

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: 24/00083/HYB

Highway Reference Number: 2024/0083/04/H/R1

Application Address: Land At Burbage Fields Farm Bullfurlong Lane Burbage Leicestershire

Application Type: Hybrid

Description of Application:

Re-consultation.

Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Redrow Homes And Peter Andrew Farmer

County Councillor: Cllr Amanda Wright

Parish: Burbage

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 consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application for the following development on land At Burbage Fields Farm Bullfurlong Lane Burbage:

'Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)'

The site is located on the urban fringe of Burbage, Leicestershire, approximately 700 metres to the south-west of Burbage village centre and approximately 2.65km to the south-east of Hinckley town

centre. The site's northern boundary abuts Coventry Road for approximately 20m with the eastern boundary formed by the Burbage Rugby Football Club ground, Britannia Park playing fields, existing open fields and Workhouse Lane. The southern boundary is formed by the M69 with the western boundary formed by Bullfurlong Lane and existing residential properties accessed off Bullfurlong Lane. A location plan is included in Figure 1 below:



Figure 1: Site Location Plan reproduced from Pegasus Group drawing number: P22-2560_EN_0001_A_0001_SL, 'Land at Burbage Fields Farm, Burbage - Site Location Plan', Revision A, dated 6 January 2023.

The applicant has submitted the following relevant documents / plans to support the planning application:

- Planning application form;
- Lichfields Covering Letter ref: 61188/04/JK/MSe/26557505v3, 'Application for Hybrid Planning Permission: Land to the south of Burbage', dated 20 December 2023;
- Pegasus Group drawing number: P22-2560_EN_0001_A_0001_SL, 'Land at Burbage Fields Farm, Burbage - Site Location Plan', Revision A, dated 6 January 2023;
- Pegasus Group Design and Access Statement, document ref: P22-2560_G001_B, 'Land at Burbage Fields Farm, Burbage', dated December 2023;
- Redrow Homes Midlands drawing number: 1693-08-02-100, 'Land south of Burbage – Site Layout', dated October 2023;
- Redrow Homes Midlands drawing number: 1693-08-02-120, 'Land south of Burbage – Site Location Plan', dated November 2023;

- Redrow Homes Midlands drawing number: 1693-08-02-122, 'Land south of Burbage – Highway Adoption Plan', dated November 2023;
- Farrow Walsh drawing number: FW2285-E-500-01, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 1 of 6', Revision A3, dated 10 November 2023;
- Farrow Walsh drawing number: FW2285-E-500-02, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 2 of 6', Revision A3, dated 10 November 2023;
- Farrow Walsh drawing number: FW2285-E-500-03, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 3 of 6', Revision A3, dated 10 November 2023;
- Farrow Walsh drawing number: FW2285-E-500-04, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 4 of 6', Revision A3, dated 10 November 2023;
- Farrow Walsh drawing number: FW2285-E-500-05, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 5 of 6', Revision A3, dated 10 November 2023;
- Farrow Walsh drawing number: FW2285-E-500-06, 'Burbage Field Farm, Bullfurlong Lane, Hinckley - Engineering Layout Sheet 6 of 6', Revision A3, dated 10 November 2023;
- Rodgers Leask Limited Transport Assessment (TA) 'Land south of Burbage', Report Ref: 21390-RLL-23-XX-RP-D-5001, Revision P07, dated November 2023;
- Rodgers Leask Limited Residential Travel Plan (RTP) 'Land south of Burbage', Report Ref: 21390-RLL-23-XX-RP-D-5009, Revision P04, dated November 2023; and
- Rodgers Leask Limited Employee Travel Plan (ETP) 'Land south of Burbage', Report Ref: 21390-RLL-23-XX-RP-D-5014, Revision P02, dated November 2023.

This is the LHA's second response to the planning application, the first being a holding response dated 19 February 2024 pending a review of the application. The LHA has now had the opportunity to review some of the evidence submitted and is pleased to offer the following comments for consideration or further action by the applicant.

Site Access

The LHA acknowledge the intention to provide two site accesses to the proposed development and additional information regarding the constraints associated with the location of each site access.

The proposed vehicular accesses to the site would be achieved via a simple priority junction off Coventry Road and an extension to the existing Flanders Close, which connects to the wider network at B578 Lutterworth Road.

