

TRANSPORT TECHNICAL NOTE

**Outline planning permission for the construction of 18No dwellings with associated infrastructure
(some matters reserved except for access and layout)**

**Land at Barton Lane, Congerstone, Leicestershire.
Current Planning Application No: - 23/00978/OUT.**



MARCH 2024

NAYLORS ESTATE AGENTS

LENNON TRANSPORT PLANNING LTD



Introduction

This Technical Note seeks to clarify matters of concern / outstanding issues identified by the Local Highway Authority (LHA) in its consultation response relating to Planning Application No:- 23/00978/OUT. The LHA response was dated the 28th February 2024 (please see **Appendix A**).

Lennon Transport Planning (LTP) now provide this Technical Note to provide clarifying information in relation to the LHA's consultation response to the proposal. This Note will also identify areas of common ground. This Note should be read in conjunction with the rest of the submitted planning application documents and the recently amended site layout drawing now indicating a scheme for 18No houses (see **Appendix B**). Accordingly, the Note will provide reassurance to all Stakeholders that the proposal will not lead to any unsatisfactory impact in terms of parking on local roads, traffic capacity impact at junctions nor effect the safe operation of the adjacent public highway.

Background

The LHA dealt with various matters in its response. The various points in the response have been isolated and set out below under number 'matters' with our LTP explanations / clarifications to follow as necessary. (LHA comments in blue – LTP Comments follow in black).

Matter 1

The LHA stated the following in their response to provide the background to date: -

Background

The Local Highway Authority (LHA) has been re-consulted on outline application 23/00978/OUT, for the erection of up to 18 dwellings with associated infrastructure (some matters reserved except for access and layout). The proposals are on land off Barton Road, Congerstone, Leicestershire.

The LHA notes this is a reduction of two dwellings since the original observations provided to the Local Planning Authority (LPA) on 7 November 2023. The LHA previously requested further information which included but may not be limited to:

- ☐ Site access and spine road width to accord with LHDG standards;
- ☐ Revised scaled drawing demonstrating visibility splays;
- ☐ Independent Stage 1 Road Safety Audit (RSA) and accompanying Designer's Response;
- ☐ Provide 1m service margin on spine road throughout the site;
- ☐ Clarification re secondary site access into Chapel Lane;
- ☐ Demonstrate 2m footway to front of site;
- ☐ Demonstrate speed control measures throughout the site;
- ☐ Re-assess site layout, plots 1 to 5;
- ☐ Address remote parking issues for plots 16;
- ☐ Swept path analysis for a refuse vehicle; and
- ☐ Parking space dimensions.

We agree with the background as set out by the LHA above. We have liaised with the Applicant and the Designer in order to address these outstanding matters.

Matter 2

The LHA stated the following in their response: -

Site Access/Off-Site Implications

The Applicant has provided further information, this has been reviewed by the LHA and comments are provided below.

The LHA have reviewed plan 'Access Design', drawing number NE/0312/AD/23 Rev C. The LHA are satisfied that this accords with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG) in terms of minimum effective access width for a distance

of 5m behind the highway. A copy of the LHDG can be found
<https://resources.leicestershire.gov.uk/lhdg>.

It is also noted that a 2m footway has been demonstrated to the southwest of the access leading into the site, this would also run along the front of the site to a point opposite the footway on the northeast side of the carriageway. At this point the Applicant proposes to provide an uncontrolled pedestrian crossing. Whilst the principle of the proposals is acceptable, any minor amendment required could be done so at the detailed design stage should the application be approved by the LPA.

The LHA stated within their previous observations the following:

'Whilst the LHA also agree with the MfS2 formula as set out in Section 4.3 of the Transport Statement, the LHA find that dry weather visibility splays of 2.4m by 36m (rounded up from 35.69m) should be provided based upon MfS2 calculations to the north of the access, and 2.4m by 37m (rounded up from 36.63m) to the south. As such, the Applicant should provide a revised scaled access drawing that demonstrates the above.'

Plan 'Access Design', drawing number NE/0312/AD/23 Rev C demonstrates the above and is therefore acceptable in these site specific circumstances.

Prior to the formation of this note, Mr Wiggins (Planning Agent) submitted the LTP vehicular access arrangement drawing No:- NE/0312/AD/23 Rev C to the LPA for their consideration. The LHA were then consulted hence the comments above. For completeness a copy of the drawing is attached at Appendix C. Based on the LHA comments above, we suggest that it is now common ground that an acceptable form of vehicular access arrangement has been demonstrated and agreed as set out in that drawing.

