

Rudi Simpson

From: Daniel Moran [REDACTED]
Sent: 28 July 2023 15:37
To: Perry Miller
Cc: Harry Horsley; James MacPherson; andrew; nick.fillingham; Warrington, James
Subject: Response To Application Number 2023/2643/04/P/HEN at Griffen Park, Dan's Lane - A47 Junction
Attachments: Response_2023-2643-04-P-HEN.pdf

Hi Perry

Thanks for your further comments.

I set out full clarifications to these comments in the table below and would appreciate if we could have a Teams call ASAP to discuss.

In summary:

- TEMPRO Growth – details provided, we trust this is acceptable;
- Committed developments – clarifications provided, we trust this is acceptable;
- Trip generation:
 - There are minor rounding discrepancies for the total consented trip generation for Units 1 and 2 (Table 3 and 4) of the submitted TM, not the modelled flows;
 - The correct flows to be modelled are shown in Table 6 and 7 of the submitted TM;
- Junction modelling:
 - We have updated the AM peak (07:15 to 08:15) model with adjusted flows as per Table 6 and 7 of the submitted TM, due to spotting some flow discrepancies; and
 - The results are at a similar level (marginally higher RFC, lower maximum queue, similar increase from the 2028 + committed development scenario) to the results agreed by LCC for the Ashfield Farm planning application (Ref: 19/01243/OUT)

Given the impact of Griffen Park Units 1 and 2 at the Dan's Lane / A47 junction is no worse than the Ashfield Farm impact, which was accepted by LCC with no mitigation, SLR can see no reason why LCC shouldn't arrive at the same conclusion and allow Griffen Park Units 1 and 2 to be occupied prior to the scheme of mitigation at the junction being implemented. Furthermore, as stated in the LCC response to the Ashfield Farm planning application (as set out further below), *"the modelling results cannot be taken as definitive"*, particularly given the large number of vehicle movements (committed developments and background growth) added to the baseline, which may or may not be realised, particularly in the context of a downward trend in baseline traffic. **In summary, we believe this context and precedent previously set by LCC for the junction is directly relevant to this case and should form a material consideration as part of the decision-making process to allow Griffen Park Units 1 and 2 to come forward prior to the mitigation scheme.**

Could you give me some dates for a Teams call to discuss?

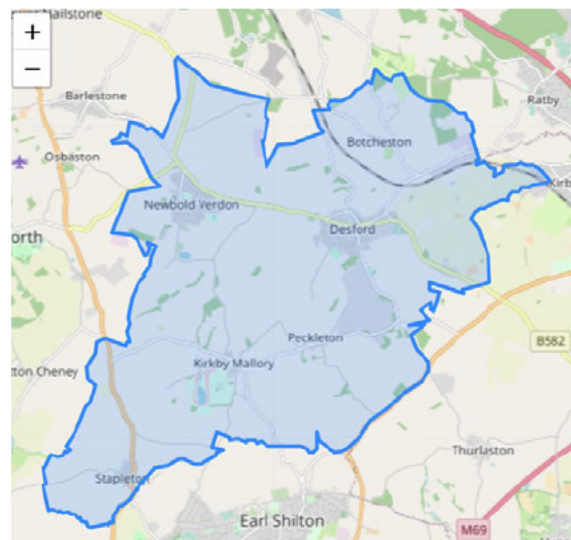
I look forward to hearing from you.

Kind Regards

Dan

LCC Comment	SLR Response
The submitted TM then indicates that TEMPRO growth factors have	The data is for Hinkley and Bosworth 005. TEMPRO extract below:

been applied to the 2023 surveyed flows and presents 2028 base year flows within Table 9. Whilst the LHA would support the approach undertaken, the applicant would be required to identify which area growth factor has been applied to generate the indicated growth factors of an AM Peak of 1.0387 and a PM Peak of 1.0388 in support of a Section 73 application.



