

Land South of Sapcote Road, Burbage

A109159

Transport Statement of Common Ground

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access

Land Opposite and South of Pumping Station Aston Flamville Road Burbage Leicestershire

Planning Application Reference 22/01037/OUT

FINAL

12 January 2024

Document prepared on behalf of Tetra Tech Group Limited. Registered in England

Number: 6595608

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1.0 INTRODUCTION

- 1.1 This Transport Statement of Common Ground (TSoCG) has been prepared by Tetra Tech, acting for Jelson Homes Ltd (Jelson or the Appellant), Leicestershire County Council (LCC) as the Local Highway Authority (LHA) and National Highways (NH). The LHA is responsible for the local road network and National Highways for the strategic road network.
- 1.2 The TSoCG has been prepared in respect of an appeal made by Jelson against Hinckley and Bosworth Borough Council's decision to refuse to grant outline planning permission for a residential development at Land Opposite and South of the Pumping Station on Aston Flamville Road, Burbage, Leicestershire (LPA Reference: 22/01037/OUT).
- 1.3 The purpose of the TSoCG is to inform the Inspector and Interested Parties about the agreements reached between the Appellant, the LHA and NH in relation to Reasons for Refusal (RfR) 1 and 2.

2.0 THE APPEAL PROPOSALS AND BACKGROUND TO THE APPEAL

- 2.1 The appeal proposals and the background to the appeal are described in the Main Statement of Common Ground (MSoCG) (CD11.1). The parties are agreed that the MSoCG provides an accurate description of the proposals, the planning application process and the discussions that have been had with between the parties as regards highway matters.
- 2.2 The parties have continued to discuss the proposals, and the assessment of them, through the appeal process and this TSoCG documents the outcome.

3.0 RELEVANT POLICIES AND GUIDANCE

- 3.1 The policies and guidance that are relevant to the assessment of the highway matters in this case are described in Section 3 of Mr Holland's Proof of Evidence (CD15.2). The parties are agreed that Section 3 of Mr Holland's Proof of Evidence is accurate and complete and that there are no other policies or guidance to which the Inspector need have regard when examining the issues arising from RfR 1 and 2.

4.0 THE HIGHWAY NETWORK

- 4.1 The relevant parts of the highways network are described within Section 4 of Mr Holland's Proof of Evidence. The parties are agreed that the content of Section 4 is accurate and complete.

5.0 THE SITE ACCESS

- 5.1 The Appellant and LHA invite the Inspector to determine the appeal on the basis of the alternative access arrangement (the roundabout arrangement) shown on Dwg. No. A109159-TTE-00-ZZ-DR-H-0004-P07.
- 5.2 The Appellant and the LHA are agreed that the description of the alternative access arrangement, and the technical assessment of it, provided by Mr Holland in Section 5 of his Proof of Evidence, is

accurate, appropriate and may be relied upon for the purposes of determining the appeal. The Appellant and the LHA are agreed that the alternative access arrangement is acceptable and will be safe and suitable for all users. The Appellant, LHA and NH are agreed that the appeal should be determined on the basis of the alternative access arrangement described in Section 5 of Mr Holland's Proof of Evidence.

6.0 TRAFFIC IMPACTS

- 6.1 The LHA would normally require applicants proposing a development of this scale to assess the likely effects of the proposals using the LHA's Pan Regional Transport Model (PRTM). However, in the particular circumstances of the case, the LHA and the Appellant are agreed that the likely effects of the proposed development on the local highway network may be adequately and appropriately assessed using the method adopted by Mr Holland in Section 6 of his Proof of Evidence. Moreover, the LHA and the Appellant agree that the results of Mr Holland's assessment, and the conclusions he reaches as regards the residual impact of the proposed development, as reported in Section 6.4 of his Proof of Evidence, are appropriate and may be relied upon for the purposes of determining the appeal.
- 6.2 NH's preference is for developers to assess the likely effects of their proposals applying the Protocol described in Section 3.8 of Mr Holland's Proof of Evidence. However, in the particular circumstances of this case NH and the Appellant are agreed that the likely impacts of the proposed development on the strategic road network may be adequately and appropriately assessed using the method adopted by Mr Holland in Section 7 of his Proof of Evidence. Moreover, and subject to the delivery of the below mitigation measures which maximise the opportunities for modal shift to active and sustainable transport, NH and the Appellant agree that the results of Mr Holland's assessment, and the conclusions he reaches as regards the residual impact of the proposed development, as reported in Section 7.4 of his Proof of Evidence, are appropriate and may be relied upon for the purposes of determining the appeal.

7.0 MITIGATION MEASURES

- 7.1 The parties are agreed that the appeal should be allowed, subject to a number of mitigation measures being secured by way of planning conditions and obligations. A list of agreed transport conditions and obligations appears at the end of this TSoCG. These have been added to a list of other conditions agreed with the LPA to form a consolidated list of agreed conditions. That consolidated list is being submitted to PINS as a standalone document for the Inspector's consideration.