Matter 3

The LHA stated the following in their response: -

The LHA previously requested an Independent Stage 1 Road Safety Audit (RSA) and accompanying Designer's Response, it does not appear that one has been provided. Given there are engineering works to connect to the site to the public highway this is required. The brief should include all the access drawings including plan 'Vehicle Tracking', drawing number NE/0312/AD/23. The LHA have concerns regarding overrun of

the footway at the location of the proposed uncontrolled pedestrian crossing by refuse vehicles exiting the site.

Accordingly, an RSA I was commissioned to consider the access proposal. No problems were identified. See **Appendix D**.

Matter 4

The LHA stated the following in their response: -

The LHA previously noted there is currently a secondary access into the site, via Chapel Lane. Whilst this does not appear to afford access to the dwellings, the LHA requests the Applicant confirms this access is to be used for maintenance of the Biodiversity Space to the west of the site should the LPA grant the proposals permission.

It is confirmed that the access is intended as a maintenance access to the space to the west of the site.

Matter 5

The LHA stated the following in their response: -

Internal Layout

The 'Proposed Site Layout', drawing number 22-119-PL02-A Rev B currently demonstrates a length of road which exceeds the appropriate lengths between speed control measures. Any speed control tables that are incorporated into the design will need to accord with the Section DG4, Table DG8 and Figure DG5e of Part 3 of the LHDG. The Applicant should also ensure that speed control table ramps are kept clear of driveways when implementing speed control measures.

LTP can now confirm that all internal roads will remain private and not be offered for road adoption. Accordingly, the private drive is not subject to such a requirement for traffic calming. The Designer is not proposing calming measures for the private drive, this is

considered acceptable when considering the length and vertical alignment of the driveway.

It should also be ensured that appropriate bend widening is included where required. This will need to be in accordance with Table DG6 of Part 3 of the LHDG.

LTP can now confirm that all internal roads will remain private and not be offered for road adoption. Accordingly, the private drive is not subject to such a requirement for bend widening. All vehicles will be able to enter and leave the highway in a forward gear as vehicle turning will be provided within the site. Vehicle swept path analysis has been carried out for the Authority standard refuse vehicle at the vehicular access to demonstrate the access works satisfactorily (see **Appendix E**).

Forward visibility at junctions, bends etc throughout the site must be within the highway in accordance with Table DG1 of Part 3 of the LHDG. The currently proposed layout demonstrates issues with forward visibility on the bends adjacent to plots 14, 15 and 18 along with the internal junction with the forward visibility partially falling outside of the highway. This will need to be reviewed and addressed accordingly and a revised scaled drawing provided.

Although the driveway is private, forward visibility at bends has been demonstrated on the amended site layout drawing within the vicinity of plots, 14, 15 & 16.

All junction radii should be designed in accordance with Table DG5 of Part 3 of the LHDG. The proposed shared surface fronting plots 9 to 12 should be designed with a more conventional road layout (4.8m carriageway and 2m footways, bituminous surfacing). The location of this shared surface isn't suitable for inclusion as a shared surface in its current form, the currently proposed layout should ideally be used for short lengths of road, where cul-de-sacs are formed or where motor vehicles do not dominate the road. None of these scenarios apply to this proposed length of road.

The private drive will be a minimum of 4.8m wide and provided with a separate 2m wide footway throughout on one side. The driveway is not intended to operate as a 'shared surface'. The material of the carriageway and footways will switch between tarmac and block paving construction in various places.

Leicestershire County Council (LCC) do not maintain grass verges in isolation and therefore the LHA would require that the current 2m grass margin is removed and 2m bituminous footways are provided throughout the site.

Not Applicable to a private drive.

The Applicant should ensure that any trees to be planted within the highway or the vicinity of the highway is provided with the necessary root protection and likewise any tree that is to remain in within the highway or vicinity of the highway is also provided with the necessary tree root protection. Where trees are to overhang the highway, they must be of a type with a minimum clear stem of 2.2m.

Not Applicable to a private drive. Existing trees within the vicinity of the highway will be retained, no new trees will be planted within the vicinity of the highway.

Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) of Part 3 of the LHDG.

The LHA are unable to comment on drainage proposals as gully positions have not been demonstrated. All drainage should be in accordance with Section DG12 of Part 3 of the LHDG.