Coventry Road Access

According to the applicant, the access off Coventry Road would consist of a 6.75m wide carriageway and junction radius of 8m. There would be a 3m wide footway / cycleway on the eastern side of the new access on to Coventry Road and a 2m wide footway on the western side.

The proposed carriageway, which would be 6.75m wide, could normally serve up to 400 dwellings from a single point of access and facilitate access for buses. Given the scale of the proposals, the LHA consider the width of the proposed access road for this parcel of the development to be in line with the requirements in Part 3, Table DG1: General geometry of residential roads (internal) of the Leicestershire Highway Design Guide (LHDG).

The applicant has analysed the results from an Automatic Traffic Survey on Coventry Road that was undertaken in November 2021. The LHA notes that the data recorded an eastbound 85th percentile speed of 30.4 mph and westbound speeds of 32mph. However, the applicant has not submitted the raw data from the ATC and not provided a plan of where the speed survey was undertaken. Therefore, this information should be submitted to the LHA for review to enable the

LHA to check the data and confirm that it was collected at a suitable location. The Applicant should also confirm whether a permit was arranged for the survey.

The LHA note the parking survey data on Coventry Road and will provide further comments on this aspect of the proposed development when the speed survey and location plan has been provided.

Flanders Close Access

According to the applicant, the access off Flanders Close would form an extension to the access arrangements put forward as part of LPA applications 21/00502/OUT and 23/00148/OUT. The applicant proposed that the existing turning head / private drive will be re-constructed to accommodate the proposed development.

The extension to the access will consist of a 5.5m wide carriageway with 2m wide footways both sides of the carriageway.

Swept Path Analysis

The applicant has demonstrated on drawing numbers 21390-RLL-23-XX-DR-D-5012 Revision P03 that a refuse vehicle can access and egress the Coventry Road access. The applicant has also indicated that Appendix M of the TA includes swept path analysis to demonstrate that a refuse vehicle can safely access the development via Flanders Close access. However, whilst there is a drawing of the Flanders Close site access, there is no swept path analysis included.

Notwithstanding the above, the applicant has only used a 7.9m refuse vehicle, which is not acceptable. The LHA would advise the applicant to use a refuse vehicle of at least 11.2m length, unless the Local Waste Authority (Hinckley and Bosworth Borough Council) already uses a larger vehicle, in which case that vehicle should be used.

The swept path analysis should then be repeated for both accesses to ensure the refuse vehicle can access and egress the site for all movements. For all vehicles, the LHA require swept paths at junctions to be undertaken at a minimum vehicle speed of 10mph to provide a more realistic swept path. However, at turning heads a slower swept path analysis vehicle speed will continue to be acceptable.

The applicant should also submit updated drawings that demonstrate that the larger refuse vehicle and bus (see further comments below) can manoeuvre around the whole site.

Junction Operation

The applicant has tested the site access designs with the predicted flows in the 2026 Design Year with the proposed development. This predicts that the site accesses would operate within capacity in both the AM and PM peak hours.

Stage 1 Road Safety Audit

The Stage 1 Road Safety Audit (RSA1) identified three issues with the Coventry Road access that are listed below:

1. Risk of collisions at the access junction along Coventry Road;
2. Risk of pedestrian / cycle / vehicle conflict at shared pedestrian / cycle crossing just inside development access; and
3. Risk of pedestrian trips / falls at the access junction.

The LHA has reviewed the contents of the RSA1 and Designers Response for the Coventry Road access and they are accepted.

Notwithstanding the above, the LHA has reviewed the site access drawings against the guidance in the Leicestershire Highway Design Guide (available at resources.leicestershire.gov.uk/lhdg) and Design Manual Road and Bridges CD123 where appropriate and offers further comments for the applicant to consider / provide on the revised drawings:

Drawing number: 21390-RLL-23-XX-DR-D-5008 Coventry Rd Site Access

- The applicant should confirm that the simple junction arrangements are suitable for the proposed number of vehicle movements. The applicant should provide evidence that a ghost island has been considered; for example has DMRB CD123 Figure 2.3.1 been consulted and if so why it has not been required for the proposed access;
- For information, in accordance with LHDG Table DG 1 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m;
- Provisions should be made for allowing cyclists to join the carriageway when exiting the development and to join the proposed shared footway/cycleway coming from Coventry Road; and
- The proposed uncontrolled crossing is remote from the desire lane for pedestrians on Coventry Road wishing to cross the access. It would be useful if this could be relocated closer to the junction.

