

TRANSPORT NOTE

LAND ADJ' 2, PADDOCK LANE,
BURBAGE, LEICESTERSHIRE.

ERECTION OF 2NO DWELLINGS.



JULY 312023

C S CONSTRUCTION

LENNON TRANSPORT PLANNING LTD





TRANSPORT NOTE

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1 INTRODUCTION / BACKGROUND

- 1.1 This Transport Note has been prepared by Lennon Transport Planning Ltd (LTP) on behalf of C S Construction. The purpose of this Note is to satisfy both Hinckley & Bosworth Borough Council as Local Planning Authority (LPA) and Leicestershire County Council as Local Highway Authority (LHA) that the proposal will not lead to an unacceptable increase in traffic generation or create unacceptable highway safety issues.
- 1.2 It is considered an unnecessary requirement to provide TRICS data outputs as part of this Note due to the scale of development nor carry out junction capacity testing at Paddock Lane. The LHA will anticipate a dwelling in this location generating in the region of between 5 and 7 total daily vehicular movements and hopefully this agreed common ground in this instance.
- 1.3 The site location is presented below in figure one, the redline shows the extent of the application site.
- 1.4 An existing private drive known as Paddock Lane will serve the proposal.

Background / Other Relevant Applications

- 1.5 There is an extant planning permission for 1No dwelling within the application site. Planning permission was established in 2012 for one new dwelling under planning permission 12/00952/FUL <https://pa.hinckley-bosworth.gov.uk/online-applications/applicationDetails.do?keyVal=MCI68CII09O00&activeTab=summary>. We are advised that this permission has been implemented and remains extant (foundations were initiated and conditions discharged). Of considerable relevance to

this current proposal is the LHA formal consultation response to the 2012 application which is attached at **Appendix A**. The LHA did not seek to resist the proposal.



Figure1: Site Location

2 POLICY

National Planning Policy Framework (NPPF) (July 2021)

2.1 The National Planning Policy Framework (July 2018) was revised in Feb 2019 and then again in July 2021 and is a material consideration in the determination of planning applications.

2.2 **Paragraph 11** of the NPPF states;

- *‘Plans and decisions should apply a presumption in favour of sustainable development’.*

For plan-making this means that:

- a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i, the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.3 Paragraph 107 states;- In setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;

- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.4 Paragraph 108 states:-

- Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.5 Paragraph 110 of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.6 Paragraph 111 of the NPPF states:

- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.7 Paragraph 112 of the NPPF states:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.8 Paragraph 113 of the NPPF states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3 EXISTING HIGHWAY & VEHICULAR ACCESS

3.1 The proposed dwellings (net increase of 1No dwelling) will be served via Paddock Lane which is an existing private drive which connects to Coventry Road.

3.2 Coventry Road is a unclassified road, it has footways to either side of carriageway, is subject to a 30mph speed limit and is street lit.

3.3 Personal Injury Accident (PIA) data has been assessed using the Crashmap database to consider the existing safety situation on the immediate local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in-depth consideration. There has been one recorded personal injury accident within the last 5 year period. The accident occurred in January 2017 during the hours of darkness approximately 200m to the west and involved a motorcycle and car travelling in opposing directions; a serious injury occurred to the motorcyclist. The accident report is attached at **Appendix B**.