This will be the case and can be governed by planning condition.

The Applicant should ensure there is adequate off-street car parking in accordance with Paragraph 3.151 of Part 3 of the LHDG. This can be approved at the Reserved Matters (RM) stage.

This will be the case and can be governed by planning condition.

Car parking space dimensions should accord with Paragraph 3.165 of Part 3 of the LHDG. This can be approved at the RM stage. Garages should accord with Paragraph 3.200 of Part 3 of the LHDG, this can be approved at the RM stage.

This will be the case and can be governed by planning condition.

Closing

This Technical Note has been prepared by Lennon Transport Planning Ltd on behalf of

Naylor's Estate Agents to support a current planning application for the erection of 18No dwellings within the village of Congerstone.

It has been demonstrated that an appropriate means of vehicular access can be provided in accordance with standards pertaining to width, geometry, pedestrian provision, swept paths and visibility splays.

Appropriate car parking can be provided within the development. Drainage will be provided within the site such that surface water does not drain into the public highway.

The internal roadways will remain private and maintained in the future by a maintenance company.

It has been demonstrated that the proposal if permitted will not result in any severe traffic capacity or safety impact on the local highway network. The residual cumulative impacts of development can be mitigated and are not considered severe in accordance with Paragraph 115 of the NPPF (Dec 23).

When considering the aforementioned, we encourage the Local Planning Authority and Local Highway Authority to look favorably upon the highway and transportation considerations of the application.

APPENDIX A

LHA Consultation Response

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: 23/00978/OUT

Highway Reference Number: 2023/0978/04/H/R1

Application Address: Land Off Barton Road Congerstone Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning permission for the construction of up to 18 dwellings with associated infrastructure (some matters reserved except for access and layout)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr William Naylor

County Councillor: Bertie Harrison-Rushton

Parish: Shackerstone

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

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It is also noted that a 2m footway has been demonstrated to the southwest of the access leading into the site, this would also run along the front of the site to a point opposite the footway on the northeast side of the carriageway. At this point the Applicant proposes to provide an uncontrolled pedestrian crossing. Whilst the principle of the proposals is acceptable, any minor amendment required could be done so at the detailed design stage should the application be approved by the LPA.

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It should also be ensured that appropriate bend widening is included where required. This will need to be in accordance with Table DG6 of Part 3 of the LHDG.

Forward visibility at junctions, bends etc throughout the site must be within the highway in accordance with Table DG1 of Part 3 of the LHDG. The currently proposed layout demonstrates issues with forward visibility on the bends adjacent to plots 14, 15 and 18 along with the internal junction with the forward visibility partially falling outside of the highway. This will need to be reviewed and addressed accordingly and a revised scaled drawing provided.

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Car parking space dimensions should accord with Paragraph 3.165 of Part 3 of the LHDG. This can be approved at the RM stage.

Garages should accord with Paragraph 3.200 of Part 3 of the LHDG, this can be approved at the RM stage.

