

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: 23/01229/OUT

Highway Reference Number: 2023/1229/04/H/R1

Application Address: Land East Of The Common Barwell Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline Planning application for up to 95 dwellings with associated access, open space and landscaping following demolition of all buildings on site

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Ms Ashleigh Genco

County Councillor: Ross Hills

Parish: Barwell

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

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline (access) application for the construction of 95 dwellings. The LHA previously advised within the first observations submitted to the LPA that additional information was required to be submitted by the Applicant in order for the proposals to be considered further by the LHA. Notably, the following additional information was requested:

- A Stage 1 Road Safety Audit (RSA1) of the site access proposals and off-site works, along with a designer's response and amended drawing if required;
- Clarity in respect of the why the proposed future year assessment is 2035 as opposed to 2029 and adjustments to 2029 if necessary; and

- Clarity in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

The Applicant has now submitted an e-mail to the LPA dated 11th March 2024, which includes additional information in respect of the proposals, notably:

- A Stage 1 Road Safety Audit (RSA1), dated March 2024, which includes a designer's response;
- Stantec drawing number 332610546/5501/001 Rev P04, which details the site access arrangements; and
- A spreadsheet detailing committed developments in the area.

Site Access

The LHA has reviewed the submitted RSA1 of the site access proposals. This has raised two problems as summarised below:

1. The swept path requirements of large vehicles turning, entering and exiting the proposed new priority T junction require the vehicles' bodies to encroach into the opposing vehicular traffic lanes.
2. Lack of corduroy tactile paving where pedestrians cross the carriageways and join the shared pedestrian/pedal cycle facility could lead to a potential increased risk of blind or visually impaired pedestrian collisions occurring with pedal cyclists, whereby blind or visually impaired pedestrians could sustain personal injury. This problem was identified at two locations.

The Applicant has responded to the problems as follows:

1. The Applicant has stated the junction has been designed in accordance with Manual for Streets and LHDG guidance and that similar designs have been accepted elsewhere in the county for similar scale developments. In addition, it is stated that a refuse collection vehicle would only travel to/ from the site on a weekly basis and that the risk of conflict is likely to be low. The Applicant is not proposing to amend the access design.
2. The Applicant has agreed the recommendation in the RSA1 to provide corduroy tactile paving and shared space pedestrian/pedal cycle facility signing.

The LHA has considered the Applicants response in respect of problem 1 and accepts that whilst a refuse collection vehicle would encroach fully in to opposing lanes, such a vehicle would only be required to access the site infrequently during the week. In addition, speed cushions are proposed to reduce the speed of traffic either side of the site access, along with a reduction of the speed limit from 40mph to 30mph. On this basis, the LHA accepts the Applicants response to problem 1.

In respect of problem 2, it should be noted that shared use footway/cycleway facilities are proposed on the southern corner of the proposed access junction. The tactile paving here should be corduroy hazard paving as per section 3 of the Department for Transport document "Guidance on the use of tactile paving surfaces" The paving currently shown is for segregated facilities.

The LHA notes that as part of the previous application, visibility splays were based on the 85th percentile traffic speeds for the road, which were 36.6mph northbound and 38.6mph southbound. On this basis the Applicant provided visibility splays of 2.4 x 73 metres at the

access in addition to the proposed speed cushions either side. The LHA note that splays of 2.4 x 47m have been provided in each direction as part of the current application. The LHA therefore request that splays of 2.4 x 73 metres are provided at the access.

In addition, the LHA can provide the following advice on the site access design and off-site footway/ cycleway works:

- The drawing should show how cyclists are expected to rejoin the carriageway, where the shared use facilities terminate at the access road junction. Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided for cyclists travelling in both directions in place of just the line to Diag 1009 currently shown. The end of route sign should be replaced with a "Cyclists rejoin carriageway" sign.
- The pedestrian crossing across the new access is set back a fair distance into the junction and is off the pedestrian desire line for those using the footpath on The Common. It could potentially be located closer to the junction.
- Where cyclists cross The Common, Give way markings (Diag 1003 and 1009 separated by a solid line) should be provided on both sides of the carriageway for cyclists travelling in both directions in place of just the line to Diag 1009 and Diag 1003 currently shown.
- A safety margin strip should be included for the shared use facilities.