Drawing number: 21390-RLL-23-XX-DR-D-5009 rev P05 Junction Bus Movements

- The drawings should state the vehicle speeds that have been used for the swept path analysis. LCC recommends a vehicle speed of 15kph is used;
- The right turn into the site manoeuvre shows overhanging of the Coventry Road kerbline which could result in pedestrians being struck by the bus if caught unaware. The applicant should provide clarification / further details on this point; and
- The left turn into the site manoeuvre shows overhanging of the Coventry Road centreline which could result in collisions with oncoming vehicles. The applicant should provide clarification / further details on this point.

Drawing number: 19409-RLL-20-XX-DR-C-2100 rev F Flanders Close General Arrangement

- There is a section of the proposed access road where the footways are 1.8m and 1.08m width, which is less than the 2.0m recommended by the LHDG Table DG9, although it is noted that in this location the access road is bounded by existing private properties;
- The 4.8m carriageway width at this pinch point complies with LHDG Table DG1 for developments of up to 50 dwellings;
- The proposed longitudinal gradient is in accordance with the requirements of LHDG Table DG1;
- For the vertical SSD diagram labels should be added showing the drivers eye height of 1.05m and object height of 0.26m as per LHDG Figure DG2c; and
- The drawing should confirm that the width of the proposed dropped crossing accesses where the turning head is to be removed will be in accordance with LHDG Figure DG17.

Drawing number: 19409-RLL-21-XX-DR-D-5004 rev C Workhouse Lane Stopping Up

- As noted on the drawing the exact layout of the bollards can be determined at the detailed design stage of the scheme. Facilities promoting pedestrian and cyclist use can also be investigated at that stage; and
- To the east of the proposed access road off Flanders Close, Workhouse Lane provides access to agricultural fields. The proposed dropped kerbs off the access road should be designed with agricultural vehicles in mind.

Highway Safety

Given the location of the proposed development, the applicant has reviewed the Personal Injury Collision (PIC) data in Leicestershire and an area of Warwickshire. A diagram of the study area is reproduced in Figure 2 below:

