



Land East of The Common, Barwell

Hearing Statement – Transport and Highways

Appeal by Redrow Homes Ltd (Harrow Estates Division)

LPA Ref. 23/01229/OUT

On behalf of



Project Ref: 332610546 | Rev: A | Date: October 2024

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Report Title: Hearing Statement – Transport and Highways

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Prepared by: Scott Witchalls

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1 Introduction

1.1 Qualifications and Experience

- 1.1.1 My name is Scott Witchalls. I hold a Master of Science degree in Transportation Planning and Engineering from the University of Southampton. I am a Chartered Member of the Institute of Logistics and Transport, a Member of the Institution of Highways and Transportation, and a Member of the Transport Planning Society. I have forty years' experience in the field of transportation planning and engineering.
- 1.1.2 I have appeared as an expert witness at numerous Hearings, Planning Appeals and Public Inquiries including CPO Inquiries, at the High Court, Court of Arbitration, Examinations in Public and in front of Parliamentary Committees.
- 1.1.3 I am a Director at Stantec UK. Stantec is a global multi-disciplinary development and infrastructure consultancy that advises public and private sector clients with respect to planning, design and construction of infrastructure and land development projects. Stantec provides consultancy services in all areas of transportation planning and engineering.
- 1.1.4 I am familiar with the Land East of The Common site, the development proposals, the surrounding area and the local transport network having been responsible for the oversight of the preparation of the Transport Assessment and Framework Travel Plan that accompanied the application, as well as appearing at the Inquiry held into the previous Application No. 21/01470/OUT for the same site.
- 1.1.5 In undertaking my analysis for the purposes of preparing this statement, I have been assisted by specialist technical teams at Stantec under my supervision.
- 1.1.6 The evidence which I have prepared and provide in this Statement is true and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.

1.2 Scope of Evidence

- 1.2.1 My Statement covers the highways planning background for the site, and considers the reasons for refusal of the current application setting out why I do not believe these can be substantiated. I include the dialogue held with the highway authority, Leicestershire County Council (LCC) to date, and explore the outstanding transport matters not yet agreed with LCC. It is possible that the reasons for refusal can be overcome prior to the Hearing into this matter and I will continue to try to resolve any outstanding matters with LCC. As far as we are aware, these include the site access arrangements and contribution towards off-site highways impact resulting from the development.
- 1.2.2 My Statement is structured as follows:
- Section 2 sets out the Highways planning history of the site
 - Section 3 sets out the application background and correspondence with LCC
 - Section 4 states the reasons for refusal relevant to transport
 - Section 5 describes the proposed Site Access Arrangements
 - Section 6 covers Traffic Impact
 - Section 7 establishes my Conclusions

2 Highways Planning History

- 2.1.1 The site has been subject to a number of planning applications since 2017. A summary is outlined below.

2.2 Application 17/00531/OUT

- 2.2.1 The site was initially subject to a planning application (*planning ref: 17/00531/OUT*) for c.185 dwellings in 2017. This application was refused by HBBC, one reason being highways related. A subsequent planning inquiry was held and the highways reason for refusal was resolved prior to the inquiry.

2.3 Application 21/01470/OUT

- 2.3.1 The site was subject to a subsequent application, which was submitted by Harrow Estates for 110 dwellings in 2021, and later appeal (*planning ref: 21/01470/OUT*). The appeal was lodged on the grounds of non-determination.
- 2.3.2 The appeal (*Ref: APP/K2420/W/22/3295558*) was dismissed by the Planning Inspectorate on 27th March 2023, but in terms of transport matters the Inspector found no conflict with Policy DM17 of the Hinckley & Bosworth Borough Council Core Strategy DPD nor with the National Planning Policy Framework paragraphs 110 or 111 (unchanged as paragraphs 114 and 115 in the December 2023 version). The only matter raised was the development traffic impact on the Ashby Road junction (see Figure 3.1 in Section 3 of this Statement).
- 2.3.3 Within the Appeal Decision (**CD-D-2**), the Inspectors response to highways matters was expanded upon as follows:

“32. Turning now to the A47 / A447 Ashby Road / B4667 Ashby Road junction, with background traffic growth and committed development, which includes the Barwell Sustainable Urban Extension, this junction is forecast to operate over capacity during the 2034 future year scenario. That is without the development before this appeal. This development would therefore further increase the degree of saturation here.

33. Although the appellant is willing to accept a proportion of responsibility for works to improve this junction, there is not an improvements scheme currently in place. The Council have suggested a condition requiring the appellant to submit for approval a scheme of mitigation for this junction and to implement the approved scheme prior to occupation. However, such a condition would not meet the relevant tests, not least because it would be unreasonable for this development to shoulder the full responsibility for upgrading this junction.

34. The position, therefore, is that the development would result in some harm to the Ashby Road junction and there is no suitable mitigation in place to resolve this. Notwithstanding this, the Council have failed to articulate the level of harm resulting to this junction or provide evidence that the effects on this junction would be significant. The Framework is clear that the 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. This is a high bar, and the Council have failed to provide substantive evidence to demonstrate this.

35. With these points in mind, I find no conflict with Policy DM17 of the DPD nor with the Framework paragraphs 110 or 111. Nevertheless, as identified, there would be some limited harm to highway safety and the road network, as a result of this development, and this must be weighed into the overall planning balance.”

