

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: 24/00484/OUT

Highway Reference Number: 2024/0484/04/H

Application Address: Land East Of Leicester Road Earl Shilton Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application (some matters reserved except for means of access and scale) for the erection of up to 33 dwellings, including affordable housing, public open space, landscape planting, sustainable drainage system and new access arrangements from the unnamed Road.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant:

County Councillor: Richard Allen

Parish: Earl Shilton

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a planning application at Land East Of Leicester Road Earl Shilton Leicestershire for the outline planning application (some matters reserved except for means of access and scale) for the erection of up to 33 dwellings, including affordable housing, public open space, landscape planting, sustainable drainage system and new access arrangements from the unnamed Road.

Site Access

Details of the proposed access arrangements are provided on page 24 of the submitted Design and Access Statement, dated May 2024. The site access is proposed from the unnamed road off Leicester Road Earl Shilton which is a C classified road subject to the national speed limit. The Applicant has proposed a 5.5m wide carriageway with a 6m wide junction radii which is indicated on the drawing titled 'Proposed Site Access Strategy', drawing no. 923-TA10 Revision B. However,

2m wide pedestrian footways on either side of the site access road have not been indicated, therefore, the LHA the Applicant should submit an amended drawing indicating this.

The Applicant has detailed the findings from two Automatic Traffic Counter (ATC) speed surveys within the submitted Transport Statement, dated May 2024. ATC site 1 was located to the west of the proposed access and ATC site 2 was located to the east of the proposed access.

The LHA note that heading eastbound towards the site access, ATC Site 1 recorded an 85th percentile of 19.5mph, which is equivalent to a stopping sight distance of 24m. Heading westbound towards the site access, ATC Site 2 recorded an 85th percentile of 26.2mph, which is equivalent to a stopping sight distance of 36m. The LHA note that the Proposed Access Strategy drawing enclosed in Appendix G of the submitted Transport Statement, illustrates the principal site access for vehicles, with 43m visibility splays either side being achievable. Therefore, the LHA is satisfied that the Applicant has provided adequate visibility for the proposed access.

The LHA request that the Applicant submits a drawing demonstrating vehicle tracking of a refuse collection vehicle to Hinckley & Bosworth Borough Council dimensions (Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle) arriving and departing from the site access. The LHA will require swept paths at junctions to be undertaken at a minimum vehicle speed of 10mph to provide a more realistic swept path and the speed of the vehicle should be detailed on the drawing.

Stage 1 Road Safety Audit (RSA)

The Applicant has undertaken two RSA's to reflect the two possible footway options in order for pedestrians to access the site. MAC drawing number 923-TA10 Rev. B details the proposed access strategy subject to the access works for application 21/00135/OUT (Land north of Hill Top Farm, Earl Shilton – 140 dwellings) being completed, while MAC drawing number 923-TA11 Rev. A details the access strategy should this not be in place.

The RSA highlights a number of problems. The LHA has reviewed the listed responses and is satisfied that problems 3.1, 3.3, 3.4, 3.5, 3.6 and 3.8, can be dealt with during the detailed design phase.

In response to problem 3.2 of the RSA, the LHA request that vehicle swept paths be provided as part of the application as detailed further above.

The LHA would highlight for problem 3.7 that Design Manual for Roads and Bridges (DMRB) CD143 states that refuge islands shall not be provided where the speed limit is greater than 40mph except where the refuge island is incorporated into a single lane dualling design. Whilst the visibility splays provided are satisfactory, the refuge is still against the guidance of the DMRB. Therefore the Applicant should give this further consideration.

The LHA highlight that whilst response for problem 3.9 is acceptable, it needs to be ensured that the carriageway running lane widths at the refuge are in accordance with Local Transport Note 1/20 Clause 7.2.5 which states that lanes should not be between 3.2m and 3.9m wide as they could encourage unsafe overtaking of cyclists by vehicles.

The LHA are now satisfied that the tactile paving shown on the drawings is in accordance with Department for Transport guidance.

The LHA also highlight that Traffic Signs Manual Chapter 5 requires 150mm clearance between the road markings and the edge of the traffic island kerbs, however no lateral clearance is shown on the drawing 923-TA10B.

As a further note, Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length. This will help with getting the best size and location of the pedestrian refuge that is being proposed.

Highway Safety

The LHA note that two Personal Injury Collisions (PICs) have been recorded in the locality in the last five years that occurred within 500 metres in either direction of the proposed access. One PIC was classified as 'slight' in severity and the other serious in severity. The LHA has considered the circumstances of the above PICs and is satisfied that the development proposal would not exacerbate the likelihood of further such incidents occurring.

The acceptability of the proposals would, however, be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2023).