Highway Safety

The LHA previously advised that while the extents of the PIC analysis were accepted, further advice will be provided on highway safety following updated capacity assessments. Once the LHA is in a position to review the capacity assessments, further advice will be provided on Highway Safety.

Trip Generation and Distribution

The LHA previously advised that the proposed trip generation and distribution analysis was accepted.

Junction Capacity Assessments

The LHA previously advised that the Applicant has undertaken capacity assessments at the following junctions:

1. Chapel Street / High Street / Shilton Road / Stapleton Lane Priority controlled mini roundabout
2. A47/ The Common / B4668 Leicester Road priority-controlled roundabout
3. A47 / Leicester Road priority-controlled roundabout;
4. A47 / A447 Ashby Road / B4667 Ashby Road signalised junction; and
5. The Common / Proposed Site Access junction

Previously, the LHA advised that baseline traffic flow data collected by the Applicant has first been adjusted to take into account Covid-19 uplift factors and then uplifted to a baseline year of 2024 and future year of 2035 using TEMPro traffic growth factors. The LHA requested clarity as to why a future year of 2035 was used as opposed to 2029.

The Applicant has clarified that a future year assessment of 2035 has been undertaken following LCC advice on the previous application (21/01470/OUT). As part of the previous application, it was request that the TA should account for an assessment year of opening year + 10 where the housing trajectories of committed development extended beyond the five-year period. This advice

has been followed for this application assessing a future year of 2035. This is accepted by the LHA.

In addition, the LHA previously advised that the Applicant had also stated within paragraph 7.5.2 of the TA that growth assumptions have been adjusted to account for the committed developments that have been manually added to the assessment. No clarification had been provided on what adjustments have been made. It was therefore advised that further clarification would be required in respect of alternative assumptions applied in order for the LHA to consider accepting traffic growth factors.

The Applicant has subsequently provided a spreadsheet which details the committed developments and housing trajectories in the area. The assumptions were based upon those projections detailed in the HBBC Residential Land Availability Monitoring Statement (RLAMS) 2022 which was the latest available information at the time of the submission of the application. Two sites, Westfield Farm and land North East of Triumph Motorcycles are currently under construction and as such the housing assumptions within the growth rates for 2021 – 2024 was adjusted accordingly reflecting the build out trajectories from Appendix 4 of the RLAMS. For the remainder of the committed development sites where no construction had begun the housing projections were adjusted within the growth rates for 2024 -2035 to account for these developments.

The LHA would ask the Applicant to provide the traffic flow diagrams for each of the developments included for the calculations, along with an indication as to how many additional vehicles would travel through the junctions based on this information.

Following further clarification in respect of the above, the LHA should be able to give consideration to the Applicant's capacity assessments.

Off-Site Implications

The LHA previously advised that Leicestershire County Council are continuing to investigate a potential improvement scheme for Junction 4 and it is now likely that the LHA will require a contribution from the proposed development towards an improvement scheme, which will be in proportion to the impact and scale of the development proposed. The Applicant has acknowledged that Junction 4 operates over capacity in both the current and future year scenarios.

Despite the Applicant considering a contribution towards an improvement scheme at the junction is not necessary, the LHA advise that Leicestershire County Council is currently working on a scheme to put in place at the junction. As part of the appeal decision for the previous application, the Planning Inspector highlighted that there was no suitable mitigation in place to resolve the capacity issue. It was also stated the Applicant should not shoulder the full responsibility for upgrading the junction. The LHA therefore believe that it would be reasonable for the Applicant to contribute proportionately towards a wider scheme.

Internal Layout

As previously advised, the internal layout of the development is not for consideration at this stage and therefore the indicative plans have not been considered in detail.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Additional improvements to the site access as detailed.
- Further information to support the alternative assumptions calculations, such as provision of the traffic flow diagrams of the developments considered and the number of additional vehicles forecast through each junction.
- Junction model files for review and approval.

Date Received
12 March 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
08 April 2024