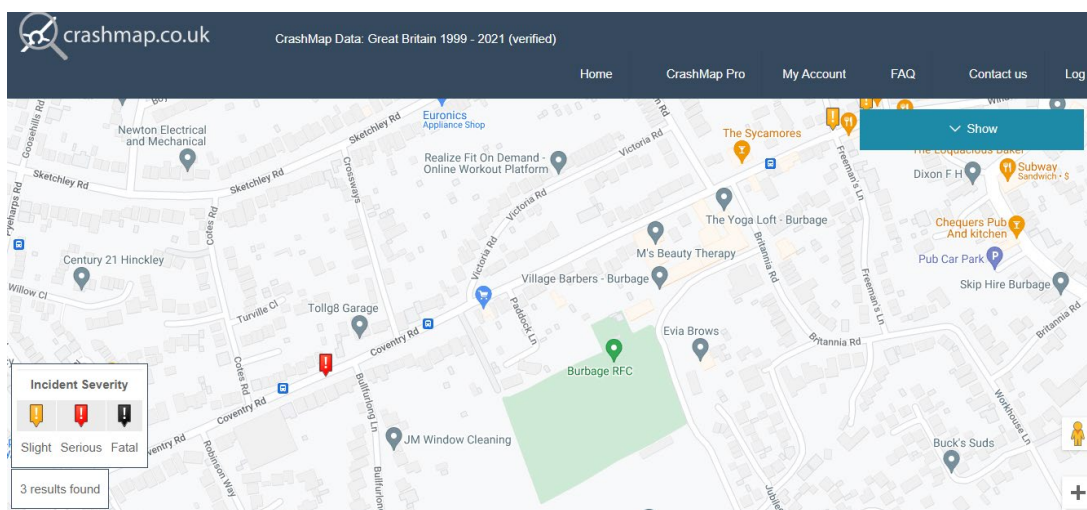


Figure 2: Recorded Injury Accidents

4 EXISTING & PROPOSED DEVELOPMENT

- 4.1 There is extant consent for 1No dwelling within the application site which was approved in 2012. This is the recognised lawful 'fallback' position.
- 4.2 1No additional dwelling is proposed. Parking and turning is proposed within the site such that residents will be able to both enter and leave in a forward gear. Vehicle swept path analysis has been undertaken and the drawing is attached at **Appendix C**. Refuse collection will take place from within the carriageway which aligns with the current and historic situation.
- 4.3 The existing driveway has sufficient width allow two vehicles to pass within its initial section behind the highway boundary.
- 4.4 The site layout drawing is attached at **Appendix D**.

5 SUMMARY

- 5.1 This Transport Note has been prepared by Lennon Transport Planning Ltd on behalf of C S Construction.
- 5.2 Ample vehicle parking and turning is proposed within the site for residents vehicles. Vehicle swept path analysis has been undertaken.
- 5.3 There will be a net increase of 1No additional dwelling. This will give rise to only limited additional vehicle movements, likely to be in the range of 5 to 7 additional total movements each day. The LHA did not seek to resist the previous application for 1No dwelling.
- 5.4 Two vehicles can pass within the initial section of the private driveway.
- 5.5 Injury accident data has been considered and there is no persistent accident problem which exists within the proximity of Paddock Lane.

5.6 In the circumstances and considering the contents of this Note, we encourage the Local Planning Authority and Local Highway Authority to look favourably upon the highway and transportation considerations of this planning proposal.

APPENDIX A

Previous LHA formal response

DETAILS OF APPLICATION

Planning Ref No: 2012/0952/04/HCON
CE/EN Ref: 2008/0865/04 2006/0029/04
Application Address: LAND ADJACENT 2, PADDOCK LANE, BURBAGE,
LEICESTERSHIRE
Parish: Burbage CP
Applicant: Mr Paul Collis
Brief Description of Development: Erection of new dwelling.

GENERAL INFORMATION

Member: Mr. S. L. Bray & Mr. K. W. P. Lynch
Road Class: Adopted - Unclassified
General Observations: 29/74 Planning Officer - Anne Lynch
Paddock Lane – Unadopted Off Coventry Road - Unclass

Recommendation: Approval

Notes To Planning Officer

Previously Highways approval was based on the improvements shown on the Axon Beckett drawing 05/782-1003a. Given that this drawing has not been submitted with the current application, the proposals are only considered acceptable subject to the conditions below.

According to Highway Authority records this private drive will serve 5 properties if/when this permission is implemented and therefore the applicant should be made aware that any further development will trigger the need for access improvements in terms of the provision of passing bays and radii at the junction with Coventry Road.

Conditions

1 Before first occupation of the dwelling, its access drive and any turning space shall be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 8 metres behind the highway boundary and shall be so maintained at all times.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.)

2 The access from Coventry Road shall be widened to a minimum of 5.25 metres wide for at least the first 5 metres behind the highway boundary. The access drive once provided shall be so maintained at all times.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway and not cause problems or dangers within the highway.

3 No vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

Reason: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic, including pedestrians, in the public highway.

4 Before first use of the development hereby permitted, 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the highway boundary to the right hand side of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway, in accordance with the current standards of the Highway Authority and shall be so maintained in perpetuity.

Reason: In the interests of pedestrian safety.