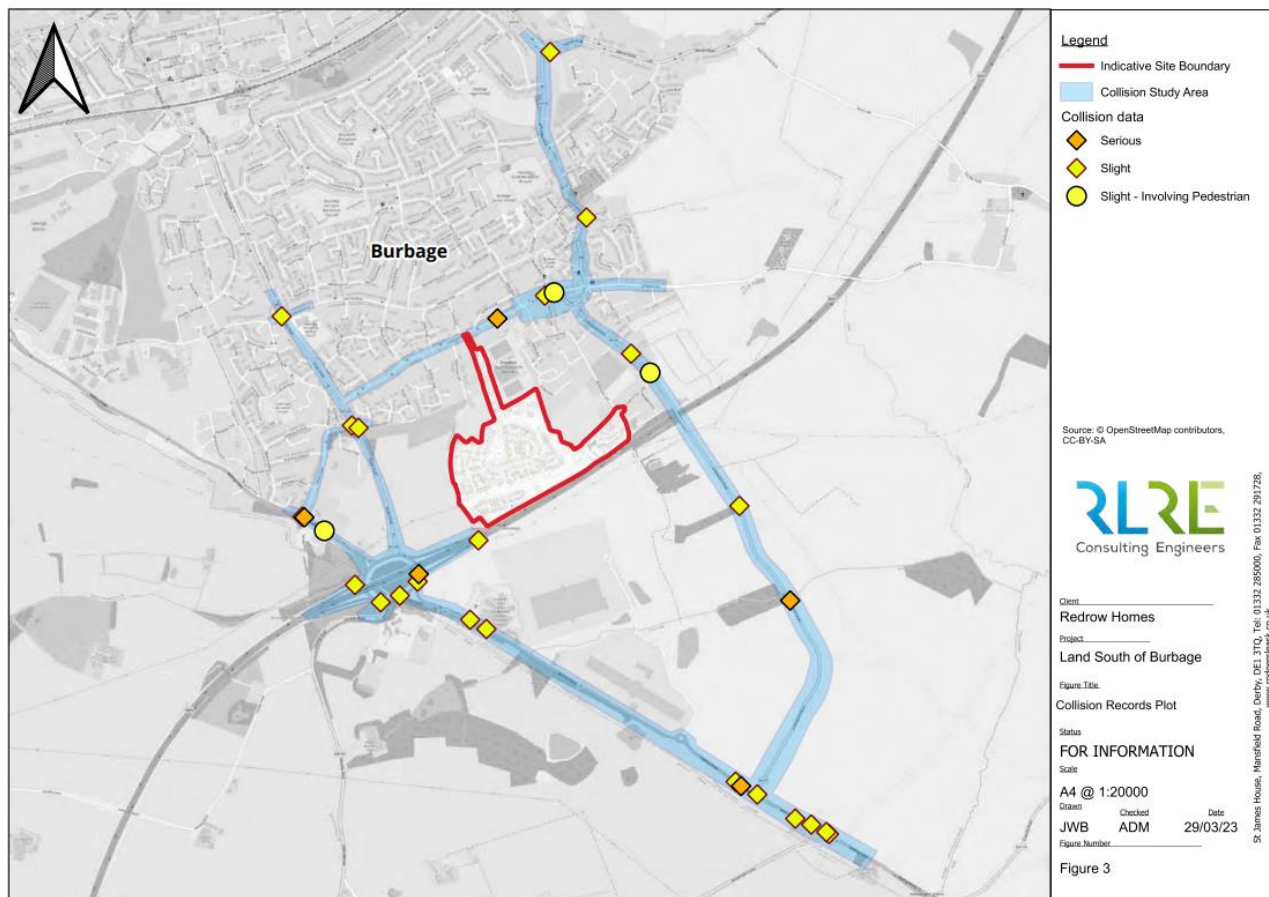


Figure 2: Extent of Personal Injury Collision study area included in Appendix 3 of Rodgers Leask Limited Transport Assessment (TA), Revision P07, dated November 2023.

The PIC data from Leicestershire County Council has been considered for the period between 1 January 2018 and January 2022. The applicant has identified 28 PICs on the Leicestershire network in the study area. To understand the current situation with the collision data the applicant should contact LCC for the latest PIC data and submit for review.

Highway Impact

The LHA advises applicants that to understand the highway and transportation implications of large development sites, they should be assessed using the LHA's strategic transport model (Pan

Regional Transport Model, PRTM) due to complex and interrelated transport issues. Following strategic assessment, the applicant can undertake more refined detailed analysis to understand and address the specific impacts of development on the network. The LHA is pleased that the applicant has utilised the LHA's strategic model in connection with the planning application.

The modelling approach taken by the applicant for the proposed development is summarised below:

- Strategic Modelling: Undertaken using the Pan Regional Transport Model (PRTM); this is particularly important given how local roads and junctions can be sensitive to variation in traffic flow; and
- Local Junction Testing: This analysis has been undertaken using industry standard software depending on the type of junction being assessed. Where required and appropriate, highway mitigation and improvements can be developed and refined.

The LHA has not had an opportunity to assess the impact of the proposed development and will provide comments in the next response to the planning application. However to assist in the LHAs review of the highway impacts of the proposed development the applicant should submit the junction model files for review by the LHA.

Notwithstanding the above, the LHA has checked the scheme of mitigation and provides comments on the drawings below. The applicant should note this does not mean that other mitigation measures may be required once the full impact of the proposed development has been established.

Drawing number: 21390-RLL-23-XX-DR-D-5011 rev P02 Preliminary B4109 Rugby Road / Coventry Road Mitigation

- Although an existing signalised junction, the drawing should confirm that the visibility requirements set out in DMRB CD123 Clauses 7.2 and 7.3 have been met;
- The proposed signals phasing should be shown on the drawing;
- The junction intervisibility zone should be shown on the drawing, in accordance with DMRB CD123 Figure 7.4;
- The lane widths are in accordance with DMRB CD123 clauses 7.7 and 7.9;
- The corner radius where the carriageway is to be widened is in accordance with DMRB CD123 clause 5.6.2; and
- The tactile paving layouts within the traffic islands do not require the "tails" and should be as shown in the DfT document Guidance on the Use of Tactile Paving Surfaces Figure 11.