Date Received
7 February 2024

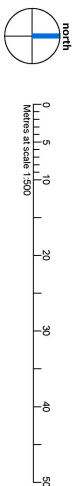
Case Officer
Neal Chantrill

Reviewer
DH

Date issued
28 February 2024

APPENDIX B

Proposed Site Layout



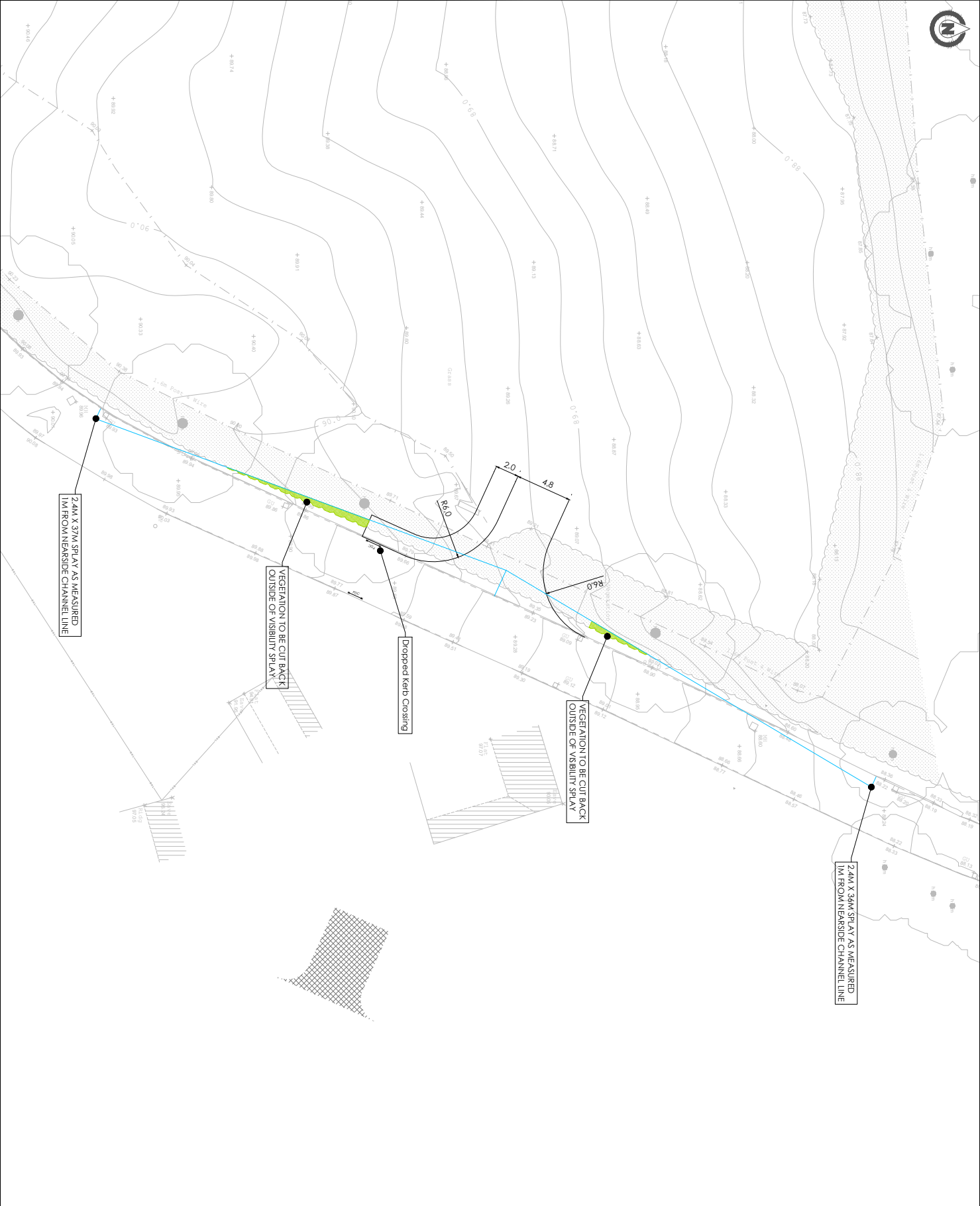
Accommodation Schedule	
1 Bed Bungalow	5
2 Bed House	6
3 Bed House	3
4 bed house	4
Total	18

	Application Boundary
	Existing Trees (retained)
	Illustrative Trees (tbc)
	Proposed Buildings
	Proposed tarmac road with pavement
	Proposed tarmac road with Service Strip
	Proposed Block Paving
	Forward Visibility Splay (25m)
	Flood Zone 3 area
	Affordable Dwelling
	R-Regs part M(3)2 compliant dwelling

Please see engineer's drawings for detailed design of access junction and visibility splays

APPENDIX C

LTP Vehicular Access Design



- NOTES:
1. ALL DIMENSIONS ARE IN METRES. ALL LEVELS ARE IN METRES ABOVE
 2. DRAWING BASED ON TOPOGRAFC. SURVEY PREPARED BY GATHE
 3. DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE
 4. DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE
 5. DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE
 6. DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE

Drawing No.		Drawing No.		Revision	
M.L.P.W.0122223		M.L.P.W.0122223		C	
PREPARED BY:		SCALE:		1:100	
CHECKED BY:		DATE:		JAN 2023	
APPROVED BY:		DATE:		JAN 2023	

CLIENT: NAYLORS ESTATE AGENTS

TITLE: BARTON LANE, CONGERSTONE
RESIDENTIAL DEVELOPMENT
ACCESS DESIGN

Lower Leith Farm, 120, Main Street, Newdown Limited.
Lancaster LA1 0AF

LENNON
Highway and Transportation
Consultants

Lennon Transport Planning Ltd

Uppermost Visibility Stop	AK	10224	C
Uppermost Access Point	AK	10023	B
Uppermost Access Point	AK	10723	A

APPENDIX D

Independent RSA 1

TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: BARTON LANE, CONGERSTONE, LEICESTERSHIRE.

