

Wykin Lane, Stoke Golding

Highways Informative Note associated with S.96a

Client: Owl Homes
Date: 29 January 2026
Prepared by: JEGB

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Approved by: JEGB

1. Introduction

1.1 Summary

1.1.1 mode transport planning (mode) has been appointed by Owl Homes to provide highways and transport advice to support the proposed variation to Conditions 19 and 20 of the approved scheme at Wykin Lane, Stoke Golding (LPA Ref. 19/01324/OUT). This is to be made under S.96a of the Town and Country Planning Act 1990 (as amended).

1.2 Proposed Scheme

1.2.1 The consented scheme (LPA Ref. 19/01324/OUT) was originally refused by the LPA but allowed at Appeal (decision date - 21/05/2021) (Ref. APP/K2420/W/20/3262295) for the description of development below:

- Construction of up to 55 dwellings, all matters reserved, except for access.

1.2.2 This S.96a application involves an amendment to the consented scheme in relation to the following Conditions:

- 19) No part of the development shall be occupied until a scheme detailing improvements to the existing passing bays shown indicatively on drawing ADC2042-DR-005 Rev P2 has been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the approved scheme shall be completed prior to first occupation of any dwelling.
- 20) No part of the development shall be occupied until the offsite works (new passing bays) shown indicatively on drawing ADC2042-DR-005 Rev P2 and in detail on drawings ADC2042-DR-051 Rev P1, ADC2042-DR-052 Rev P1, ADC2042-DR-053 Rev P1, ADC2042-DR-054 Rev P1, ADC2042-DR-055 Rev P1, ADC2042-DR-056 Rev P1, ADC2042-DR-057 Rev P1, ADC2042-DR-058 Rev P1, ADC2042-DR-059 Rev P1, ADC2042-DR-060 Rev P1, ADC2042-DR-061 Rev P1 and ADC2042-DR-062 Rev P1 have been completed, subject to Section 278 approval.

1.2.3 These were required to address the potential impact of the 55 units raised about the width of Wykin Lane to the south of the site.

- 1.2.4 Owl Homes has been working with Leicestershire County Council (LCC) in their role as Local Highway Authority (LHA) to complete the Section 278 approval for the last 10 months. However due to delays with the Technical Approval process and additional information requested from LCC, it is unlikely that this process (and implementation of the scheme) will be completed prior to the first anticipated occupation in end of February 2026.
- 1.2.5 It is expected that Technical Approval will be achieved by February 2026, however based on discussions to date with the LHA, due to the required road closures to implement the works and associated lead in time for the associated licenses and permits, Owl Homes is unlikely to get road space before March 2026 at the earliest.
- 1.2.6 On this basis, this S.96a application seeks to amend Condition 19 and 20 detailed above from a 'prior to occupation' Condition to one that allows for 10 units to be occupied prior to the offsite scheme being implemented. The revised wording would therefore be:
- 19) No **more than 10 units** shall be occupied until a scheme detailing improvements to the existing passing bays shown indicatively on drawing ADC2042-DR-005 Rev P2 has been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the approved scheme shall be completed prior to first occupation of any dwelling.
 - 20) No **more than 10 units** of the development shall be occupied until the offsite works (new passing bays) shown indicatively on drawing ADC2042-DR-005 Rev P2 and in detail on drawings ADC2042-DR-051 Rev P1, ADC2042-DR-052 Rev P1, ADC2042-DR-053 Rev P1, ADC2042-DR-054 Rev P1, ADC2042-DR-055 Rev P1, ADC2042-DR-056 Rev P1, ADC2042-DR-057 Rev P1, ADC2042-DR-058 Rev P1, ADC2042-DR-059 Rev P1, ADC2042-DR-060 Rev P1, ADC2042-DR-061 Rev P1 and ADC2042-DR-062 Rev P1 have been completed, subject to Section 278 approval.