21390-RLL-23-XX-DR-D-5016 rev P01 Preliminary B4109 Rugby Road / Coventry Road Mitigation Vehicle Tracking

- The drawings should state the vehicle speeds that have been used for the swept path analysis. LCC recommends a vehicle speed of 15kph is used.

Internal Layout

For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG). The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980) once planning permission is granted.

The LHA has now had the opportunity to check the internal layout of the site submitted for the planning application and shown on drawing number 1693-08-02-122, 'Land south of Burbage – Highway Adoption Plan', dated November 2023 against the LHDG and offers further comments below.

Speed Control Measures

These are required to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is either 60m or 40m depending on the design speed of the road. Further information can be found in the LHDG, Part 3, section DG4, Table DG8.

Visibility

Forward visibility envelopes through bends and junction visibility splays should be shown on the plan, and the areas within the envelopes / splays should be conveyed as highway, in accordance with the LHDG. For further information, please see Part 3 of the LHDG, Figure DG2b.

Bend Widening

Bend widening should be included at all bend(s), in line with Paragraph 3.33, which can be found in Part 3 of the LHDG.

Suitability of Road for Adoption

Plots 364 onwards do not have five plots fronting the highway and therefore they should be private drives as they are not suitable for adoption.

Tracking

As referenced above the applicant is advised to undertake a tracking exercise for an 11.2m long refuse vehicle.

Shared Surface

The shared surfaces should be in accordance with the Residential Access Way column in Table DG1 of the LHDG. Shared surfaces are to be a completely flush block paved 7.5m corridor, consisting of a 4.8m 'carriageway' and 2x1.35m 'footways'. If shared surfaces are to remain in the development, please detail these areas in block paving.

The applicant should also note that the length of shared surfaces should be approx. 50m in maximum length before traffic calming in the form of 90-degree bends. Vertical calming features are not permitted on shared surfaces.

Footway Connectivity

A 2m footway is needed for access to the Local Equipment Area for Play (LEAP), adjacent to the carriageway.

Footway Link away from Carriageway

Any isolated and/or interconnecting footpaths would not be considered for adoption. If they were to be offered for adoption, they may incur an additional commuted sum.

Service Margin

The 1m service margin outside plots 83-90 should be a bituminous 1m service margin. It is noted that a 1m service margin is indicatively shown but it is unknown if this is to be verge or bituminous so the applicant should provide clarification on the revised drawing.

Commuted Sum

If the trees outside plots 274/275 remain as they are and the footpath does not change to follow the highway, this will incur a commuted sum.

Other Considerations

- The applicant should ensure that any tree that is to be planted or is to remain within the highway or the vicinity of the highway is provided with the necessary root protection;
- Where trees are to overhang the highway, they must be of a type with a minimum clear stem of 2.2m. Please note that any tree that is to be situated within the highway will attract a commuted sum in accordance with the LHDG Part 4, MC18, and will require further approval at the Section 38 stage from the LCC Forestry team;
- Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) of the LHDG;
- Drainage should be in accordance with Part 3 DG11 of the LHDG. It must be ensured that surface water from private land does not run or pool in the public highway; and
- At this stage, it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Parking

Given the detailed comments on the internal layout, the LHA has not undertaken a detailed review of the parking provision at this time. The LHA note the reference to parking in Section 4.6 of the TA and the LHA reiterates that the applicant should ensure that parking is based on two parking spaces for dwellings of up to three bedrooms and three spaces for four or more bedrooms. All off-street parking spaces should measure a minimum of 2.4 x 5.5m with an additional 0.5m width if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, 1m if bounded on both sides as set out in the LHDG. For a garage to count as a parking space, internal dimensions should measure a minimum of 3.0 x 6.0m for a single garage or 6.0 x 6.0m for a double garage.

The applicant should also avoid isolated parking spaces as residents will not use these and it may result in on-street parking occurring at inappropriate locations i.e. near to junctions. One such example of remote parking is at plots 415/414 (o/s Plot 387).

Lastly, the LHA will also not adopt private parking areas within the highway boundary.