PROPOSAL: PROPOSED PRIORITY JUNCTION AND ASSOCIATED WORKS
STAGE 1 ROAD SAFETY AUDIT

CLIENT: LENNON TRANSPORT PLANNING
REPORT REF: 2024_003_0304-01

Produced by:



STAGE 1 ROAD SAFETY AUDIT

PROPOSAL: PROPOSED PRIORITY JUNCTION

LOCATION: BARSTON LANE, CONGERSTONE, LEICESTERSHIRE.

CLIENT:



DOCUMENT CONTROL - REPORT REFERENCE: 2024/003/0304-01

DOCUMENT PREPARED BY	DOCUMENT CHECKED BY	REVISION	DATE ISSUED
SP	MC	DRAFT	22.02.2024
SP	MC	FINAL	23.02.2024

LIMITATIONS

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This report together with its findings and any conclusion reached should not be relied upon other than for the purpose the report has been produced for. Tutum Consulting will not accept any responsibility for use of this report for any other intended purpose.

The opinions and information referred to in this report are based on Tutum Consulting's experience, diligence, and engineering judgement based on the information and guidance available at the time and no explicit warranty is applied concerning the verification or accuracy of any third-party documentation.

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1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit on proposals to introduce a proposed priority junction and associated works to support a residential development on land off of Barton Lane in Congerstone, Leicestershire. The audit was requested by Lennon Transport Planning (Design Organisation) on behalf of their client Naylor Estate Agents. The Overseeing Organisation is Leicestershire County Council.

1.2 The Audit Team membership was as follows:

Audit Team Leader:	Simon Prescott MIHE, National Highways Certificate of Competence Director – Tutum Consulting Limited
Audit Team Member:	Matt Cleggett BEng (Hons) FCILT MCIHT Consultant working on behalf of Tutum Consulting

1.3 The works subject to this audit report are concerned with a proposed priority junction located off Barton Lane in Congerstone, Leicestershire.

1.4 The report has been carried out in general accordance with the General Principles and Scheme Governance Information, GG119 'Road Safety Audit.

1.5 A site visit during the hours of daylight, was carried out by the Audit Team on the 22 February 2024 between the hours of 07:35 and 07:50. Weather conditions during the site visit were overcast with heavy rain and the road surface was wet with surface water ponding in evidence.

1.6 Traffic flows during the site visit were observed as being low, with no pedestrian or cycling movements observed.

1.7 All plans and documents provided for the Audit Teams consideration; are listed in Appendix A, were subject to a desktop study prior to the site visit. The location of the site is presented in Appendix B.

1.8 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.

1.9 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.

- 1.10 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in Appendix C.
- 1.11 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.
- 1.12 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

2.0 DEPARTURES FROM STANDARDS

- 2.1 The Audit Team have not been made aware of any departures from standards.
- 2.2 This Road Safety Audit has been prepared in general accordance with GG119 'Road Safety Audit'. An exception has been applied concerning the preparation of an Audit Brief. The justification for this exception is explained below:
 - The Audit Team has not been provided a formal Audit Brief, which has been substituted by way of an email and supporting documents. In the view of the Auditors, this information was sufficient in detail and content to allow appropriate consideration of the safety issues likely to be inherent in a scheme of this type, and for the stage of audit.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 3.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment.

4.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

- 4.1 Following a review of the drawings and documents supplied coupled with the site visit there were no problems encountered with the scheme.

"End of Safety Audit Comments"

General Observations

- i) It was noted that the extent of vegetation/hedgerow to be removed to allow for the visibility maybe greater than that shown on the drawing provided. The Overseeing Organisation should ensure measures/legal covenants are pursued to secure the visibility splay in perpetuity.
- ii) It was also noted the road narrowing sign when approach from Congerstone village (heading northbound) was turned on its post and masked by vegetation/hedgerow in advance. The Overseeing Organisation should look to improve visibility towards the sign or relocate it.