Conditions

Construction Traffic

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

Access

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements and proposed footway arrangements shown on Drawing No. A109159-TTE-00-ZZ-DR-H-0004-P07 have been delivered in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2023).

Sustainable Travel

3. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2023).

4. No dwelling hereby approved shall be occupied unless and until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority. The Public Transport Strategy shall include details of a bus service that shall: (i) be provided by the developer; (ii) run, as a minimum, between the site (or a location no more than 400m from one of the site's boundaries), Hinckley Railway Station and Hinckley Town Centre; (iii) shall operate either on a demand responsive basis or to a specified timetable; and (iv) shall operate Mondays to Fridays between 0700 hours and 0930 hours, and 1600 hours and 1830 hours. The Public Transport Strategy shall also include details of any bus stop infrastructure that is proposed to be delivered in connection with the proposed service and shall describe when the bus service will be introduced and for how many years it will operate. The Strategy shall be implemented as approved unless, by the time at

which it is due to be delivered, an alternative service has already been provided by either the Local Highway Authority or a different developer, and the Local Planning Authority is satisfied that the alternative service will provide appropriate public transport links between the site, Hinckley Railway Station and Hinckley Town Centre.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2023).

5. No development shall commence until details of the proposed pedestrian link to Dorchester Road have been submitted to and approved in writing by the Local Planning Authority. The proposed pedestrian link shall be provided in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2023).

6. No development shall commence until details of the proposed pedestrian link from the site to PRow U56 have been submitted to and approved in writing by the local planning authority. The proposed pedestrian link shall be provided in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2023).

Off-Site Mitigation

7. No development shall commence until a scheme of highway improvements for the junction of Burbage Road/Hinckley Road/ Sapcote Road have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed in broad accordance with the details shown on (Drawing No. A109159-TTE-XX-XX-DR-H-014-P01). No dwellings shall be occupied until improvements have been made to the Burbage Road/ Sapcote Road/ Hinckley Road Junction in accordance with the approved details, unless by the time at which a scheme is to be submitted for approval or is due to be delivered, a scheme to improve the Burbage Road/ Sapcote Road/ Hinckley Road junction has already been constructed, or is being constructed by another party.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2023).

8. No development shall commence until a scheme of highway improvements for the junction of Brookside/ Elm Tree Road / Burbage Road have been submitted to and approved in writing by the Local Planning Authority. The improvements shall be designed in broad accordance with the details shown on (Drawing No. A109159-TTE-00-ZZ-DR-H-0033-P01). No dwellings shall be

occupied until improvements have been made to the Brookside/ Elm Tree Road / Burbage Road Junction in accordance with the approved details

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2023).

9. No development shall commence until a scheme of highway improvements at the Park Road/ London Road junction has been submitted and approved in writing by the Local Planning Authority. The improvements shall be designed in general accordance with the details shown on (Drawing No. A109159-TTE-00-ZZ-DR-H-0034-P01). No dwellings shall be occupied until the approved scheme has been implemented in accordance with the approved details.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2023).

10. No development shall commence until a scheme of footway widening on the western side of Burbage Road between Hinckley Road and Brookside has been submitted to and approved in writing by the Local Planning Authority. The proposed improvements shall be designed in broad accordance with the details shown on (Drawing No. A109159-TTE-00-ZZ-DR-H-0031-P01). No dwellings shall be occupied until the scheme has been provided in accordance with the approved details.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2023).

Obligations

To comply with Government guidance in the NPPF and commensurate with Leicestershire County Council Planning Obligations Policy, the following contributions are required:

1. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack per plot). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

2. Six-month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car. These can be supplied through LCC at a cost of £415.00 per pass.

Justification: To encourage residents to use bus services as an alternative to the private car.

3. STARSfor (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

Justification: To enable LCC to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

4. A £12,995 contribution towards a Traffic Regulation Order (TRO) for the reduction/relocation of the existing speed limit in order to facilitate the site access arrangements as indicatively shown on Drawing No. A109159-TTE-00-ZZ-DR-H-0004-P07.

Justification: In the general interest of highway safety in accordance with the National Planning Policy Framework (2023)

5. A contribution of £5,000 for the purpose of funding the re-validation of the Microprocessor Optimised Vehicle Actuation (MOVA) at the Brookside/ Burbage Road/ Elm Tree Drive junction.

Justification: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2023).

8.0 SIGNATURES

8.1 This TSoCG is signed on behalf of the Appellant, the LHA and NH as follows:

Signed on behalf of the Appellant	
Name	[REDACTED] b Holland
Position	Associate Director
Date	12 th January 2024

Signed on behalf of Leicestershire County Council	
Name	Suraj Dave [REDACTED]
Position	Senior Transport Planner
Date	12/01/2024

Signed on behalf of National Highways	
Name	Russell Gray
Position	Spatial Planner
Date	12/01/24