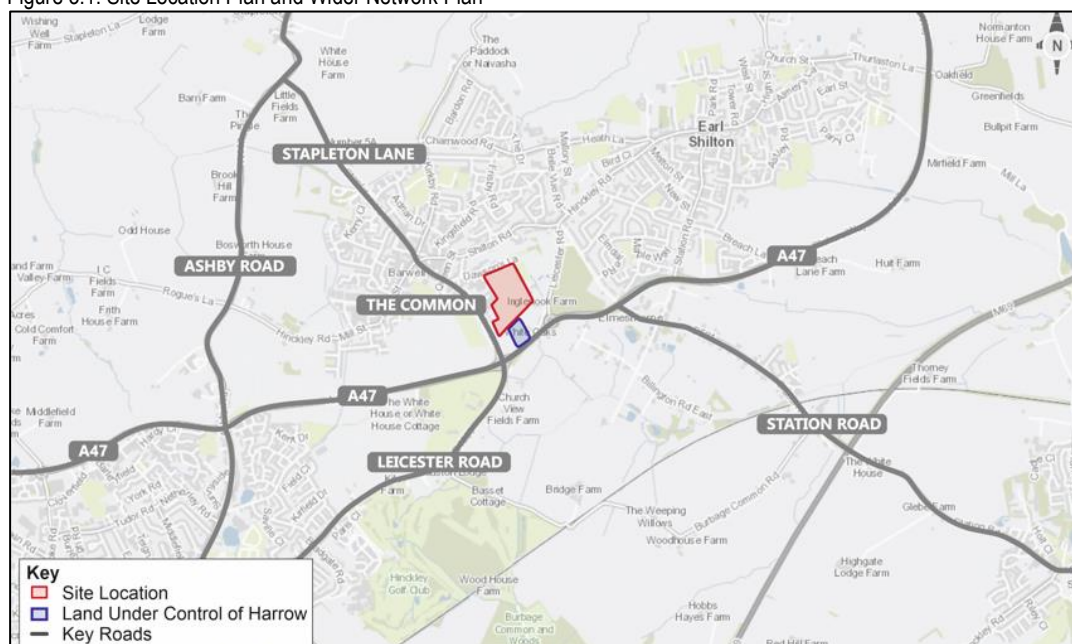
3 Development Background

3.1 Current Application (23/01229/OUT)

3.1.1 The planning application for the proposed development seeks outline consent for up to 95 dwellings with all matters reserved except for access. The application was validated by HBBC on 20 December 2023. The application was supported by a comprehensive suite of technical reports including a Transport Assessment (CD-B-9) and Framework Travel Plan (CD-B-10). Both of these submitted reports were prepared using a similar approach to that previously agreed with LCC, but updated to reflect the reduced number of houses now proposed and revised assessment years.

3.1.2 A site location plan and wider area network plan is included in **Figure 3.1** below.

Figure 3.1: Site Location Plan and Wider Network Plan



3.1.3 The development is in an accessible location to the facilities and services in Barwell reducing the need to travel longer distances with good access to pedestrian, cycle and bus networks.

3.1.4 The development is creating a new access, reducing the speed limit, installing traffic calming measures, extending the cycleway and providing new crossing points along The Common.

3.1.5 Therefore, the development is not in conflict with Policy DM17 of the DPD nor with National Planning Policy Framework (December 2023) paragraphs 114 or 115 (Paragraph 112 and 113 part of the September 2024 NPPF Draft for Consultation).

3.1.6 The TA concluded that the proposed development meets the three transport tests for new developments set out in the NPPF, these being:

- Appropriate opportunities to promote sustainable travel modes can be taken up through the site's proximity to good pedestrian, cycle and public transport infrastructure and the implementation of the Travel Plan;
- Safe and suitable access to the site can be achieved for all users through the delivery of the proposed new access to The Common;

- The junction assessments have demonstrated that the development traffic will not have a severe impact on the capacity and operation on the local highway network.

3.1.7 LCC's initial consultation response to the submitted Transport Assessment and Framework Travel Plan was dated 29 February 2024 and is included in **CD-B-25.1** and **Appendix A** of this Statement. This response requested the submission of additional information in respect of the following:

- *"An RSA1 of the site access proposals and off-site works, along with a designer's response and amended drawing if required;*
- *Clarity in respect of the why the proposed future year assessment is 2035 as opposed to 2029 and adjustments to 2029 if necessary; and*
- *Clarity in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors."*

3.1.8 In addition to the above requests for information, LCC stated that:

"As part of the previous application, the LHA advised it did not have an improvement scheme identified for the junction and that the Applicant would need to demonstrate that the impact of the proposed development could be mitigated. Leicestershire County Council are continuing to investigate a potential improvement scheme for the junction and it is now likely that the LHA will require a contribution from the proposed development towards an improvement scheme, which will be in proportion to the impact and scale of the development proposed. "

3.1.9 Stantec responded to HBBC and LCC on 11 March 2024 submitting all of the relevant additional information requested (**CD-B-24**), along with a response relating to the potential traffic impact at Ashby Crossroads, as follows:

"Based on the modelling detailed in the TA there is forecast to be insignificant impact (0.8% increase) less than one vehicle every two minutes on the Ashby Road Crossroads as a result of the development. At the appeal of the previous application (21/01470/OUT) the inspector agreed that the development was forecast to have very little impact on the operation of the junction. On this basis and that the impact is reduced further (given the reduction in dwellings now proposed) we do not consider a contribution to improvements at the Ashby Crossroads should be required."

3.1.10 Following this, a subsequent response was received from LCC dated 8 April 2024 and is included in **CD-B-25.1** and **Appendix B** of this Statement.

3.1.11 This second response raised the following additional matters and requests for information:

- *"Additional improvements to the site access as detailed.*
- *Further information to support the alternative assumptions calculations, such as provision of the traffic flow diagrams of the developments considered and the number of additional vehicles forecast through each junction.*
- *Junction model files for review and approval."*

3.1.12 In addition, LCC noted that an improvement scheme for Ashby crossroads was being worked up by the highway authority, and that an appropriate contribute would be sought, as below:

"Despite the Applicant considering a contribution towards an improvement scheme at the junction is not necessary, the LHA advise that Leicestershire County Council is currently working on a scheme to put in place at the junction. As part of the appeal decision for the previous application, the Planning Inspector highlighted that there was no suitable mitigation in

place to resolve the capacity issue. It was also stated the Applicant should not shoulder the full responsibility for upgrading the junction. The LHA therefore believe that it would be reasonable for the Applicant to contribute proportionately towards a wider scheme.”

3.1.13 Ryan & May responded to HBBC on 30 April 2024, submitting all of the additional information requested by LCC in their second response (**CD-B-24**). This included:

- A slightly revised access drawing taking on board LCC comments
- Traffic Flow Diagrams of developments considered at each junction requested
- All Junction Model Files
- Supporting explanatory note to accompany the above.

3.1.14 Stantec had already demonstrated that the development would have an insignificant impact on Ashby crossroads, as stated in the response of 11th March, so no further work was undertaken on this aspect.

3.1.15 Following this, no further correspondence or response has been received from LCC or HBBC in relation to the highways response.

3.1.16 However, a Decision Notice (**CD-A-1**) along with a Delegated Officer Report (**CD-B-26**) was received on 17 June 2024. In terms of the highways position, the Decision Notice stated that:

“2. The applicant has failed to demonstrate that the development would not have a severe cumulative impact on the highway network and has not shown that the development would pose no risk to highway safety. The development proposals are contrary to policy DM17 of the Site Allocation & Development Management Policies Development Plan Document (2016) and the advice contained in the National Planning Policy Framework.”

3.1.17 It appears that the additional information submitted in good time to HBBC on 30th April 2024 (described in 3.1.7 above) was not taken into account in coming to the highways conclusion within the Decision Notice dated 17 June 2024. This is confirmed in the HBBC associated Delegated Officer Report (Para 7.72) which re-states verbatim the request for information made by LCC on 8th April 2024 (**Appendix B**), which was responded to on 30th April 2024 with all of the requested information.