5.0 AUDIT TEAM STATEMENT

5.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence
Director – Tutum Consulting Limited



..... Dated: 22nd February 2024

Audit Team Member: Matt Cleggett
BEng (Hons) FCILT MCIHT
Consultant working on behalf of Tutum Consulting

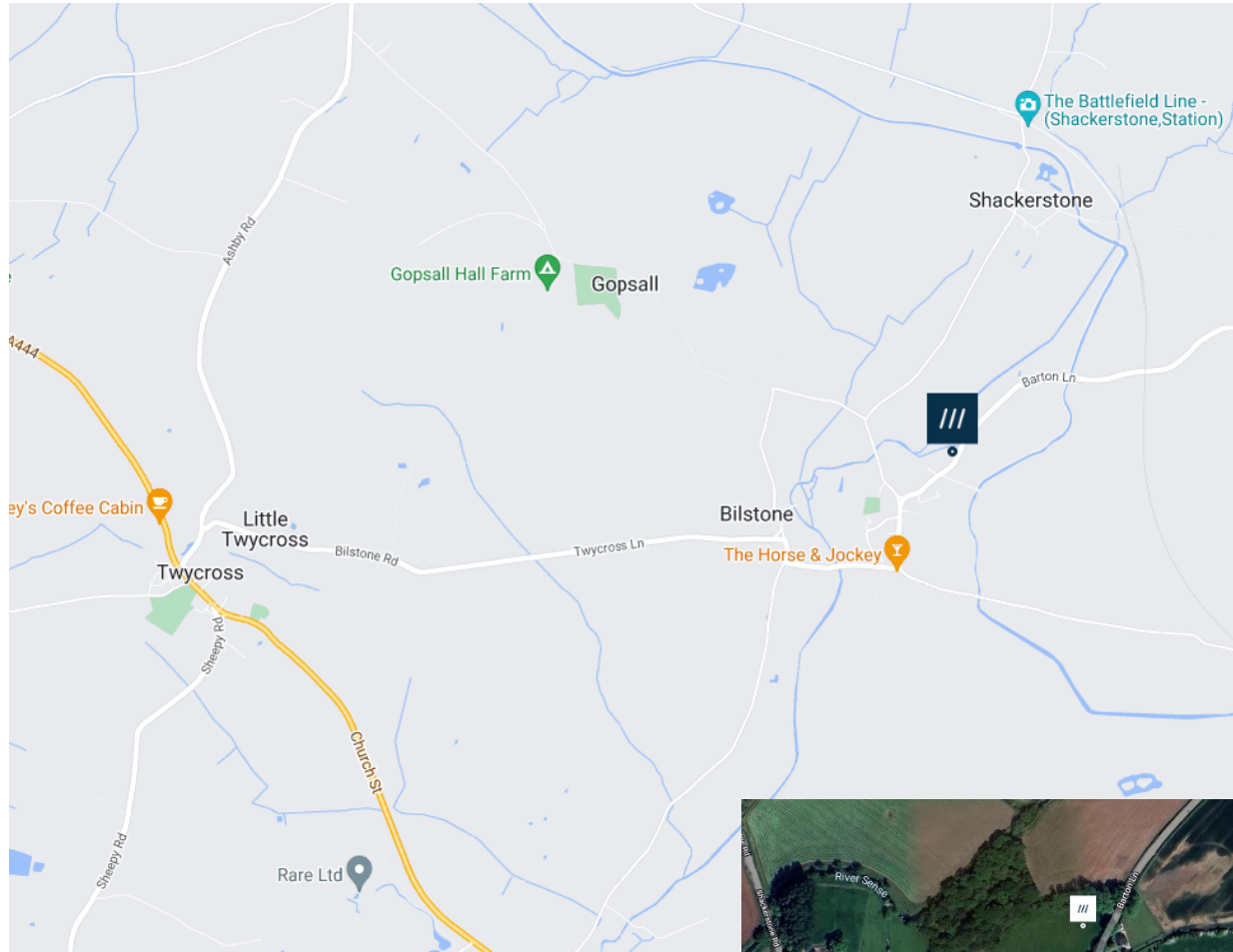


..... Dated: 23rd February 2024

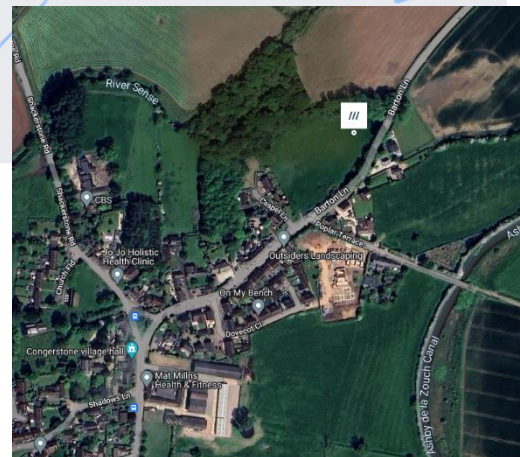
Appendix A – Register of Design Information