1.3 Purpose of this Note

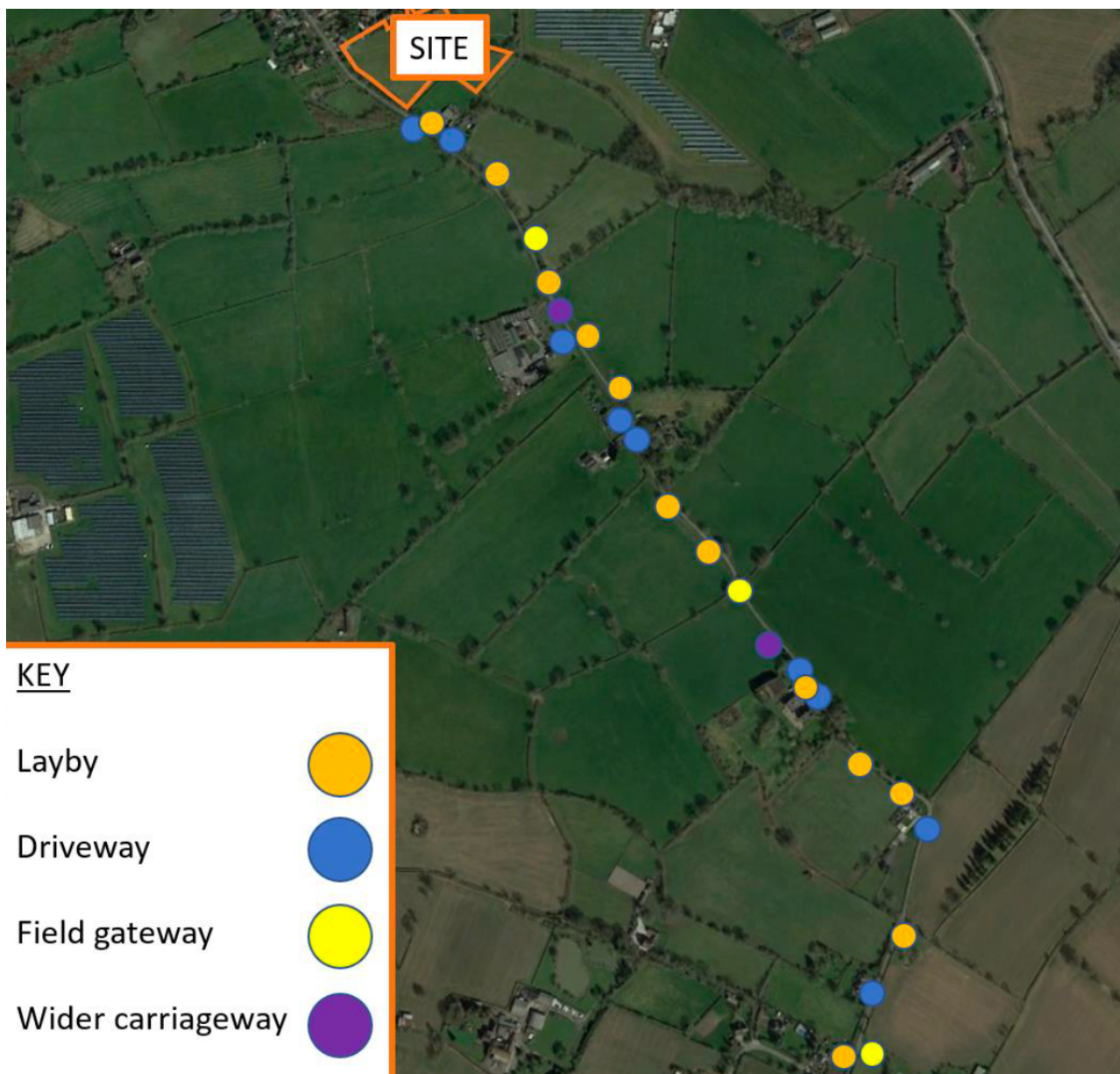
- 1.3.1 The purpose of this Technical Note (TN) is to therefore provide a review of the impact that the revised Conditions would have on the highway network in relation to the original approval of the scheme to ensure that there would be no residual severe impact on the operation or safety of the highway network.
- 1.3.2 As part of this, the information that was submitted to support the scheme as part of the original application (LPA Ref. 19/01324/OUT) and the Appeal (Ref. APP/K2420/W/20/3262295) that was ultimately supported by the Inspector, has been used to provide a consistent base for assessment of the variation being sought.
- 1.3.3 Reference has therefore been made to the Transport Statement (TS) (Ref ADC2042-RP-C) and the Highways Proof of Evidence (PoE) that was submitted at the Appeal (ADC2042-RP-I) to ensure trip rates/distribution etc are comparable.

2. Review

2.1 Current Position

2.1.1 To the south of the site, Wykin Lane provides access to a number of farms and dwellings. The route is characterised as being rural in nature, narrow but with passing places. As discussed in the TS that supported the original application, there are 15 surfaced passing places along Wykin Lane and Stoke Lane, as well as numerous field gateways and driveways where vehicles can wait for an oncoming vehicle to pass. An extract of Figure 4 of the TS is provided below in **Figure 2.1**.

Figure 2.1 Extract of Figure 4 taken from submitted TS (19/01324/OUT)



2.1.2 The Inspector's decision for the proposed mitigation scheme that comprised of widening/formalising and introducing new passing bays on Wykin Lane (detailed in Condition 19 and 20) to be delivered as a 'prior to occupation' Condition, was based on the impact and traffic movements of the full development of 55 dwellings.