Area Description	Name	Origin	All Purposes
Level E02005381	Hindley and Bosworth 005	1.0285	

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTF 2018 Scenario 1 - Reference	2015	2050
NTM AP 15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Hindley and Bosworth 005 (E02005381)

3: Select area type:

☐ Urban
☐ Rural
☐ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☐ All

5: Select which area it serves:

☐ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02005381	Hindley and Bosworth 005	1.0387

The submitted TM identifies the committed development traffic flows assumed at the Dan's Lane/A47 junction in 2028 in Appendix 04. The LHA has reviewed Appendix 04 and would make the following comments:

- 14/01279/OUT Westfield Farm - Please revise this assumption to 100% occupation by 2028; and
- Desford residential sites have not been identified and (as stated in prior pre-application reference 2023/0130/04/P/HEN/R1) these would be required by the LHA to be included as an assumption in support of the assessment.

14/01279/OUT Westfield Farm

Given Phase 1 and a large proportion of Phase 2 of this development were already built and occupied when the traffic survey was undertaken in February 2023 (an estimate of a minimum of 50% of the total development of 350 dwellings), 75% of the total traffic flows is likely to be an overestimation and therefore very robust.

Desford residential sites

The Desford sites have been considered and included where necessary, as set out in the original Technical Note (March 2023) as shown below. The assumptions were not disagreed by LCC in the response received (May 2023), so this hasn't been commented on again. The updated Technical Note deals with the committed development flows LCC did not agree with.

18/01252/OUT Land East of Peckleton Lane	Currently under construction	Include in the assessment Trip generation from the TA (Flows provided in Appendix 04)
11/00489/FUL Dragon Lane	Vehicles unlikely to use the junction and would be very few if they did	Do not include in the assessment
20/00143/FUL Land South of Bosworth Lane	Vehicles using the B582 east are unlikely to use Peckleton Lane to Dan's Lane and the A47	
22/00277/OUT Brascote Lane	Vehicles unlikely to use the junction and would be very few if they did Vehicles using the B582 east are unlikely to use Peckleton Lane to Dan's Lane and the A47 Those using Brascote Lane south unlikely to be heading to the A47 and via the Dan's Lane junction	

When calculating the AM vehicle trip rates/generation presented in Table 1 and Table 3 (presuming a 80% B8 and a 20% B2 quantum split as previously identified within documentation submitted for pre-application advice reference 2023/0130/04/P/HEN/R1) the LHA found that Unit 1 results in 21 arrivals and 7 departures. Furthermore, the LHA found 17 arrivals for the total Unit 2. There is therefore a shortfall of 3 vehicle trips as presented in Table 3.

When calculating the PM vehicle trip rates/generation presented in Table 1 and Table 3 (presuming a 80% B8 and a 20% B2 quantum split as previously identified within documentation submitted for pre-application advice reference 2023/0130/04/P/HEN/R1) the LHA found that Unit 1 results in 6 arrivals and 18 departures. There is therefore a shortfall of 4 vehicle trips as presented in Table 4 and as such the trip generation as presented within the Technical Memorandum is not agreed.

The LHA would therefore request that the applicant utilise the below vehicle trip generation in the required assessment in support of a Section 73 application:

AM Peak In: 38
AM Peak Out: 12
AM Peak 2-way: 50

These are rounding errors for the total trip generation for each unit as presented in Table 3 and Table 4 i.e. the total number of vehicle movements at the site access. The number of vehicle movements to be modelled at the Dan's Lane / A47 junction (Table 6 and Table 7) is shown to be correct (36 in the AM peak and 27 in the PM peak); however, we have noted some discrepancies in the flows that were modelled. These have now been corrected and shown below for the morning peak hour (07:15 to 08:15 as the critical hour)

Movement	2028 Base + Committed Development		2028 Base + Committed Development + Griffen Park Units 1 and 2	
	Max Queue	RFC	Max Queue	RFC
Dan's Lane left turn	0.5	0.34	0.6	0.37
Dan's Lane right turn	22.6	1.27	30.3	1.41
A47 (N) right turn	1.1	0.52	1.3	0.57