3.1.18 In addition to the above stated reason for refusal, HBBC added in the Delegated Officer Report (Para 7.72) that details were required regarding:

‘Contribution to junction improvements to improve capacity’

3.1.19 Notwithstanding the fact that no such contribution can be justified, Neither HBBC nor LCC had previously suggested that the applicant should suggest a contribution value.

3.1.20 Further to the issue of the Decision Notice, Ryan & May, wrote to the LPA on 15th July 2024 regarding the outstanding matters of the application. This included a letter setting out the highways position on the application, requesting clarity on the rationale and justification for a financial contribution to a scheme at Ashby Crossroads (Junction 4). To date, no response has been received.

3.1.21 Furthermore, Stantec have tried to engage with LCC to seek a clear position on whether there are any other outstanding matters. An email was sent to LCC on 13 September 2024 seeking agreement on the outstanding highways matters, namely the below:

- *“Agreement that the amended site access arrangements submitted are acceptable*

- *Agreement that the alternative assumptions, committed development and junction modelling provided are acceptable.”*
- 3.1.22 In addition, Stantec sought a discussion with LCC on the suggestion that a financial contribution to an Ashby crossroads capacity improvement scheme would be required.
- 3.1.23 LCC responded on the 16 September 2024 noting they will await contact from HBBC in relation to the application before providing further comment. No further response has been received from LCC or HBBC.

4 Reasons for Refusal

4.1.1 The application was refused by Hinkley and Bosworth Borough Council under delegated powers on 17 June 2024.

4.1.2 Within the Delegated Officer Report, HBBC cited four reasons for refusal, the following of which relates to transport (extract of **CD-B-26**):

“2. The applicant has failed to demonstrate that the development would not have a severe cumulative impact on the highways network and has not shown that the development would pose no risk to highway safety. The development proposals are contrary to policy DM17 of the Site Allocations & Development Management Policies Development Plan Document (2016) and the advice contained in the National Planning Policy Framework.”

4.1.3 We believe that this RfR is relates to the two transport matters of outstanding agreement with LCC, namely the site access arrangements and the offsite highways traffic impact. Paragraphs 7.72 and 7.73 of the Officer Report state the highway conclusions:

“7.72. In summary the following matters remain outstanding and the following details are required in order to make a full assessment of the highway implications of the scheme:

- *Details of additional improvements of the site access.*
- *Further information to support the alternative assumptions calculations, such as provision of the traffic flow diagrams of the developments considered and the number of additional vehicles forecast through each junction.*
- *Junction model files for review and approval*
- *Contribution to junction improvements to improve capacity*

7.73. In the absence of the above information it cannot be concluded that the scheme will not pose a threat to highway safety and it cannot be concluded that there would be no severe cumulative impact on the highway network. Whilst a contribution to junction improvements was not pursued in the context of the earlier appeal, the Planning Authority accepts that work is progressing in terms of deriving a project and proportionate contribution to meet the CIL tests. Whilst ideally all of these matters would have been resolved in the context of the determination of this application, it has not been possible within the timeframe set by the Planning Guarantee. Given the in-principle reason for refusal, on this occasion it is considered reasonable to refuse the application on highways ground also. If the applicant does pursue an appeal, the Highway Authority and Planning Authority will however work with the applicant to continue to resolve matters.”

4.1.4 The first three bullets of para 7.72 of the HBBC Report are matters which were addressed in the letter sent by Ryan and May on 30th April 2024 (see 3.1.7 above). No response or acknowledgement of this additional information has been received.

4.1.5 The forth bullet relating to a contribution to junction improvements to improve capacity has not been substantiated, and no evidence has been presented to justify this. Furthermore, no indication has been given of what the junction improvements entail.

4.1.6 Sections 5 and 6 of this statement expand on the detail of the access layout and traffic impact tests showing why I do not believe the refusals can be substantiated on either of these grounds.

5 Site Access Arrangements

5.1 Introduction

- 5.1.1 The Transport Assessment (**CD-B-9**) submitted as part of the planning application set out the proposals for a new priority T-junction on The Common to provide access to the proposed development c.160m north of the A47 / The Common roundabout. The access has been designed in accordance with Manual for Streets and the Leicestershire Highway Design Guide.
- 5.1.2 It should also be noted that the site access has been designed broadly in line with the access arrangement that was agreed by LCC for the previous schemes on the site (planning application: 17/00531/OUT and 21/01470/OUT), which was for a greater number of dwellings. Based on the initial response from LCC dated 8 April 2024, there have been a number of alterations to the access since the initial design included within the Transport Assessment as set out below, including:
- The design now includes a safety margin strip of 0.5m between the footway / cycleway and the carriageway around the bellmouth.
 - Corduroy tactile paving has been provided to help blind or visually impaired pedestrians be aware of cyclists within the shared use provision.
 - The lining and signage have been improved to make it clear where cyclists are expected to rejoin the carriageway and where shared use facilities terminate. Additionally, the lining for the crossing of The Common has been slightly revised.
- 5.1.3 The final site access proposal drawing is **Drawing 332610546/5501/001_P05** which was submitted to LCC on 30 April 2024 for approval. This drawing is included as **Appendix C**. As noted, LCC has not yet commented on this layout.

5.2 Site Access Design Evolution

- 5.2.1 Following the submission of the application, and as requested by LCC, a Stage 1 Road Safety Audit was undertaken by Acorns Projects Limited in January 2024 on the proposed access arrangements **Drawing 332610546/5501/001_P03** submitted as part of the TA. No fundamental concerns were raised in relation to the safety of the access however the RSA noted two observations with the junction as follows:
- The swept path analysis of a large refuse vehicle requires the vehicle to encroach into the opposing vehicle traffic lanes.
 - There is a lack of corduroy paving where pedestrians cross the carriageways and join the shared pedestrian / pedal cycle facility.
- 5.2.2 These matters were addressed through an updated design and Designers Response, as follows:
- Large refuse vehicle tracking encroaching into the opposing vehicle traffic lane**
- 5.2.3 The junction has been designed in full accordance with Manual for Street and the Leicestershire Highway Design Guide, ensuring the access is designed appropriately for all expected travel modes, while not overengineering to accommodate an infrequent larger vehicle movement.

