

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:

Highway Reference Number: 2024/0831/04/H

Application Address: Land North of Shenton Lane Market Bosworth Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application for the erection of up to 100 dwellings (including 40% affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) a vehicular access point and the demolition of one residential dwelling. All matters reserved except for means of access (re-submission of 22/00167/OUT)

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: Gladman Developments

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

Road Classification: Class C

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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of up to 100 dwellings and demolition of a single dwelling at land north of Shenton Lane, Market Bosworth. All matters other than access are reserved at this stage.

The LHA are aware the application is a re-submission of application reference 22/00167/OUT, albeit this is a slightly smaller scale of development. The LHA advised refusal of that application on the grounds the Applicant had failed to demonstrate that a safe and suitable access route to the site could be achieved. The Applicant appealed that application (appeal reference APP/K2420/W/23/3317090) and whilst the Planning Inspector dismissed the appeal, this was not on the grounds of the highways reason for refusal. The LHA advise as part of that application, access was proposed off Shenton Lane, which is not the case as part of this current application.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (authored by Ashley Helme Associates and dated August 2024);
- Travel Plan (authored by Ashley Helme Associates and dated August 2024); and
- FCPR drawing number 10352-FPCR-L-03 Rev J (Development Framework Plan)

The LHA undertook a site visit to York Close and the surrounding area (including Weston Drive and Southfield Way) on Thursday 19th September 2024 between approximately 08:00 – 09:00. The LHA are also aware of planning application reference 24/00560/HYB (138 dwellings and 0.55ha of employment, land off Station Road, Market Bosworth). Both applications have been reviewed by the LHA concurrently and an initial response to that application was provided separately to the LPA on 28th October 2024.

Site Access

The site would be accessed from York Close, an unclassified road subject to a 30mph speed limit. Details of the site access are provided on Ashley Helme drawing number 1764/17 Rev. B, which is available in the Transport Assessment (TA).

The LHA response to the site access arrangements is split into four categories:

- Access Design;
- Swept Path Analysis;
- Proposals for an emergency access, along with consideration of the access route including York Close, Lancaster Avenue, Tudor Drive, Western Drive, Stanley Road, Haven Drive and Southfield Way; and
- Pedestrian Links to Shenton Lane.

Site Access Design

The Applicant is proposing a 5.50m wide access with a 2.0m footway on the eastern side of the carriageway and a 1.0m service margin on the western side. Vehicular visibility splays of 2.4m x 37m to the east and 2.4m x 23m to the west of the access have been shown on the drawing.

The Applicant has not undertaken a speed survey at the access location, which would usually be required for a development of such scale in order to demonstrate that the visibility splays are acceptable. Nevertheless, under the site-specific circumstances i.e. the extension of an existing cul-de-sac, the LHA accept that visibility is shown to be achievable to either side of the turning head and that a speed survey would not be required. It should be noted that the LHA would accept the splays shown to a 1.0m offset from the kerblines, as shown in Part 3, Figure DG2a of the Leicestershire Highway Design Guide (LHDG – available at <https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-design-guide>).

Swept Path Analysis

The Applicant has undertaken Swept Path Analysis (SPA) of a refuse collection vehicle (10.14m), pantechinon and fire tender turning left into the site access and right out of the site access. The LHA advise at this stage that a refuse collection vehicle length of 11.2m should be used.

In addition, the LHA would advise that a vehicle speed of 15kph is used for the SPA, this should be confirmed on the drawings. Whilst the drawings show that the vehicles can ingress and egress the

site without overrunning kerbs, there is concerns that parked vehicles in the area could result in difficulties in these vehicles accessing the site. The LHA observed parked vehicles in the area at the time of the site visit. The Applicant will therefore need to give consideration to how access for all vehicles would be maintained to the site at all times.

The Applicant has stated that a Stage 1 Road Safety Audit (RSA1) of the site access arrangements has been commissioned, together with a Designer's Response. The LHA would ask the Applicant to submit this information before it can provide any further comments on the access arrangements.

Emergency Access and Access Route

The Applicant has suggested that an emergency access could be provided to the site off Shenton Lane, should this be required by the LHA.

Part 3, Table DG1 of the LHDG states that for a residential access road there should be no more than 150 dwellings from a single point of access. A carriageway width of 5.50m is also required to serve between 50 and 400 dwellings. The Applicant has identified that currently, York Close currently serves 42 properties, one of which would be demolished to facilitate the site access. As the proposals are for 100 dwellings, this means under 150 dwellings would be accessed via a single point of access from York Close.

There are two points of access to York Close via Tudor Close and two points of access to the wider residential estate off Station Road via Weston Drive and Southfield Way. Access to the estate is also available from Shenton Lane via Warwick Lane. On this basis, the LHA advise that it considers there is no requirement for an emergency access to the proposed development off Shenton Lane. The Applicant may however wish to consult with the emergency services in respect of whether they consider such an access to be necessary.

As part of the site visit mentioned above, the LHA has measured carriageway widths for all potential through routes to the site throughout the wider estate and, with the exception of a section of Warwick Lane, is satisfied that all are a minimum of 5.50m wide. Weston Drive is also in excess of 6.40m wide between its junction of Haven Road and Station Road.

The LHA is aware that some of the estate roads are used for parking at school pick up/ drop off times, notably Weston Drive, Southfield Way and Warwick Lane. This was witnessed on the site visit, which was undertaken in the AM peak hour to understand current demand in the area.