Documents Reference	Title/Description
Drawing Reference	Title/Description
2023_xxx_100-01 REV C	Proposed Access Arrangements
2023_xxx_100-01	Vehicle Tracking

Appendix B – Location Plan



Source: [what3words](https://www.what3words.com/) /// The simplest way to talk about location]



TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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Email; simon@tutumconsulting.co.uk

APPENDIX E

Vehicle Swept Path Analysis

ENTERING SITE SOUTH



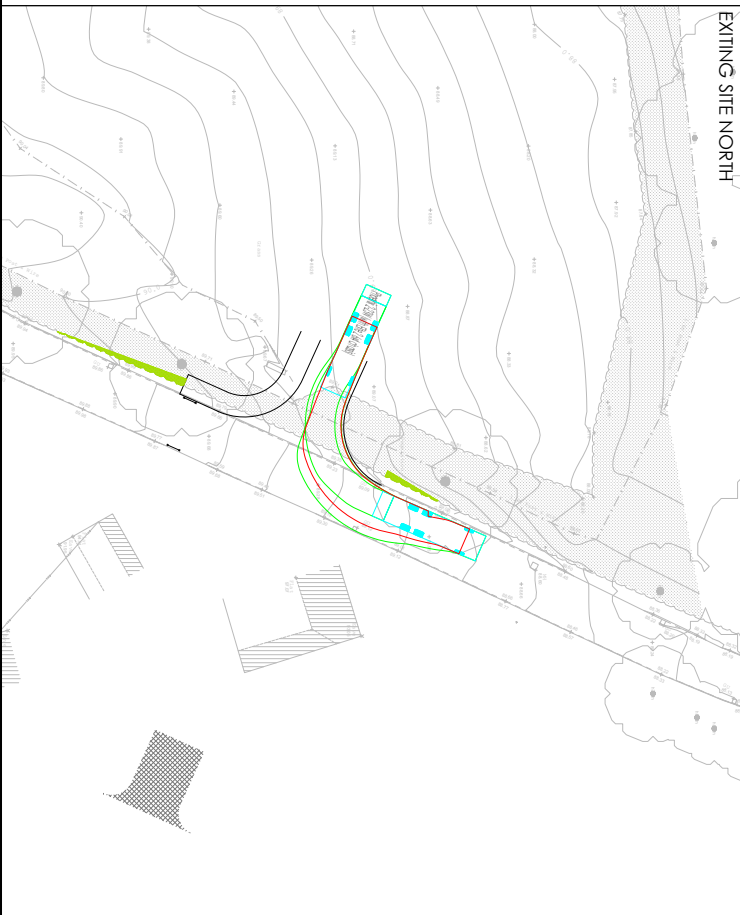
ENTERING SITE NORTH



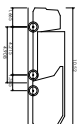
EXITING SITE SOUTH



EXITING SITE NORTH



NOTES:
1. ALL DIMENSIONS ARE IN METRES. ALL LEVELS ARE IN METRES ABOVE
2. DRAWING BASED ON TOPOGRAFCAL SURVEY PREPARED BY CANTER
3. DRAWING IS PRELIMINARY FOR INFORMATION PURPOSES ONLY.



PROPOSED 2.30m (min) B&A 2.64m (max) H
OVERALL WIDTH 10.50m
OVERALL HEIGHT 2.64m
WHEELBASE 1.30m
OVERHANG 1.30m
TURNING RADIUS 9.00m



LENNON
Highway and Transportation
Consultants

Lower Lenthall Farm, 120, Main Street, Newtown Limited.
Lancaster LA1 0AF

CLIENT:
NAYLORS ESTATE AGENTS

TITLE:
BARTON LANE, CONGERSTONE
RESIDENTIAL DEVELOPMENT
VEHICLE TRACKING

Sheet No.	Drawing No.	Revision
MAJ/PW/0122223	NE012A023	-
PREPARED BY:	SCALE:	1:250
CHECKED BY:	SIGN:	AT
APPROVED BY:	DATE:	FEB 2024



Lennon Transport Planning Ltd
Unit C, Glenborough Court,
Glenfield,
Leicester, LE3 8DZ
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