Lack of corduroy paving where pedestrians cross the carriageways and join the shared pedestrian / pedal cycle facility

- 5.2.4 Corduroy tactile paving has now been included.
- 5.2.5 The 3rd iteration of the design is illustrated on **Drawing 332610546/5501/001_P04**.
- 5.2.6 This site access design iteration and associated Designers Response was submitted to LCC as part of an additional information pack. LCC acknowledged the RSA1, updated site access design, and Designers Response, agreeing with the response in relation to the swept path analysis encroachment.
- 5.2.7 Within the response, a number of advisory points were made in relation to the design.
- *“The drawing should show how cyclists are expected to rejoin the carriageway, where the shared use facilities terminate at the access road junction. Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided for cyclists travelling in both directions in place of just the line to Diag 1009 currently shown. The end of route sign should be replaced with a “Cyclists rejoin carriageway” sign.*
 - *The pedestrian crossing across the new access is set back a fair distance into the junction and is off the pedestrian desire line for those using the footpath on The Common. It could potentially be located closer to the junction.*
 - *Where cyclists cross The Common, Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided on both sides of the carriageway for cyclists travelling in both direction in place of junction the line to Diag 1009 and Diag 1003 currently show.*
 - *A safety margin strip should be included for the shared use facilities.”*
- 5.2.8 In addition to the above advisory points, LCC requested that visibility splays of 2.4m x 73m were shown on the site access drawing (splays of 2.4m x 47m were originally illustrated in accordance with MfS).
- 5.2.9 These advisory points as well as the increased visibility splays were subsequently incorporated into the final site access design **Drawing 332610546/5501/001_P05**.
- 5.2.10 The final site access design has responded to all of LCC's previous concerns/queries and is therefore considered acceptable. It will have not have an unacceptable impact in terms of road safety, and cannot be sustained as a reason for refusal.

5.3 Site Access Design Summary

- 5.3.1 The site access will have a carriageway width of 5.5m and 6m kerb radii. As agreed by LCC in their response, this is sufficient width to facilitate access for large vehicles such as those for refuse collection.
- 5.3.2 A 2m pedestrian footway is to be provided on the northern side of the access which ties in with the existing footway provision to the north of the junction providing safe access for pedestrians to the public transport services and facilities within Barwell.
- 5.3.3 A 3m shared footway / cycleway is provided on the southern side of the access with crossing facilities provided to enable both pedestrians and cyclists to cross safely and join the share use facilities on the western side of The Common which have been extended to tie in with the access proposals. This is in accordance with DG10 of the Part 3 of the LHDG.
- 5.3.4 An independent Stage 1 Road Safety Audits has been undertaken on the proposed access arrangements and has raised no safety issues with the design of the scheme, other than

vehicle encroachment by infrequent large refuse vehicles, which LCC officers have confirmed is acceptable.

- 5.3.5 On this basis I consider the proposed access arrangements provide safe and suitable access for all users to serve the development.

6 Development Impact

6.1 Introduction

- 6.1.1 The Transport Assessment (**CD-B-9**) submitted as part of the application undertook a number of traffic modelling assessments and sensitivity tests using industry approved software to demonstrate the impact of the development on the local highway network. These adopted the same approach to that agreed at the previous appeal which was agreed by LCC.

6.2 Assessment Scenarios

- 6.2.1 A comprehensive set of scenario tests have been undertaken in the Transport Assessment. The traffic modelling assessments have accounted for background traffic growth and committed developments within the local area as requested by LCC as part of the previous application on the site.
- 6.2.2 Traffic flows were factored up to a 2024 baseline from the 2021 traffic survey data, with the future year assessment taken to be 2035. A future year assessment of 2035 was undertaken following LCC advice on the previous application. It was requested that assessment work should account for opening year +10 where the housing trajectories of committed development extended beyond a five-year period.
- 6.2.3 The assessment scenarios that have been undertaken are as follows:
- 2024 Baseline (Uplifted)
 - 2035 Future Year
 - 2035 Future Year + Committed Development
 - 2035 Future Year + Committed Development + Proposed Development
- 6.2.4 The following junctions/study area has been assessed:
- Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout
 - A47/ The Common / B4668 Leicester Road priority-controlled roundabout
 - A47 / Leicester Road priority-controlled roundabout;
 - A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
 - The Common / Proposed Site Access junction.
- 6.2.5 The assessments undertaken in the TA demonstrated that the development would not lead to any junction exceeding capacity under the 2035 assessment year that is not currently operating over capacity.
- 6.2.6 Given the reduction in dwelling numbers from the previous application, the traffic impact is clearly reduced. The inspector for Appeal (Ref: APP/K2420/W/22/3295558) relating to the larger scheme stated the following in relation to the development impact on the Ashby Road Crossroads, the junction currently operating over capacity:

“34. The position, therefore, is that the development would result in some harm to the Ashby Road junction and there is no suitable mitigation in place to resolved this. Notwithstanding

this, the Council have failed to articulate the level of harm resulting to this junction or provide evidence that the effects on this junction would be significant. The Framework is clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is a high bar, and the Council have failed to provide substantive evidence to demonstrate this.”

6.3 Development Impact at Ashby Crossroads

- 6.3.1 The forecast development impact on the local highway network is established within the Transport Assessment. LCC have acknowledged that Junction 4, the A47 / A447 Ashby Road / B4667 Ashby Road signalised junction operates over capacity in both the current and future year scenarios. The other off-site junctions have been demonstrated to operate within capacity, with the addition development traffic having a negligible impact on queuing and delays across these junctions.

A47 / Ashby Road Crossroads

- 6.3.2 Based on the modelling detailed in the TA, it is forecast that the development will add up to 23 two-way trips during both the morning and evening peak hours at the A47 / Ashby Road crossroads, or approximately one vehicle every 3 minutes. This equates to a maximum junction impact of only 0.8% during the peak hours based on the 2021 observed traffic flows. This is considered to be within the expected typical daily variation in traffic flows.
- 6.3.3 In terms of highways safety at the A47 / Ashby Road crossroads, a WebTAG compliant COBALT forecasting assessment was carried out as part of the TA to establish what the expected number of accidents would be at this junction. This demonstrated that the crossroads would be expected to experience 4.04 annual accidents (20.20 in five-years).
- 6.3.4 The actual number of accidents recorded for the crossroads was notably fewer than those that would be estimated as part of the COBALT assessment, 8 accidents in five-years. It is clear that the predicted additional vehicle movements through the junction as a result of the development proposals, will not have an unacceptable impact on highway safety.
- 6.3.5 As part of LCCs latest response dated 8 April 2024, they have advised that they are currently working on a wider mitigation scheme to be put in place at the A47 Ashby Road crossroads, unrelated to the development that is the subject of this appeal.
- 6.3.6 However, LCC appear to be of the opinion that it would be reasonable for the Applicant to contribute proportionately to this wider, seemingly as yet, undefined scheme.

“Despite the Applicant considering a contribution towards and improvement scheme at the junction is not necessary, the LHA advise that Leicestershire County Council is currently working on a scheme to put in place at the junction. As part of the appeal decision for the previous application, the Planning Inspector highlighted that there was no suitable mitigation in place to resolve the capacity issue. It was also stated the Applicant should not shoulder the full responsibility for upgrading the junction. The LHA therefore believe that it would be reasonable for the Applicant to contribute proportionately towards a wider scheme.”