2.1.3 A summary of the trip generation of this and trip rates was provided in the supporting TS and an extract is provided below in **Table 2.1**.

Table 2.1 Agreed Trip Rates/Generation taken from submitted TS

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Arrive	Total
Trip Rates	0.127	0.473	0.600	0.425	0.175	0.600
Trips	7	26	33	23	10	33

2.1.4 The trip distribution was discussed at length in the original application and was reviewed against both an ATC of the recorded passing volumes of traffic but also Census data. It is understood that this was a request of LCC during the initial pre app of the scheme para 2.4 of the PoE:

- *"Trip distribution has been based on the existing flow of traffic past the site access. While it is accepted a large proportion of the development traffic may use the single track section of Stoke Road [Wykin Lane] given that this is the most direct route to the A47/ Hinckley and M69, the LHA would advise that consideration is also given to 2011 Journey to Work Census data."*

2.1.5 A summary of the distribution for both scenarios taken from the TS/PoE is provided below:

- Census
 - 49% south and 51% north
- ATC
 - 70% south and 30% north

2.1.6 Based on this, it was agreed that that the level of trips travelling to/from the south of the site using the southern section of Stoke Road/Wykin Lane for which the proposed S278 scheme was introduced and determined against, would be between 16 and 23 two-way vehicle trips.

2.1.7 The traffic flows on Stoke Road/Wykin Lane were recorded as part of the TS and a summary of these is provided below in **Table 2.2**.

Table 2.2 Traffic Flows Stoke Road/Wykin Lane (Taken from submitted TS)

		Total vehicles			Tidal flow	
		northbound	southbound	two-way	northbound	southbound
Tuesday	AM peak hour	30	57	87	34%	66%
	PM peak hour	78	29	107	73%	27%
Wednesday	AM peak hour	25	62	87	29%	71%
	PM peak hour	48	43	91	53%	47%
Thursday	AM peak hour	27	59	86	31%	69%
	PM peak hour	43	21	64	67%	33%
Friday	AM peak hour	31	57	88	35%	65%
	PM peak hour	39	25	64	61%	39%
Saturday	AM peak hour	5	23	28	18%	82%
	PM peak hour	27	21	48	56%	44%
Sunday	AM peak hour	2	5	7	29%	71%
	PM peak hour	16	12	28	57%	43%
Monday	AM peak hour	23	57	80	29%	71%
	PM peak hour	55	23	78	71%	29%

2.1.8 This highlighted that the flows on Wykin Lane had a range of between 80 to 88 vehicles during the weekday AM period and 64 to 107 vehicles during the weekday PM period, a variation of 8 and 43 vehicles respectively.

2.2 Current Position

2.2.1 The revised Condition wording seeks to allow 10 units to be occupied prior to the mitigation being introduced. To provide context to this, a summary of the resultant trip generation (using the agreed trip rates) is provided below in **Table 2.3**.

Table 2.3 Resultant Traffic Generation – 10 Units

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Arrive	Total
Trip Rates	0.127	0.473	0.600	0.425	0.175	0.600
Trips	1	5	6	4	2	6

2.2.2 Based on the distribution discussed at the application and Appeal, between 49% – 70% of traffic was considered to have been routed to/from the south (where the mitigation was proposed and required based on the 55 units). This would equate to between 3 and 4 two-way trips during the respective peak hour periods which is an average of an additional vehicle every 20 and 15 minutes. Outside of the peak hours, it would be less than this.