Trip Generation

The Transport Statement indicates that the TRICS database has been interrogated to obtain the following trip rates:

Table 4.2: Person Trip Rates - Mean

Use	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
03 – Residential	0.244	0.772	1.016	0.538	0.322	0.860

The Applicant was also able to calculate the predicted number of person trips generated by each mode of transport. The proposed trips by mode is shown in Table 4.4 below:

Table 4.4: Trip Numbers by Mode

Mode	Morning Peak (0800-0900)			Afternoon Peak (1700-1800)		
	Arr	Dep	Total	Arr	Dep	Total
Underground, metro, light rail or tram	0	0	0	0	0	0
Train	0	0	0	0	0	0
Bus, minibus or coach	0	1	2	1	0	1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	7	21	28	15	9	24
Passenger in a car or van	1	2	2	1	1	2
Bicycle	0	1	1	0	0	1
On foot	1	2	2	1	1	2
Other method of travel to work	0	0	0	0	0	0
Total	9	27	36	19	11	30

The proposed development is therefore predicted to generate 28 vehicle trips in the morning peak and 24 trips in the evening peak. The LHA is satisfied that this number of additional vehicles will not result in significant adverse impact on the surrounding highway network and that capacity assessments of nearby junctions are not required.

Proposed Footways

The LHA the two remote footways internally would not appear to be adoptable if not connected to adopted / adoptable carriageway.

The footway indicated on the drawing titled 'Proposed Site Access Strategy Without Approved Sites to the West' drawing no. 923-TA11 Revision A, along Leicester Road would likely be adoptable, due to it falling within the highway extent. The Applicant would need to enter into a s278 agreement to carry out these works.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been considered in detail by the LHA.

Off-site Implications

Given the unnamed road is used for parking, the Applicant has undertaken a parking beat survey to determine precisely how much of the available parking provision along this carriageway is used. The parking beat survey that was completed along the unnamed road consisted of Zone A (southern side of carriageway) and Zone B (northern side of carriageway). The surveys recorded data in 30-minute snapshot intervals, over the full 24- hour period for each day the survey was carried out. Results were recorded on Thursday 8th February and Saturday 10th February 2024, to identify the existing parking behaviour for a neutral weekday and weekend respectively.

The results of the survey indicate that for the Thursday survey, a maximum of 3 vehicles were recorded simultaneously within the parking bays. For the Saturday survey, a maximum of 2 vehicles were recorded simultaneously within the parking bays.

The results of the survey confirmed that no vehicles were observed to park in Zone B on either survey day. Therefore, the LHA are satisfied that the proposed development is expected to have a negligible impact on the existing parking behaviour on the adjacent road.

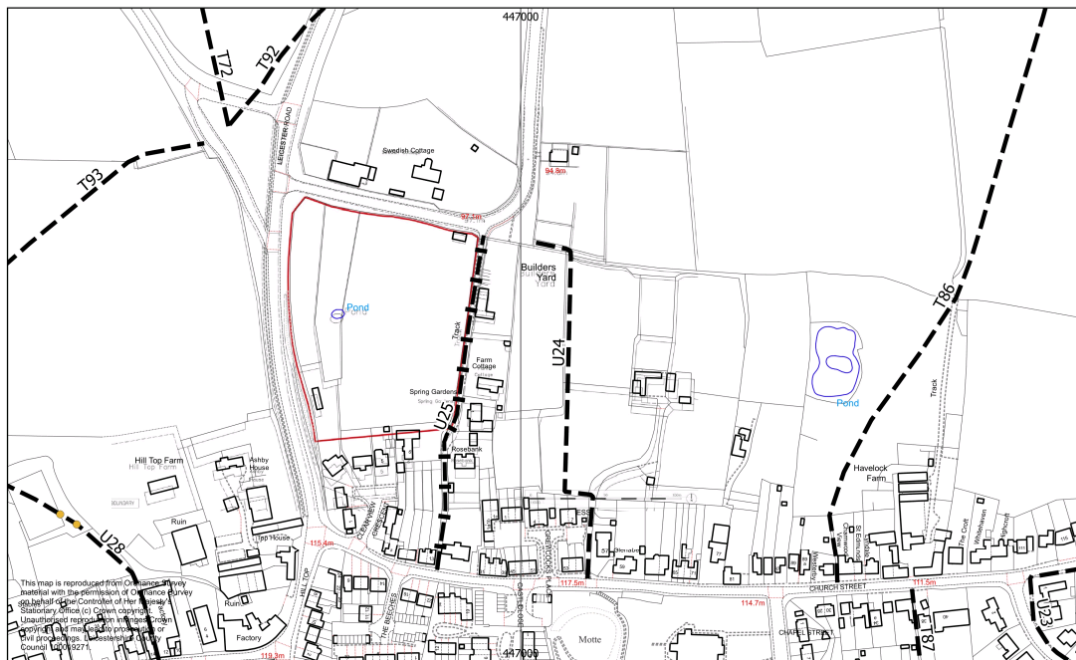
Transport Sustainability

The LHA note that Earl Shilton town centre is located within walking distance of the site offering access to shops and schools. There are also frequently serviced bus stops into Leicester City Centre located some 400m from the site access.

Public rights of Way

Public Bridleway U25 runs adjacent to the proposed development. An extract from the Definitive Map of Public Rights of Way, with overlay, is provided below for information.

 **Leicestershire
County Council**
Scale 1:2500



Date Issued
22 July 2024