- 6.3.7 Stantec has requested a dialogue with LCC on this matter, but LCC is not willing to engage until instructed by HBBC. There is therefore no indication of the scale, extent, or progress of any such scheme, or any associated cost estimates.
- 6.3.8 On the basis of all of the above, it is clear that any contribution to improvements at the A47 Ashby Road crossroads cannot be justified or meet the Policy test.

7 Conclusions

- 7.1.1 In this Hearing Statement and supporting transportation documents prepared to support this planning application, I have clearly demonstrated that the Appellant has now fully addressed the concerns of LCC regarding the transport reasons for refusal.
- 7.1.2 I have demonstrated that safe and suitable access to the site can be achieved for all users in accordance with Paragraph 114 part b of the NPPF (Paragraph 112 part of the September 2024 NPPF Draft for Consultation) and part b and c of DM17. The design has gone a series of minor revisions to take account of comments raised by LCC and through the Road Safety Audit process.
- 7.1.3 A comprehensive set of junction modelling assessments and sensitivity tests have been undertaken to support the application. It has been demonstrated that, with the exception of the A47 Ashby Road crossroads, the junctions are all forecast to operate within capacity in a future year of 2035 including traffic from all known potential Local Plan development including the SUE's. On this basis, it is considered that there are no significant operational or road safety impacts from the development on the local transport network accordance with Paragraph 114 part d of the NPPF and part e of DM17, and that there is no justification for a contribution towards an improvement scheme at Ashby Crossroads that is apparently being worked up by LCC.
- 7.1.4 On this basis, I see no highways or transport reason why this development should not be permitted in accordance with policy DM17 of the Site Allocations & Development Management Policies Development Plan Document (2016) DM17 and the NPPF.
- 7.1.5 Given the above, I respectfully request that the Inspector allow this Appeal.

Appendix A LCC Highways Response #1 (29/02/2024)

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



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

APPLICATION DETAILS:

Planning Application Number: 23/01229/OUT

Highway Reference Number: 2023/1229/04/H

Application Address: Land East Of The Common Barwell Leicestershire

Application Type: Outline (with access)

Description of Application:

Outline Planning application for up to 95 dwellings with associated access, open space and landscaping following demolition of all buildings on site

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Ms Ashleigh Genco

County Councillor: Ross Hills

Parish: Barwell

Road Classification: Adopted Unclassified

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 by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), an outline application for the erection of 95 dwellings at land east of The Common, Barwell. All matters other than access are reserved at this stage.

The Applicant has submitted a Transport Assessment (TA) and Travel Plan (TP) both dated 13th December 2023 and authored by Stantec in support of the proposed development.

The LHA is aware of application reference 21/01470/OUT for the construction of 110 dwellings at the same site. The Applicant appealed those proposals on the grounds on non-determination (appeal reference APP/K2420/W/22/3295558). Despite initially requesting additional information in respect of the proposals, on the basis of the appeal the LHA advised refusal on the grounds that the Applicant had failed to demonstrate any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, could be mitigated, contrary to paragraph 110 of the National Planning Policy Framework 2021 (the current NPPF at the time). That appeal was dismissed on 27th March 2023.

The LHA is also aware of application reference 17/00531/OUT for the construction of up to 185 dwellings at the same site. While the LHA advised no objection to the proposals subject to conditions and contributions, that application was refused by the Local Planning Authority (LPA). The LPA's decision notice included a reason for refusal on highway safety grounds and it is noted that the Applicant appealed the LPA's decision. The highway reason for refusal was not however pursued by the LPA at the appeal.

Site Access

Details of the proposed site access arrangements are provided on Stantec drawing number 332610546/5501/001 Rev P03. The site access is proposed off The Common which is an unclassified road, where the speed limit changes from 30mph to 40mph at the proposed access location. The Applicant has proposed a reduced access width (5.50m) and junction radii (6.0m) in comparison to the previous application. The Applicant has stated within Paragraph 5.3.5 of the TA that a Stage 1 Road Safety Audit (RSA1) is currently being undertaken on the access arrangements by Acorn Projects Limited. The Applicant has also stated that following receipt of the RSA1, any issues identified by the auditor will be addressed and a designer's response prepared to response to any comments and additional drawing prepared if applicable. The LHA advise that the RSA1 is required before commenting further on the site access arrangements.

As per the previous application, the Applicant is proposing to reduce the speed limit from 40mph to 30mph and provide traffic calming along the site frontage, which was accepted by the LHA. The LHA advise the relocation of the 30/ 40mph signage, including a Traffic Regulation Order, would require a contribution of £12,995 . The Applicant also intends to extend the existing footway along the eastern side of The Common from outside No. 85 and it has been highlighted that footway would need to narrow briefly to 1.5m to avoid an existing third party tree outside No. 89 as per the previous application.

It should be noted that the proposed traffic calming, and cycle lanes would be subject to public consultation and therefore the design could change following this exercise. Any costs associated with the public consultation would be the Applicant's responsibility.

The LHA note that the proposed footway/ cycleway would impact an existing highway tree (LCC ID, 402025 [Paul's Scarlet thorn]) which is situated within the verge to the West of The Common. This tree was planted after the previous tree in that location died and was therefore not identified as part of application 21/01470/OUT. The LHA advise that it is likely to seek the cost for the trees removal and replacement, along with the cost of with an additional two trees planted within the existing highway corridor and an aftercare period of 36 months post planting for each tree.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for a period between 1st January 2018 – 11th July 2023. The study area includes The Common, Chapel Street and the Chapel Street/ High Street/ Stapleton Lane/ Shilton Road mini roundabout as well as the A47 between the A47 Normandy Way/ A447 Ashby Road junction and the Leicester Road/ A47 Clickers Way roundabout. Table 1 details a summary of the PICs recorded extracted from the TA:

	Injury Severity	Year						Total
		1	2	3	4	5	6*	
All Modes	Fatal	0	0	0	0	0	0	0
	Serious	2	1	1	2	1	0	7
	Slight	4	3	7	3	2	1	20
	Sub Total	6	4	8	5	3	1	27
Pedestrian/ Cyclists	Fatal	0	0	0	0	0	0	0
	Serious	0	1	0	0	0	0	1
	Slight	0	1	1	0	0	1	3
	Sub Total	0	2	1	0	0	1	4

Source: LCC, August 2023

*Year 6 is not a full 12-month year as it equates to 7 months of 2023 between January and July.

Table 1: PIC summary.

The LHA has reviewed the PIC analysis within paragraphs 4.5.8 to 4.5.20 of the TA. In addition to the PIC's considered by the Applicant, the LHA is aware of two further PIC's which have occurred in the study area.