Private Drives

The applicant is advised that for shared drives that are to remain private the minimum effective width of an access to a shared private drive serving two to five dwellings is 4.25m and for 6 to 25 dwellings is 4.8m for a minimum distance of 5m behind the highway boundary. The minimum width for private drives is 5m if more than 25m in length. In all cases the applicant should add 0.5m if bound by a wall, fence, hedge, line of trees, etc. 1m should be added if the drive is so bound on both sides please refer to Part 3, LHDG for further guidance.

Transport Sustainability

Section 3 of the TA considers the existing access and infrastructure for sustainable modes of travel. The LHA has considered this aspect of the proposed development and provides further comments below.

Walking and Cycling

The layout of the proposed development is shown on drawing number: 1693-08-02-100, and included in Appendix A of the TA. A 2km walking catchment and 5km cycling plan are provided in Figures 4 and 5 of the TA. Walking routes to other services / facilities are shown in Figures 7 – 11 and distances to these places are in Table 9 of the TA.

The applicant is planning to provide pedestrian / cycle links from the proposed development to tie in with the existing infrastructure. There will also be a network of footways / cycleways through the site to encourage shorter trips by foot or bicycle.

The LHA also note the applicant's commitment to provide cycle storage for all properties in resident's garages or cycle stores. Whilst this is welcomed to promote cycling this should not be to the detriment of the internal dimensions of a single garage required to accommodate a car (3m x 6m in LHDG) or a double garage (6m x 6m).

Cycling and Walking Infrastructure Plans

Leicestershire County Council are now in the process of developing Cycling and Walking Infrastructure Plans. These plans set out the vision and priorities for cycling and walking improvements in chosen areas of the county. These areas will create convenient and practical cycling and walking networks to help and encourage people to travel more sustainably.

With this in mind LTN 1/20 should be applied as this national guidance provides a recommended basis for those standards. Therefore, in this instance the LHA would require a two-way segregated cycle lane at 3m width and a 2m footway extending up to the crossing as per Table 5-2 in the Cycle Infrastructure Design - LTN 1/20. The applicant may also wish to refer to Section 6.5: Shared use, for an explanation of why shared use it not recommended.

The government are expecting local authorities to demonstrate that they have given due consideration to this guidance when designing new cycling schemes, when applying for Government funding that includes cycle infrastructure. This development has over 300 plots, serving Burbage to the north-east of the development and Hinckley to the north-west, therefore it has a good chance of helping to improve public health and the environment, reducing congestion, connecting our communities and creating cleaner, greener, happier places, thus a potential chance of receiving future funding for LCWIP. As such, the development should be designed in such a manner which allows for the local authority to have the option to tie in with this development as a part of the planned LCWIP over the Hinckley/Burbage area.

The applicant should note the highway authority does not adopt open public spaces or embankments unless they are supporting the carriageway/footway.

Public Transport

There are two Arriva services 7/7A that residents can use which could serve the proposed development. These serve Burbage, Nuneaton, Lutterworth and Hinckley at various intervals through Monday - Saturday.

The applicant has confirmed that they have spoken to Arriva about diverting the existing services to serve the site and provided some indicative locations of bus stops in Figure 14 of the TA. The applicant has indicated that they will fund the diversion of this bus service, secured through the Section 106 agreement.

The LHA will consider the implications of the proposed diversion of the route and provide additional comments in a future response to the planning application.

Active Travel England

The LHA welcome Active Travel England's general comments on the proposed development and suggestions for improvements in their response (19 February 2024).

Travel Plans

The LHA would have expected the applicant to produce a framework travel plan, however the LHA has considered the separate plans individually and provide further comments below.

Residential Travel Plan

After a review of the RTP the LHA cannot advise approval of the plan at this stage as it does not contain the necessary detail required. The LHA would ask the applicant to review the contents of the Residential Travel Plan in line with the Leicestershire County Council (LCC) guidance www.choosehowyoumove.co.uk/wp-content/uploads/2019/12/writing-a-successful-travel-plan.pdf before submitting a revised document for further consideration.

Employee Travel Plan

The LHA is happy to approve this plan, however the Travel Plan Co-ordinator (TPC) role should be undertaken by an employee who has the necessary skills and experience to deliver the obligations as specified in the plan and this must be part of their job role/description upon appointment.

