

10th April 2024

DOC/2023/0081 National Highways

Thank you for National Highways comments regarding application ref: DOC/2023/0081. We would like to address these comments in turn so as to make the application acceptable for discharge.

- “Please confirm that existing screening is consistent for the location/length of areas assumed to have suitable provision without providing reinforcement, as none is recommended.”
 - o Although the Glint and Glare report (ref: 12009A) does not recommend additional reinforcement of the existing screening at the site, additional screening is proposed in the form of new native hedgerow planting as shown on page 3 of the attached soft landscaping proposal (ref: LB374_D01) that will reduce visibility into the site from the A50, particularly for viewpoints 11 and 12. This is being done as a good faith effort to go above and beyond the minimum requirements of the existing screening.
- “It would be useful to state the minimum height required to be maintained for screening either existing or enhancement as part of the proposals, i.e. does this match viewsheds at 2m above ground level”
 - o The attached Ecological Enhancement, Mitigation and Management Plan (EEMMP) (ref: 10669) notes at section 4.6 that existing and new hedgerow planting will be maintained to a height of 3m.
- “Please confirm that there is a regular monitoring/maintenance plan on vegetation that serves as screening to ensure that density is maintained”
 - o There are monitoring and maintenance plans for habitat types within section 7 the EEMMP, e.g. sections 7.10, 7.17.
- “National Highways are concerned that the Drainage Proposals set out in LB374 D01 Soft Landscaping Proposal are in direct contravention of Dft Circular 01/2022 para - 59. Which states “ To ensure the integrity of the highway drainage systems, no new connections into those systems from third party development and proposed drainage schemes will be accepted. Where there is already an existing informal or formal^[footnote 24] connection into the highway drainage system from a proposed development site, the right for a connection may be allowed to continue provided that the flow, rate and quality of the discharge into the highway drainage system remains unaltered or results in a betterment. The company may require a drainage management and maintenance agreement to be entered into to secure this requirement in

perpetuity.” National Highways require confirmation of the applicant’s drainage proposals and intentions.”

o There is no proposed new connection to existing National Highways drainage systems and the attached Flood Risk Analysis (ref: 20399-HYD-XX-XX-RP-FR-0001) confirms that the proposed development will not impact existing drainage patterns and will not increase flood risk off-site.

We consider that the above additional information addresses all of National Highways concerns and that as a result the application to discharge conditions 19 and 20 should be determined imminently.

Kind regards,
Ben Wheeler
Town Planner