The first PIC occurred in July 2023 on The Common, approximately 180m north of the site access and was recorded as slight. This involved two vehicles travelling in opposite directions. The second PIC occurred at the A47 Normandy Way/ The Common/ B4668 Leicester Road roundabout and was recorded as serious. This involved two vehicles.

It is noted that there have been no recorded PICs within the vicinity of the site access, however there have been 11 at The Common/ A47 roundabout and nine at the A447/ A47 signalised junction. While the LHA accepts the extents of the PIC analysis, further advice will be provided by the LHA following updated capacity assessments as detailed below.

Trip Generation and Distribution

The Applicant has used TRICS to predict the approximate level of vehicular trips the proposed residential development could generate. The same trip rates as per applications 17/00531/OUT and 21/01470/OUT have been used. The predicted trips are detailed in Table 2 below, extracted from the TA.

Time Period	Vehicular Trip Generation (95 dwellings)		
	Arrivals	Departures	Two Way
AM Peak Hour (0800-0900)	17	52	69
PM Peak Hour (1700-1800)	45	24	69

Source: Consultants calculation. Includes Excel rounding.

Table 2: Vehicular trips, 95 dwellings.

The LHA consider the proposed trip rates and corresponding vehicle trip generation to be acceptable.

Trip distribution and assignment has also been based on the same methodology accepted by the LHA as part of application references 17/00531/OUT and 21/01470/OUT. Trip distribution was based on 2011 Census data for the Hinckley & Bosworth 007 Middle Super Output Layer. This is accepted by the LHA.

Junction Capacity Assessments/ Off-Site Implications

To establish whether the proposals are likely to have an impact on key junctions surrounding the site, the Applicant has undertaken capacity assessments at the following junctions:

1. Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout
2. A47/ The Common / B4668 Leicester Road priority-controlled roundabout
3. A47 / Leicester Road priority-controlled roundabout;
4. A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
5. The Common / Proposed Site Access junction.

These are the same junctions as previously assessed by the Applicant and therefore considered to be acceptable.

Traffic counts were undertaken at each junction on Wednesday 6 October 2021 and the peak hours were identified to be 07:45 - 08:45 and 16:45 - 17:45.

The following committed developments have been considered by the Applicant:

- **Westfield Farm (14/01279/OUT) - 350 dwellings, 0.6 ha of employment and expansion of community facilities.**

The Applicant has advised this site is currently under construction with 58 dwellings completed in 2020/21 and based on projections a further 30 will have been completed between April and October 2021. On this basis it has been assumed that 25% of the dwellings have been completed and the traffic flows have been adjusted accordingly to avoid double counting existing traffic from the development on the network.

- **Lane North-East of Triumph Motorcycle Limited (15/00188/OUT) - 850 dwellings, 500m2 retail units, a primary school and community facilities.**

The Applicant has advised construction has begun on this site however only a small number of dwellings have been completed to date. Therefore, for a robust assessment all traffic flows from this development were included within the assessment.

- **Land West of Clickers Way, Earl Shilton (20/01225/FUL) - 81 dwellings.**

Whilst the application has not been determined by the Local Planning Authority, the Applicant has included the proposed development for a 'robust' assessment.

- **Land North Of Hill Top Farm, Hill Top, Earl Shilton (21/00135/OUT) - 140 dwellings.**

Application permitted as of July 2022

- **Ashby House, Hill Top Farm, Hill Top, Earl Shilton (20/00916/FUL) - 50 dwellings.**

Application permitted as of November 2022

- **New Barn Farm, Kirkby Road, Barwell (22/00121/FUL) - 92 dwellings.**

Whilst the application has not been determined by the Local Planning Authority, the Applicant has included the proposed development for a 'robust' assessment.

- **Land North Of A47 Normandy Way And East Of Stoke Road, Hinckley (23/00432/OUT) - 475 dwellings.**

The Applicant has stated that the application had not been determined by the Local Planning Authority but the proposals have been included for a robust assessment. The LHA is aware the application was allowed at appeal (ref APP/K2420/W/23/3323113) on 18th January 2024.

As part of application 21/01470/OUT, the LHA advised consideration should be given to both Barwell and Earl Shilton SUE's. Both SUE's are allocated sites within the HBBC Local Plan, and both are subject to planning application submissions. As per the previous application, the Applicant has considered both developments and provided housing trajectories which were confirmed by the LPA to be acceptable. The LHA therefore accepts the Applicant has considered nearby developments.

Baseline traffic flow data collected by the Applicant has first been adjusted to take into account Covid-19 uplift factors and then uplifted to a baseline year of 2024 and future year of 2035 using TEMPro traffic growth factors. The LHA request clarity as to why a future year of 2035 has been used as opposed to 2029. Given the scale of development the LHA would usually expect a future year assessment of five years on from the year the application was submitted. This would also be more consistent with other live planning applications in the area and therefore it is requested the Applicant assesses a future year of 2029 unless there are specific reasons why the development could take 11 years to be fully built out, should planning permission be granted.

The Applicant has also stated within paragraph 7.5.2 of the TA that growth assumptions have been adjusted to account for the committed developments that have been manually added to the assessment listed above. No clarification has been provided on what adjustments have been made. Further clarification would be required in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

Notwithstanding the lack of clarity in respect of traffic growth factors, the LHA has reviewed the traffic flow diagrams and otherwise considers these to be acceptable. The LHA will consider the junction modelling further once clarity has been provided in respect of the future year of assessment and what growth assumptions have been applied to the TEMPro traffic growth factors.

Whilst the LHA has yet to review the modelling in detail, the LHA note that the Applicant has accounted for unequal lane usage at Junction 2, which was raised as part of the previous application. In addition, the Applicant has acknowledged that Junction 4 operates over capacity in both the current and future year scenarios. As part of the previous application, the LHA advised it did not have an improvement scheme identified for the junction and that the Applicant would need to demonstrate that the impact of the proposed development could be mitigated. Leicestershire County Council are continuing to investigate a potential improvement scheme for the junction and it is now likely that the LHA will require a contribution from the proposed development towards an improvement scheme, which will be in proportion to the impact and scale of the development proposed.

Internal Layout

The internal layout of the development is not for consideration at this stage and therefore the indicative plans have not been considered in detail.

The LHA advise that should the proposals be granted planning permission by the LPA, the internal road network, along with car parking and garage provision should be designed to an adoptable standard and in accordance with the Leicestershire Highway Design Guide ([LHDG], available at <https://resources.leicestershire.gov.uk/lhdg>).