- 2.2.3 When compared to the level of trips previously considered by the LPA/LHA and that the Inspector required the mitigation to be delivered on (16 and 23), this would equate to 18.75%, a significant reduction of 81.25% in traffic forecast to use the road to the south.
- 2.2.4 To provide further context to these flows, a review of the baseline traffic on the road has been undertaken from what was presented in the PoE and original TS (**Table 2.2**). This highlighted that the variation in traffic flows on Wykin Lane was 8 and 43 vehicles.
- 2.2.5 The variation in flow on Wykin Lane is greater than the amount of traffic that would be added by the 10 units (between 3 and 4 cars). When compared to the average flows on the road, the increase in traffic on Wykin Lane would represent an increase of 3.5% 4.9% during the respective peak hour periods.
- 2.2.6 The level of traffic associated with the 10 units, is significantly less than the level of traffic that the original decision/mitigation was required for. Based on the current level of informal/formal passing places as shown in **Figure 2.1** and the level of forecast trip generation using the southern section of Wykin Lane from the proposed 10 units, it is considered that there would not be a safety issue with allowing the 10 units to be occupied prior to the S278 works coming forwards.
- 2.2.7 The resultant trips equate to between 3 and 4 two way trips which is an average of an additional trip every 15 – 20 minutes on the network. This is within the daily/hourly variation of flows and can be accommodated on the highway without resulting in a severe impact on the operation or safety. It is also important to stress that this is only for a short, temporary period of time whilst the S278 (which is well progressed and expected to receive Technical Approval in February 2026) is finalised and road space is booked.
- 2.2.8 Notwithstanding this, a further temporary mitigation measure is provided to allow for further surety to the LPA/ LHA that the small level of occupations can come forward ahead of the S278 works being completed.
- 2.2.9 A temporary left turn restriction out of the site access will be provided and delivered through traffic cones/chapter 8 barriers on the bell mouth alongside road signage to reinforce to drivers to not turn left out of the site. This is show in **Drawing J32-9429-PS-001 P01** attached at **Appendix A**. This would also be discussed with the new residents as part of the hand over and occupations though the respective sales team and through on going dialogue.
- 2.2.10 The signage and barriers will be at a suitable height so as not to restrict the driver's view when leaving the access and ensure all previously agreed visibility splays from the consented scheme are maintained. In addition to this, vehicle tracking assessments have been undertaken and demonstrate that the expected design vehicles can access and egress the site without conflict.
- 2.2.11 Once the S278 works have been completed, this will be removed.

3. Summary

- 3.1.1 The S.96a application requires the change to Conditions 19 and 20 from a 'prior to occupation' condition to one that would allow a small quantum of development (10 units) to come forward prior to the offsite works being completed.
- 3.1.2 The offsite works are at an advanced stage with Technical Approval expected February 2026 but with the requirement of road space to deliver the works needing licenses, the works can't be delivered prior to the initial occupations.
- 3.1.3 This TN has demonstrated that the level of traffic associated with the 10 units, is significantly less than the level of traffic that the original decision/mitigation was required for. Based on the current level of informal/formal passing places as shown and the level of forecast trip generation using the southern section of Wykin Lane from the proposed 10 units, it is considered that there would not be a safety issue with allowing the 10 units to be occupied prior to the S278 works coming forwards.
- 3.1.4 The resultant trips equate to between 3 and 4 two way trips which is an average of an additional trip every 15 – 20 minutes on the network. This is within the daily/hourly variation of flows and can be accommodated on the highway without resulting in a severe impact on the operation or safety. It is also important to stress that this is only for a short, temporary period of time whilst the S278 is finalised and road space is booked.
- 3.1.5 Notwithstanding this, a further temporary mitigation measure has been provided to restrict left turn movements out of the site during this period of time to provide further surety to the LPA/ LHA that the small level of occupations can come forward ahead of the S278 works being completed.