Whilst the junction is over capacity, LCC agreed a similar RFC and a much higher maximum queue on Dan's Lane for the Ashfield Farm planning application (Ref: 19/01243/OUT) as set out below:

- The maximum RFC for Griffen Park Units 1 and 2 is only marginally higher (+0.05);
- The maximum queue on Dan's Lane for Griffen Park Units 1 and 2 is lower (-5.6, when the Griffen Park flow is converted to PCUs); and
- The increase in queue from the 2028 + committed development scenario is of a similar magnitude (7.7 vehicles for Griffen Park Units 1 and 2, compared to 9 PCUs for Ashfield Farm)

PM Peak in: 11
PM Peak Out: 33
PM Peak 2-way:44

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2018						
Stream B-C	0.2	12.98	0.16	0.3	12.03	0.21
Stream B-A	3.6	51.31	0.81	2.1	31.72	0.69
Stream C-AB	1.3	19.81	0.54	0.2	8.67	0.19
2024 BACKGROUND						
Stream B-C	0.4	16.11	0.26	0.6	15.89	0.33
Stream B-A	37.0	406.48	1.32	7.0	104.47	0.96
Stream C-AB	2.1	29.93	0.67	0.3	9.43	0.23
2024 BACKGROUND + DEVELOPMENT						
Stream B-C	0.4	16.15	0.26	0.6	15.91	0.33
Stream B-A	45.6	512.58	1.36	7.6	115.62	0.97
Stream C-AB	2.2	30.40	0.68	0.3	9.49	0.23

An extract from the LCC consultation response to the Ashfield Farm panning application on the 13th March 2020:

"The LHA acknowledges that the modelling results of a future scenario predict a deterioration in the performance of the junction when the development traffic is added. However, the modelling results cannot be taken as definitive and the impact of the development equates to an increase of 9 Passenger Car Units (PCUs) or 100 seconds in the AM peak and less than 1 PCU or 10 seconds in the PM peak against a background of already large delays. Given the existing layout of the junction the LHA cannot demonstrate that a scheme of mitigation can be delivered which is proportionate when compared with the number of trips or the predicted impact. Accordingly, the LHA does not consider the impact at the junction to be severe in terms of NPPF."

The LHA note there are discrepancies between the presented total vehicle trip generation and trip assignment. In calculating the total AM Peak two-way vehicle movements as presented in Table 3 this equates to a combined total (for Units 1 and 2) of 36 arrivals and 11 departures. However, the total vehicle movements presented in Table 6 this equates to a combined total (for Units 1 and 2) of 25 arrivals and 10 departures which thus presents a shortfall of 12 trips within the AM peak. In calculating the total PM Peak two-way vehicle movements as presented in Table 4 this equates to a combined total (for Units 1 and 2) of 11 arrivals and 27 departures. However, when calculating the total vehicle movements presented in Table 7 this equates to a total of 8 arrivals and 19 departures which thus

There are not inconsistencies between Table 3 /4 and Table 6 / 7:

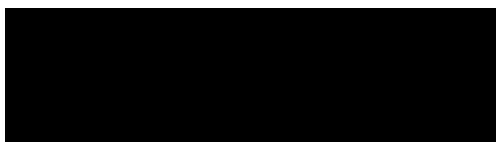
- Tables 3 and 4 are the total consented trip generation for Units 1 and 2 (including the vehicle movements via Desford or Peckleton Common).
- Tables 6 and 7 are the consented trip generation at the Dan's Lane/A47 junction, so will not match (are less than) Tables 3 and 4.

presents a shortfall of 11 trips in the PM peak.

There is therefore an inconsistency in calculating the Trip Assignment. The LHA would therefore request that the applicant revised the proposed vehicle trip generation in accordance with the above comments and subsequently present a revised Trip Assignment calculation to be utilised for the required assessment in support of a Section 73 application.

Daniel Moran *(he/him/his)*

Associate - Transport and Mobility Planning



SLR Consulting Limited

2nd and 3rd Floors, 15 Middle Pavement, Nottingham Nottinghamshire United Kingdom NG1 7DX



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