Transport Sustainability

The Applicant has submitted a TP dated 13 December 2023. This has been reviewed and is accepted in principle by the LHA. The following comments should however be noted:

- As the travel plan is a living document it must be noted that the maps provided at 3.2.2 and 3.3 are insufficient and hard to decipher, as the plan evolves over its lifespan, these should be replaced with clearer, more detailed images so these can be utilised as intended i.e. for an easy point of reference.
- The measures set out in the table at 8.2.1 include some good initiatives, however there needs to be a firmer commitment to delivery, as the plan evolves, along with committed timescales. As initial surveys are undertaken, and data is collated there is an expectation that from there the measures will be firmed up in terms of delivery.
- As specified in the TP, once appointed the name and full contact details of the Travel Plan Co-ordinator should be provided to Leicestershire County Council at S106monitoring@leics.gov.uk . LCC will then monitor the work of the TPC on the delivery of the Travel Plan. There will also need to be details provided of which TPC will take the lead role across the development in the delivery of the residential travel plan.

The LHA advise that should it be in a position to advise approval of the proposals in the future, it is likely to require 1 x travel pack per household (currently at a cost of £52.85 or the developer can produce their own but will need to be assessed by LCC with an administration cost of £500), and 2 x six month bus passes (currently £510 per pass for an Arriva service) per dwelling, along with potentially the provision of raised kerbs at the nearest two bus stops to the site. These contributions would be requested as part of a S106 agreement.

In addition, the LHA will require the Applicant to provide raised kerbs and new bus stop flags at the nearest bus stops to the site (ID's 2421 and 2422) on The Common prior to occupation of the first dwelling.

Public Rights of Way

While there are no public rights of way through the site, based on the submitted Illustrative Masterplan (UDB drawing number 4001G), the Applicant is proposing both a pedestrian link and a pedestrian/ cycle link through to Dawsons Lane, which would link to Public Rights of Way U32, U74 and U100, which is welcomed.

The landowner of the application site is presumed to own half of the land under Dawson's Lane extending out to the centre line of the lane, under the common law 'ad medium filum' presumption. In this situation the applicant is requested to repair any potholes on the southern half of the lane particularly those near the proposed pedestrian access which might otherwise be a trip hazard for future site residents using that access. Dawson's Lane is subject to a 30mph speed limit and only sections of the road are adopted by LCC.

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:

- An RSA1 of the site access proposals and off-site works, along with a designer's response and amended drawing if required;
- Clarity in respect of the why the proposed future year assessment is 2035 as opposed to 2029 and adjustments to 2029 if necessary; and
- Clarity in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

Date Received
11 January 2024

Case Officer
Ben Dutton

Reviewer
BD

Date issued
29 February 2024

Appendix B LCC Highways Response #2 (08/04/2024)

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



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

APPLICATION DETAILS:

Planning Application Number: 23/01229/OUT

Highway Reference Number: 2023/1229/04/H/R1

Application Address: Land East Of The Common Barwell Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline Planning application for up to 95 dwellings with associated access, open space and landscaping following demolition of all buildings on site

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Ms Ashleigh Genco

County Councillor: Ross Hills

Parish: Barwell

Road Classification: Adopted Unclassified

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline (access) application for the construction of 95 dwellings. The LHA previously advised within the first observations submitted to the LPA that additional information was required to be submitted by the Applicant in order for the proposals to be considered further by the LHA. Notably, the following additional information was requested:

- A Stage 1 Road Safety Audit (RSA1) of the site access proposals and off-site works, along with a designer's response and amended drawing if required;
- Clarity in respect of the why the proposed future year assessment is 2035 as opposed to 2029 and adjustments to 2029 if necessary; and

- Clarity in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

The Applicant has now submitted an e-mail to the LPA dated 11th March 2024, which includes additional information in respect of the proposals, notably:

- A Stage 1 Road Safety Audit (RSA1), dated March 2024, which includes a designer's response;
- Stantec drawing number 332610546/5501/001 Rev P04, which details the site access arrangements; and
- A spreadsheet detailing committed developments in the area.

Site Access

The LHA has reviewed the submitted RSA1 of the site access proposals. This has raised two problems as summarised below:

1. The swept path requirements of large vehicles turning, entering and exiting the proposed new priority T junction require the vehicles' bodies to encroach into the opposing vehicular traffic lanes.
2. Lack of corduroy tactile paving where pedestrians cross the carriageways and join the shared pedestrian/pedal cycle facility could lead to a potential increased risk of blind or visually impaired pedestrian collisions occurring with pedal cyclists, whereby blind or visually impaired pedestrians could sustain personal injury. This problem was identified at two locations.

The Applicant has responded to the problems as follows:

1. The Applicant has stated the junction has been designed in accordance with Manual for Streets and LHDG guidance and that similar designs have been accepted elsewhere in the county for similar scale developments. In addition, it is stated that a refuse collection vehicle would only travel to/ from the site on a weekly basis and that the risk of conflict is likely to be low. The Applicant is not proposing to amend the access design.
2. The Applicant has agreed the recommendation in the RSA1 to provide corduroy tactile paving and shared space pedestrian/pedal cycle facility signing.

The LHA has considered the Applicants response in respect of problem 1 and accepts that whilst a refuse collection vehicle would encroach fully in to opposing lanes, such a vehicle would only be required to access the site infrequently during the week. In addition, speed cushions are proposed to reduce the speed of traffic either side of the site access, along with a reduction of the speed limit from 40mph to 30mph. On this basis, the LHA accepts the Applicants response to problem 1.

In respect of problem 2, it should be noted that shared use footway/cycleway facilities are proposed on the southern corner of the proposed access junction. The tactile paving here should be corduroy hazard paving as per section 3 of the Department for Transport document "Guidance on the use of tactile paving surfaces" The paving currently shown is for segregated facilities.

The LHA notes that as part of the previous application, visibility splays were based on the 85th percentile traffic speeds for the road, which were 36.6mph northbound and 38.6mph southbound. On this basis the Applicant provided visibility splays of 2.4 x 73 metres at the

access in addition to the proposed speed cushions either side. The LHA note that splays of 2.4 x 47m have been provided in each direction as part of the current application. The LHA therefore request that splays of 2.4 x 73 metres are provided at the access.

In addition, the LHA can provide the following advice on the site access design and off-site footway/ cycleway works:

- The drawing should show how cyclists are expected to rejoin the carriageway, where the shared use facilities terminate at the access road junction. Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided for cyclists travelling in both directions in place of just the line to Diag 1009 currently shown. The end of route sign should be replaced with a "Cyclists rejoin carriageway" sign.
- The pedestrian crossing across the new access is set back a fair distance into the junction and is off the pedestrian desire line for those using the footpath on The Common. It could potentially be located closer to the junction.
- Where cyclists cross The Common, Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided on both sides of the carriageway for cyclists travelling in both directions in place of just the line to Diag 1009 and Diag 1003 currently shown.
- A safety margin strip should be included for the shared use facilities.