APPENDICES

Owl Homes

Wykin Lane, Stoke Golding

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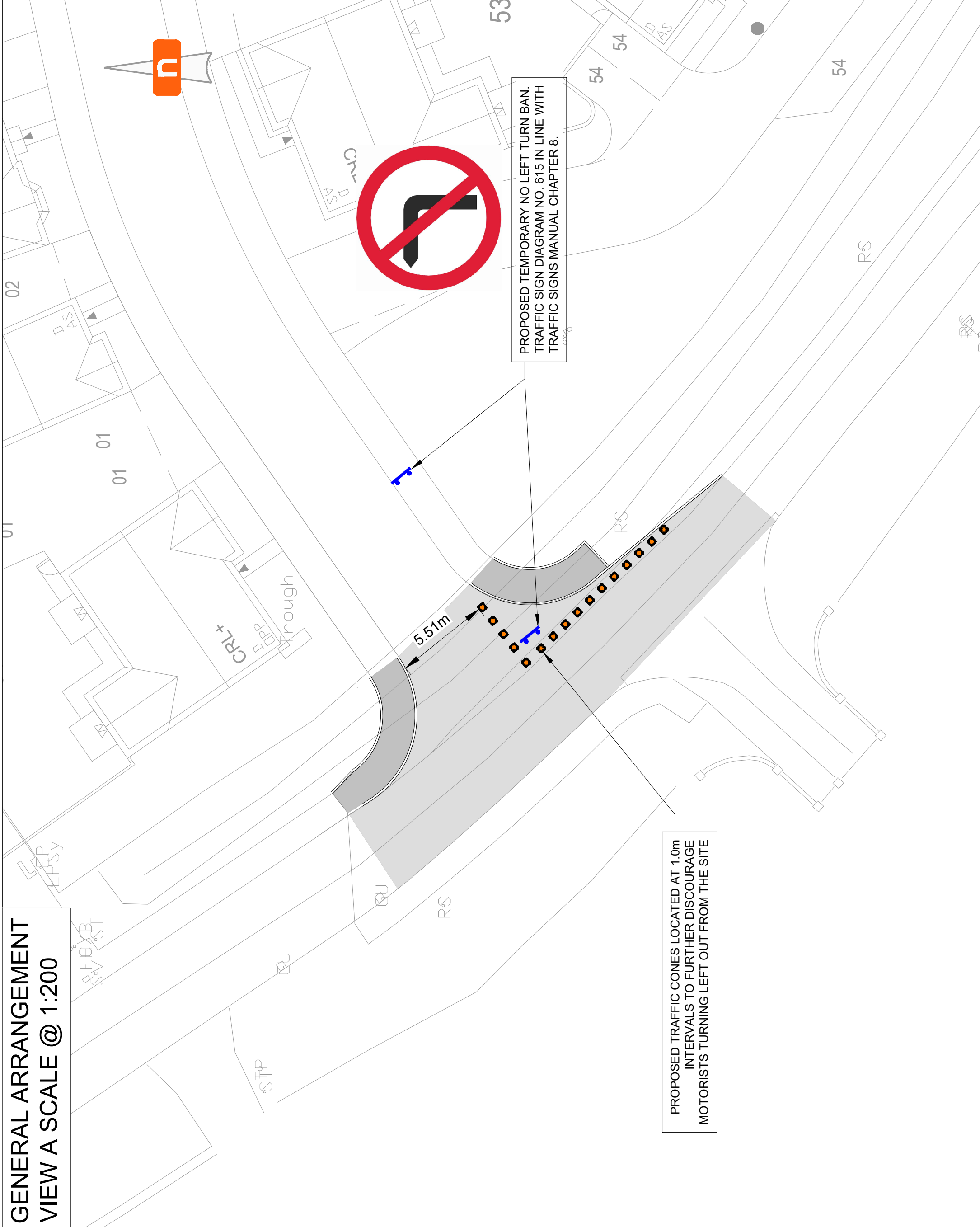
mode