Date Received	Inspector	Signed Off
27 November 2012	Dominic Young	30 November 2012

APPENDIX B

PIA Report

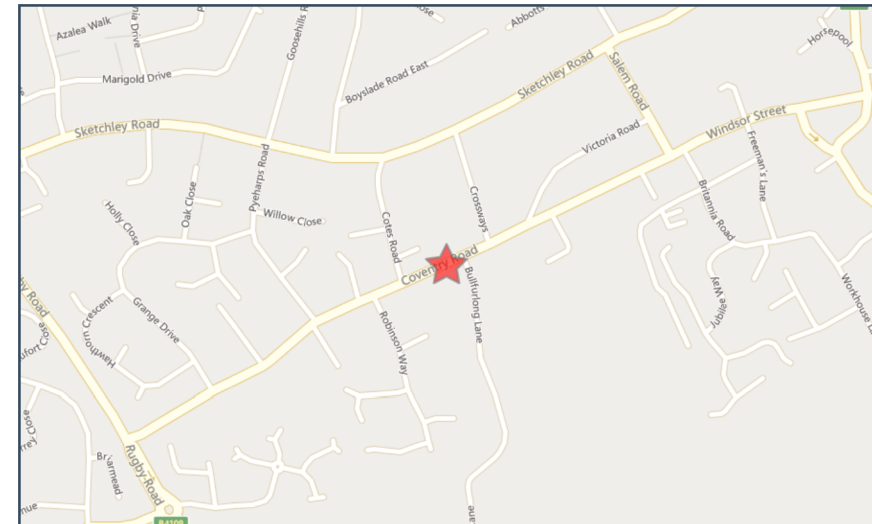


crashmap.co.uk

Validated Data

Crash Date: Monday, January 30, 2017 **Time of Crash:** 5:05:00 PM **Crash Reference:** 2017331700138

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Leicestershire			Number of Vehicles:	3
Local Authority:	Hinckley & Bosworth Borough			OS Grid Reference:	443684 292062
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Motorcycle over 500cc	1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is parked in the carriageway	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

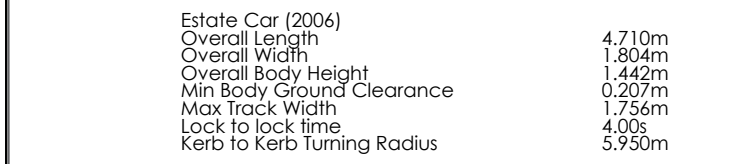
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C

Vehicle Swept Path Analysis

The site plan illustrates the proposed site/track layout, including existing structures, proposed track, and surrounding infrastructure. Key features include:

- Proposed Track:** A long, straight track running diagonally across the site, highlighted in orange.
- Existing Structures:** Several buildings are shown, including a large building with a flat roof (EL 129.38) and a garage (EL 129.80).
- Proposed Structures:** A new building footprint is outlined in blue, labeled "Estimate Cost (2006)".
- Infrastructure:** The plan shows existing and proposed roads, including Windsor Street and Paddock Lane. It also indicates the location of a concrete base, concrete base, and concrete base.
- Topography:** Elevation points are marked throughout the site, ranging from 126.42 to 127.91.
- Other Features:** The plan includes details for a concrete base, concrete base, and concrete base.

[illegible]

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Highway and Transportation Consultants

Lower Lenthill Farm, 120, Main Street, Newtown Linford,
Leicester LE6 0AF

CLIENT:
C S CONSTRUCTION

TITLE: PADDOCK LANE, BURBAGE
RESIDENTIAL DEVELOPMENT
VEHICLE SWEPT PATHS

Scheme No.		Drawing No.		Revision	
0333/23/24		PC/0333/23/24		-	
PREPARED BY:		-	SCALE:		1:125
CHECKED BY:		-	SIZE:		A1
APPROVED BY:		M. LENNON	DATE:		JUL 2023

APPENDIX D

Proposed Site Layout



Disclaimer

© This drawing is the copyright of Lawrence & Finley Architects Ltd. and may not be reproduced or used except by written permission.
Figured dimensions to have precedence over scaling.
Please read this drawing in conjunction with the specification.
Check all site dimensions prior to any construction.
Refer any discrepancies found to the Architects.

Revisions

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Contact + Location

T 07974 834305
E kristian@lfarchitects.co.uk

Lawrence & Finley Architects Ltd.
27 Templar Road,
Ashby-De-La-Zouch,
Leicestershire, LE65 2AD

Details

Job Title	Land Adj 2 Paddock Lane, Burbage
Job Type	New Residential Development
Drawing Title	Proposed Site Plan
Job Number	265
Drawing Number	PL-10
Scale	1:200 A1
Status	PLANNING





Lennon Transport Planning Ltd
Lower Lenthill Farm
120, Main Street
Newtown Linford
Leicester, LE6 0AF
T: 0116 340 0343
M: 07780 447 415

office@lennontransportplanning.co.uk
www.lennontransportplanning.co.uk

Company number:10061511

Registered Office:154, Rothley Road, Mountsorrel, LE12 7JX