Highway Safety

The LHA previously advised that while the extents of the PIC analysis were accepted, further advice will be provided on highway safety following updated capacity assessments. Once the LHA is in a position to review the capacity assessments, further advice will be provided on Highway Safety.

Trip Generation and Distribution

The LHA previously advised that the proposed trip generation and distribution analysis was accepted.

Junction Capacity Assessments

The LHA previously advised that the Applicant has undertaken capacity assessments at the following junctions:

1. Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout
2. A47/ The Common / B4668 Leicester Road priority-controlled roundabout
3. A47 / Leicester Road priority-controlled roundabout;
4. A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
5. The Common / Proposed Site Access junction

Previously, the LHA advised that baseline traffic flow data collected by the Applicant has first been adjusted to take into account Covid-19 uplift factors and then uplifted to a baseline year of 2024 and future year of 2035 using TEMPro traffic growth factors. The LHA requested clarity as to why a future year of 2035 was used as opposed to 2029.

The Applicant has clarified that a future year assessment of 2035 has been undertaken following LCC advice on the previous application (21/01470/OUT). As part of the previous application, it was request that the TA should account for an assessment year of opening year + 10 where the housing trajectories of committed development extended beyond the five-year period. This advice

has been followed for this application assessing a future year of 2035. This is accepted by the LHA.

In addition, the LHA previously advised that the Applicant had also stated within paragraph 7.5.2 of the TA that growth assumptions have been adjusted to account for the committed developments that have been manually added to the assessment. No clarification had been provided on what adjustments have been made. It was therefore advised that further clarification would be required in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

The Applicant has subsequently provided a spreadsheet which details the committed developments and housing trajectories in the area. The assumptions were based upon those projections detailed in the HBBC Residential Land Availability Monitoring Statement (RLAMS) 2022 which was the latest available information at the time of the submission of the application. Two sites, Westfield Farm and land North East of Triumph Motorcycles are currently under construction and as such the housing assumptions within the growth rates for 2021 – 2024 was adjusted accordingly reflecting the build out trajectories from Appendix 4 of the RLAMS. For the remainder of the committed development sites where no construction had begun the housing projections were adjusted within the growth rates for 2024 -2035 to account for these developments.

The LHA would ask the Applicant to provide the traffic flow diagrams for each of the developments included for the calculations, along with an indication as to how many additional vehicles would travel through the junctions based on this information.

Following further clarification in respect of the above, the LHA should be able to give consideration to the Applicant's capacity assessments.

Off-Site Implications

The LHA previously advised that Leicestershire County Council are continuing to investigate a potential improvement scheme for Junction 4 and it is now likely that the LHA will require a contribution from the proposed development towards an improvement scheme, which will be in proportion to the impact and scale of the development proposed. The Applicant has acknowledged that Junction 4 operates over capacity in both the current and future year scenarios.

Despite the Applicant considering a contribution towards an improvement scheme at the junction is not necessary, the LHA advise that Leicestershire County Council is currently working on a scheme to put in place at the junction. As part of the appeal decision for the previous application, the Planning Inspector highlighted that there was no suitable mitigation in place to resolve the capacity issue. It was also stated the Applicant should not shoulder the full responsibility for upgrading the junction. The LHA therefore believe that it would be reasonable for the Applicant to contribute proportionately towards a wider scheme.

Internal Layout

As previously advised, the internal layout of the development is not for consideration at this stage and therefore the indicative plans have not been considered in detail.

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:

- Additional improvements to the site access as detailed.
- Further information to support the alternative assumptions calculations, such as provision of the traffic flow diagrams of the developments considered and the number of additional vehicles forecast through each junction.
- Junction model files for review and approval.

Date Received
12 March 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
08 April 2024

Appendix C Site Access - Stantec Drawing 332610546/5501/001_P05

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- VISIBILITY SPLAY - 2.4m x 47m
(per MfS & LHDG)
- VISIBILITY SPLAY - 2.4m x 73m
(per LHDG)
- FORWARD VISIBILITY FOR CYCLES -
17m (LTN 1/20)
- PROPOSED SIGNAGE

P05 UPDATED FOLLOWING LCC COMMENTS	ML	EF	2024.04.19
P04 UPADIED AS PER RSA COMMENTS	BS	EF	2024.02.07
P03 ACCESS MOVED NORTH	ML	EF	2023.11.29
P02 UPDATED VISIBILITY	MH	EF	2023.11.29
P01 FIRST ISSUE	MH	EF	2023.11.27
Issued/Revision	By	Appd	YYYY.MM.DD
	MH	MH	EF
	Dwn.	Dsgn.	Chkd.
			2024.04.22
			YYYY.MM.DD

Issue Status

FOR
INFORMATION

This document is suitable only for the
purpose noted above.
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purpose is not permitted.

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HARROW ESTATES

Client/Project

HARROW ESTATES

THE COMMON BARWELL

LEICESTERSHIRE, UNITED KINGDOM

Title

PROPOSED SITE ACCESS DESIGN

Project No.
332610546

Revision
P05

Scale
AS SHOWN @ A1

Drawing No.

332610546/5501/001

PROPOSED SPEED CUSHIONS

TIE IN OF PROPOSED FOOTWAY TO EXISTING
OUTSIDE HOUSE NO. 85

PROPOSED UNCONTROLLED
PEDESTRIAN CROSSING

PROPOSED UNCONTROLLED
PEDESTRIAN CROSSING

FLUSH KERB FOR CYCLISTS
TO JOIN CARRIAGEWAY

PROPOSED CYCLISTS REJOIN
CARRIAGEWAY SIGN DIAGRAM 966-2

PROPOSED 3m FOOTWAY/CYCLEWAY WITH 0.5m BUFFER

PROPOSED SHARED SPACE
SIGNS DIAGRAM 956

PROPOSED UNCONTROLLED
PEDESTRIAN CROSSING AND FLUSH KERB
FOR CYCLISTS TO JOIN CARRIAGEWAY

PROPOSED SPEED CUSHIONS

RELOCATED END OF
CYCLE ROUTE SIGN
DIAGRAM 965

PROPOSED FLUSH KERB FOR
CYCLISTS TO EXIT CARRIAGEWAY

EXISTING DRAGONS TEETH
MARKINGS TO BE REMOVED

PROPOSED RE-LOCATION OF SPEED
LIMIT CHANGE (EXACT LOCATION OF
SIGNAGE TO BE AGREED AT DETAILED
DESIGN STAGE)

PROPOSED SEGREGATED
FOOTWAY AND CYCLEWAY
TO TIE INTO EXISTING

THE COMMON, BARWELL
SITE ACCESS PLAN
1:500

THE COMMON, BARWELL
SITE ACCESS PLAN
1:250