transport planning

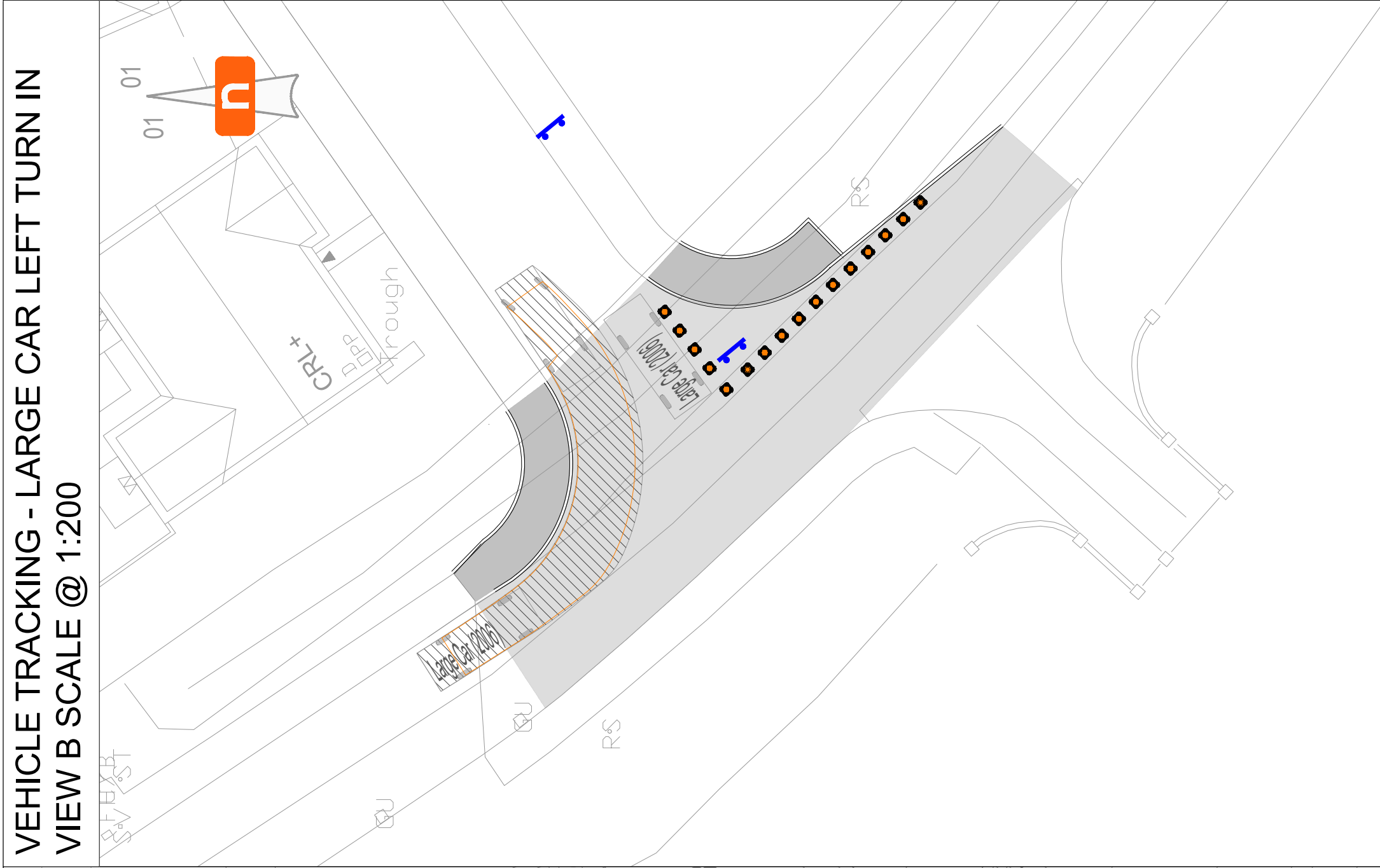
APPENDIX A

Drawing

GENERAL ARRANGEMENT
VIEW A SCALE @ 1:200

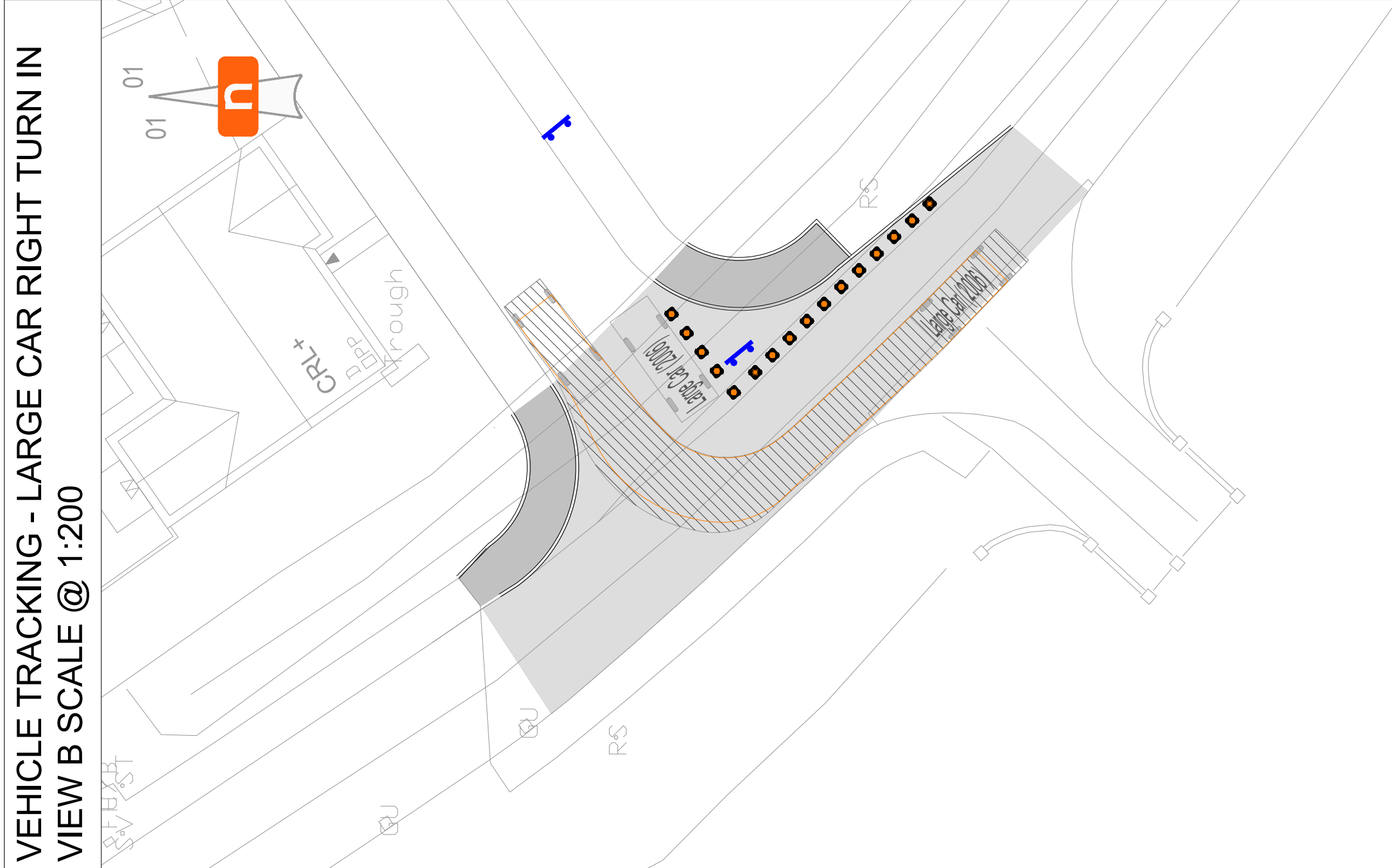


VEHICLE TRACKING - LARGE CAR LEFT TURN IN
VIEW B SCALE @ 1:200

