The LHA would consider the adoption of the internal roads, once compliant, due to there being an excess of six direct frontages being served by the proposed layout. **Noted – thank you.**
- The LHA advises the Applicant that forward visibility at the bends adjacent to plots 26 and 40 needs to be addressed. **Please see revised forward and junction visibility that is 17m as per Table DG1 noting the 15mph design speed for a residential accessway. Plot positions are not affected. I will need to update all visibility and tracking drawings for the resubmission.**
- Carriageways and footways should be in accordance with the Part 3 Table DG1 of the LHDG for roads offered for adoption, and Part 3 Section DG17 of the LHDG for private areas. **Part 3 Table DG1 stipulates the development limits, which is 50 and achieves the minimum corridor width of 7.5m. Since the design speed is 15mph for a residential accessway, visibility has been reduced to 17m as noted within Table DG1. Allison Homes to review DG17 for private areas.**
- Footways should be a minimum of 2m wide where pedestrian footfall is expected, although a minimum 1m service margin may be acceptable where no properties are served. **Noted and amended as required.**
- A dropped kerb crossing point for Public Footpath R19 which runs through proposed development will be required. **Added to the front of plot 41 to provide connectivity as noted.**
- Speed control measures will be required in order to achieve the design speed as set out in Part 3 Table DG1 of the LHDG. The alteration of vertical speed control measures can impact the driveway orientation of plots

and should, therefore, be considered at the planning stage. The LHA note that the speed ramp outside Plot 7 infringes the vehicle access and requires amendment. Due to the layout of parking areas for plots 7-11, installation of an appropriate speed ramp may not be possible and this needs to be addressed. **The ramp position is shifted as far north as possible, layout update in due course will avoid clashes with vehicle access.**

- The speed table proposed at Plot 26/42 should be removed as a 90-degree bend is sufficient as a horizontal speed control measure. In addition, the ramp impedes the driveway of plot 42. **Ramp has been removed as requested.**

- The Applicant must ensure all internal junction radii are 6m in accordance with Part 3 Table DG5 of the LHDG. Junction visibility splays will need to be achieved in accordance with Part 3 Table DG1 of the LHDG and be wholly contained within the highway envelope. **All internal junction radii are 6.0m – see dimensions.**

- The Applicant should ensure all turning heads radii are 7.5m as per the Leicestershire Highways Design Guide Part 3 Figure DG4b. **All turning head radii are 7.5m – see dimensions.**

- Bend widening, in accordance with Part 3 Table DG6 of the LHDG is required. **Bend widening is included as required, which can be seen from the dimensions that have now been added.**

Archaeology

Please find attached the WSI. Please note that this has also been sent to William Kelly at LCC directly.

I would be grateful if you could confirm receipt and reconsult as necessary.

Can you also provide an update on outstanding consultees – I particularly note that we are still awaiting Urban Design comments which is delaying the progress of the application.

Thanks,

Harriet Whalley - **Planner**

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