The duly appointed TPC must liaise with the other TPC(s) and work collaboratively across the wider development. Once appointed the name and full contact details of the TPC should be provided to Leicestershire County Council (LCC) at S106monitoring@leics.gov.uk. LCC will then monitor the work of the TPC(s) on the delivery of the Travel Plan(s).

The preferred system for monitoring is Modeshift Stars – the TPC can register at Modeshift.org.uk. The Travel Plan Monitoring Fee required for this Development will be the sum of £11,337.50.

Notwithstanding the above, if the applicant does not want to make the amendments as part of the planning application process, then the LHA would be satisfied that a condition could be included to allow the submission of a revised TP for approval if the LPA is minded to grant permission.

Public Rights of Way (PROW)

The proposed development area includes Public Footpaths U66 and U66a. Adjoining the site, those public rights of way link to Footpath U65, and via Bullfurlong Lane, to Footpath U57 and U59. Footpath U65 is the shortest pedestrian route from the site to Burbage village centre, and Footpath U57 is the shortest route to the western end of Burbage. The unadopted section of Bullfurlong Lane is the drive to the Burbage Fields Farm site, which the development incorporates. The east end of the site adjoins Workhouse Lane which is a cul-de-sac adopted highway due to the M69.

Bullfurlong Lane, where it is the drive to Burbage Fields Farm, is the physical link between several footpaths but currently is not recorded as a public right of way (which the LHA understands is a common issue with lanes and tracks in the former Hinckley Urban District). The land ownership of Bullfurlong Lane is unregistered but all or part of it belongs with Burbage Fields Farm under the 'ad medium filum' legal presumption. To protect the existing movement network, the owners are asked to formalise with the County Council the public pedestrian rights on the lane by a Deed of Dedication, in liaison with the neighbouring landowner on the western side of the lane.

The northern end of Public Footpath U66 runs between 55 and 57 Coventry Road along a wide grass lane with no recorded landowner (though it is believed to be used by Burbage Parish Council to access their recreation ground and appears to be an access to land title LT483575 that is part of the application site). To protect the existing movement network and integrate with the development proposals the applicants are requested (after gaining any necessary landholder consents) to replace any existing stiles with metal kissing gates and, if the other landholders have no legal interest or objection, to construct a surface to match the adjoining Footpath U66 within the application site.

As Footpaths U65 and U57 are the shortest routes from the application site to other parts of Burbage - and will see increased recreational use from the new housing - the applicants are requested (after gaining any necessary landholder consents) to replace any existing stiles with metal kissing gates. In addition, if the Parish Council consents, the applicants are asked to create a new access onto Footpath U65 at the most north-easterly point where its route adjoins the application site boundary.

In drawing up a Rights of Way scheme the LHA would draw the applicant's particular attention to the following:

- Paths for everyday all-weather use require provision of a tarmacadamed surface;
- On footpaths that are to be shared cycleways, the minimum required width is 3 metres to comply with the LHDG and DfT cycle infrastructure design specification LTN 1/20.
- Where an estate road footway is proposed to overlay a current public footpath, extra elements are needed to preserve the identity of the PRoW as a through route and maintain the existing movement network as a whole. This would include: extra pedestrian signposting at junctions, road crossings, and changes of direction; also separating the footway from the carriageway at bends and road junctions so the pedestrian path continues to lead people on a direct alignment; also footways made wider or surfaced differently to reflect their dual role as roadside pedestrian path and through route linking PRoWs.
- Where a PRoW route is through public open space, a suitable surface should still be provided, reflecting the increased recreational use that will come from new housing.

Finally, an extract of the Definitive Map of Public Rights of Way is attached to this response for the applicant's information.

Closing

The LHA has identified some concerns and inconsistencies in the way that the transport impact of the development has been assessed. Therefore, the applicant should provide further evidence / clarification on the issues raised in this response, including:

- Proposed site access arrangements and swept path analysis;
- Additional Personal Injury Collision data for at least 2023;
- Junction model files to check junction capacity assessments;
- Amendments to internal layout;
- Updated Residential Travel Plan; and
- Details of Public Rights of Way improvements.

Date Received
19 February 2024

Case Officer
David Hunt

Reviewer
AW

Date issued
05 April 2024