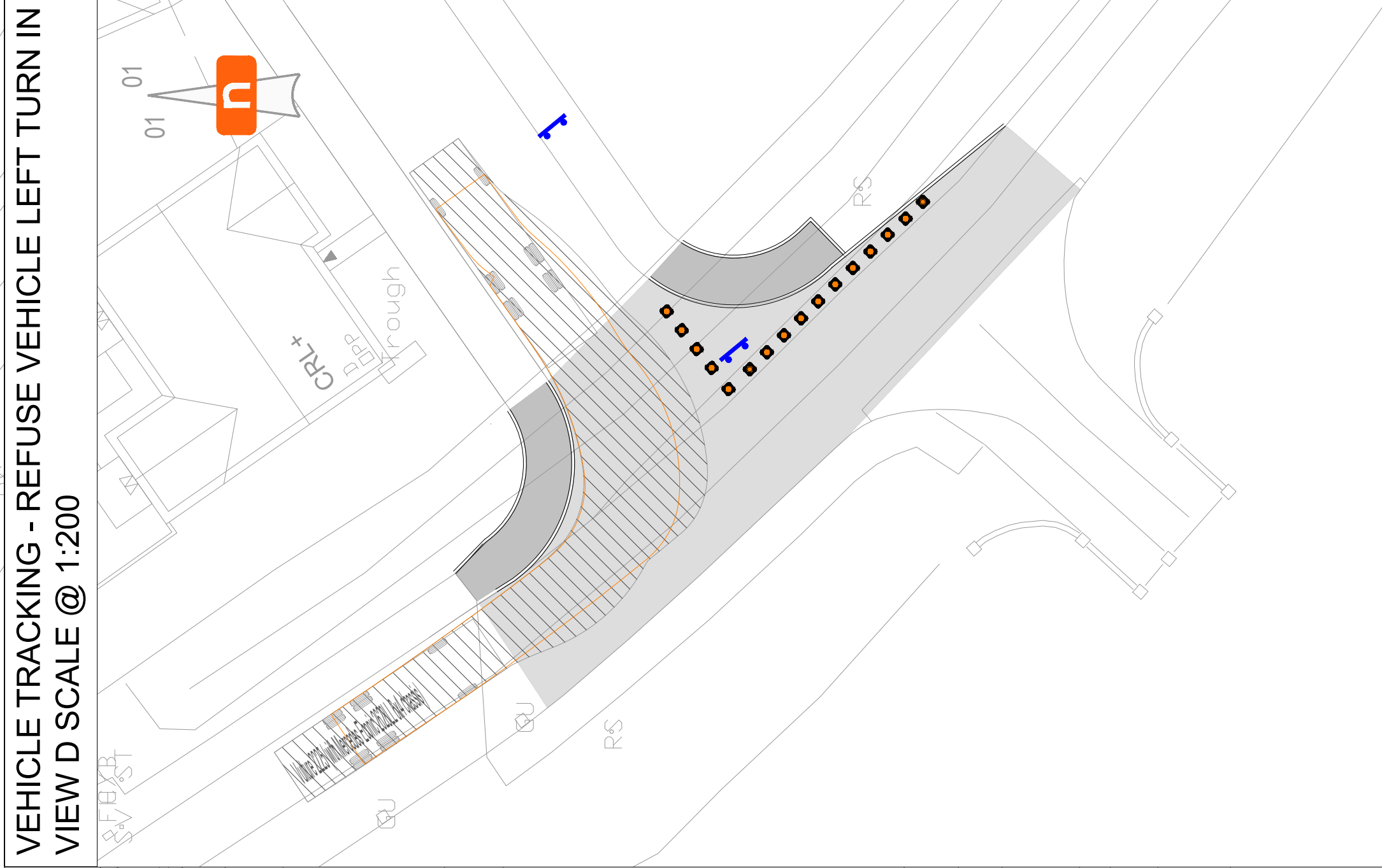


VEHICLE TRACKING - FIRE ENGINE LEFT TURN IN
VIEW C SCALE @ 1:200

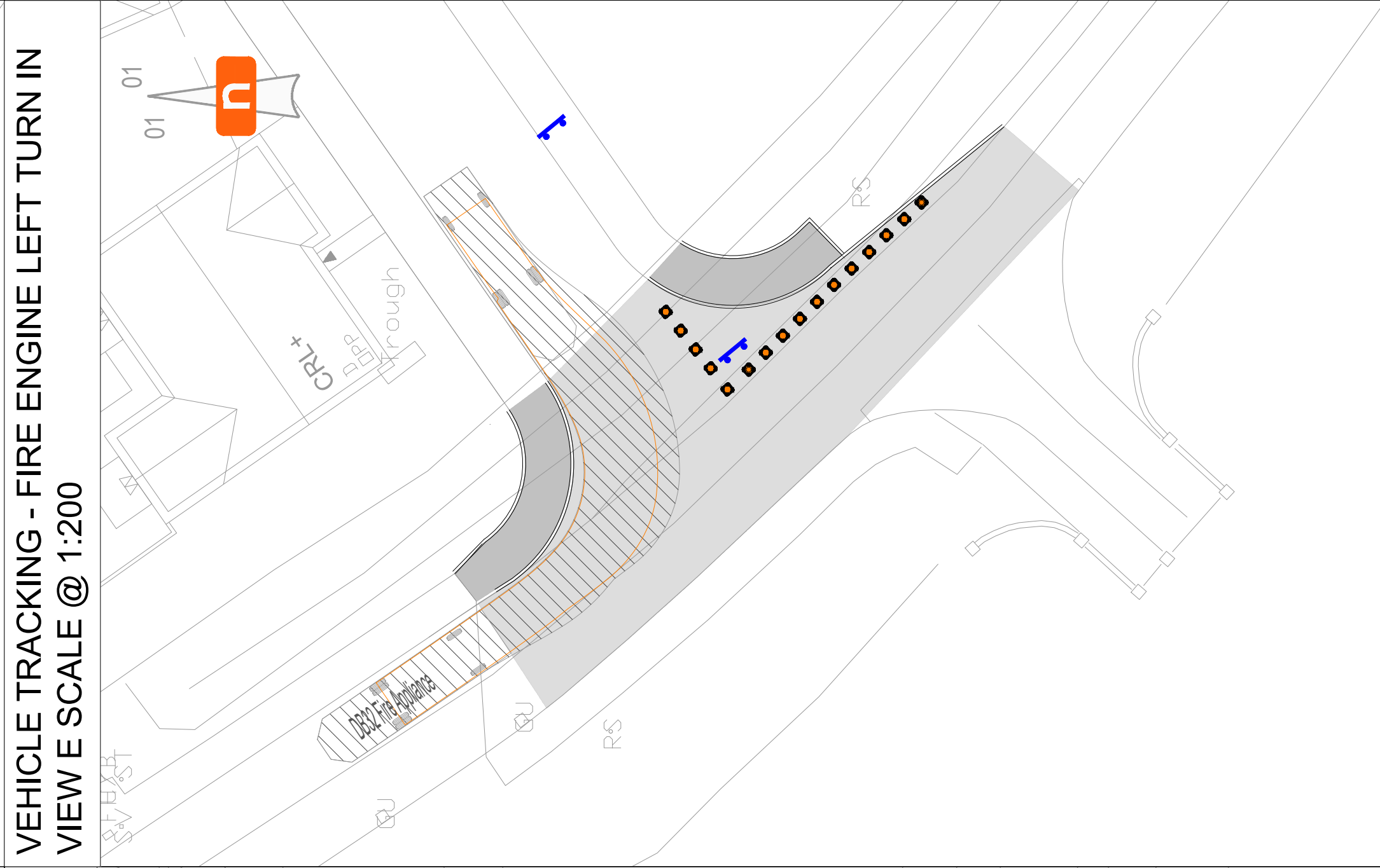
VEHICLE TRACKING - LARGE CAR RIGHT TURN IN
VIEW B SCALE @ 1:200



VEHICLE TRACKING - REFUSE VEHICLE LEFT TURN IN
VIEW D SCALE @ 1:200



VEHICLE TRACKING - FIRE ENGINE LEFT TURN IN
VIEW E SCALE @ 1:200



VEHICLE TRACKING - LARGE CAR LEFT TURN IN
VIEW F SCALE @ 1:200



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