Junction protection in the form of '*No Waiting At Any Time*' (double yellow line) parking restrictions are in place at the junctions of Weston Drive and Southfield Way with Station Road. On the site visit several drivers turned around in the Weston Drive/ Westhaven Court junction to drop off pupils and a few drivers were parked along Weston Drive. There did not, however appear to be a congestion issue during the time of the site visit.

In addition, the LHA witnessed parking and traffic along Warwick Lane and Southfield Way which was clearly associated with dropping off pupils for the nearby schools. The LHA note that whilst there would be an increase in traffic using Southfield Way from the proposed development up to its junction with Warwick Lane, this would split at the junction and there would be a comparable or lower level of development traffic forecast to use both Southfield Way and Warwick Lane during both the AM and PM peaks in comparison to the previous application at the site.

Given the above, the LHA is satisfied that an emergency access is not required to the site and that the access route is suitable to accommodate the additional development traffic in accordance with LHDG guidance.

Pedestrian Links to Shenton Lane

The submitted Development Framework Plan details an emergency access path within the site to Shenton Lane. Shenton Lane is a rural road subject to the national speed limit with no street lighting. The LHA advise that should a private pedestrian link be provided onto Shenton Lane that this is included within the Applicants RSA1.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five-year period between 1st January 2019 and 18th April 2024.

The Applicants study area is detailed in Appendix A of the TA and their PIC analysis is within Part 4.6.

A total of three PIC's were identified within the study area, all of which were recorded as slight. It should be noted that 21 PICs were recorded as part of application reference 24/00560/HYB, however this included six prior to 1st January 2019 (therefore over five years old) and also a wider study area.

In addition, the PIC's considered by the Applicant all occurred at Junction 9. The Applicant has not considered the two slight PICs which were identified on Bosworth Road or Park Street. Nevertheless notwithstanding the above, the LHA there are no specific trends within the PIC data which could reasonably be expected to be exacerbated by the proposed development. Given the level of trips anticipated to be generated by the proposed development, an assessment of PIC's over a wider area is not considered necessary.

Trip Generation and Distribution

Trip Generation

The Applicant has used the same TRICs trip rates as those accepted by the LHA as part of previous application reference 22/00167/OUT to establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours. The predicted level of trips which could be generated by 100 dwellings is shown below.

PEAK	ARR	DEP	2-WAY	PEAK	ARR	DEP	2-WAY
AM	0.178	0.444	0.622	AM	19	46	65
PM	0.278	0.256	0.534.	PM	29	27	56.

It is noted that application reference 24/00560/HYB has used marginally different trip rates, however the LHA advise that there would be no material difference in the anticipated level of trips regardless of which trip rate is used.

Trip Distribution

The Applicant has based trip distribution analysis on the pattern which was agreed as part of previous application reference 22/00167/OUT, however adjustments have been made where necessary to account for the location of the new site access. Trip distribution was based on 2011 Census data. The trip distribution analysis is accepted in principle by the LHA, the LHA is aware

that there are proposals to implement a new one-way system in the centre of Market Bosworth in Spring 2025, which would include implementing one-way systems on Market Place and Main Street. The LHA will provide a drawing detailing the proposals to the LPA separately for information. On this basis, the LHA request the Applicant amends their proposed trip distribution for a scenario where the one-way scheme is implemented.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Weston Drive/Station Road 1764/18
2. Shenton Lane/ Market Place 1764/02
3. Station Road/ Back Lane/ Main Street/ Market Place 1764/03
4. Main Street/ Park Street 1764/04
5. Park Street/ The Park/ Rectory Lane 1764/05
6. Rectory Lane/ Sutton Lane/ Market Place 1764/02
7. Warwick Lane/Shenton Lane 1764/06
8. Southfield Way/Station Road/Back Lane 1764/07
9. Bosworth Road/A447/Bosworth Lane 1764/08.

The Applicant has not assessed the site access junction with York Close, however under the site-specific circumstances, the LHA accept this will not be necessary due to York Close being a cul de sac.

To establish the baseline survey data, traffic surveys were undertaken at the study junctions on Tuesday 21st May 2024. The LHA holds records of survey permits being applied for at all junctions for this date.

TEMPRO traffic growth factors have been applied to the baseline counts to create forecast baseline traffic flows at the future year of 2029. The LHA accepts the Applicants traffic growth factors.

The Applicant has also considered the following committed developments within their assessments:

- **19/01437/FUL - Erection of a multi-purpose golf clubhouse, formation of new car parking areas and access roads and the erection of 6 Golf holiday homes. Kyngs Golf and Country Club, Station Road, Market Bosworth.**
Whilst application reference 19/01437/FUL is stated as a committed development, the Applicant has considered application reference 24/00019/FUL (50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). Part 9.5.3 of the TA outlines how trips from the development have been considered by the Applicant. While these are accepted, the Applicant should continue the development traffic through the centre of Market Bosworth through to the A447 Ashby Road/ The Park junction.
- **21/00379/FUL – 73 dwellings. Sedgemere, Station Road, Market Bosworth.**
The Applicant has advised that at the time the TA was produced, 60% of the development was occupied, therefore this level of traffic would have been on the network at the time of the traffic surveys. On this basis, only 40% of the development traffic has been considered. The Applicant has advised that this would amount to 12 two way trips in the AM peak and 11 two way trips in the PM peak at Junction 1. As such the Applicant has not considered this

development further within their capacity assessments. The LHA advise that the development traffic should be included on the traffic flow diagrams.

The LHA advise in addition to the committed developments above, application reference 23/00667/FUL (Change of use of dwelling to Special Educational Needs School. The Old Rectory, 8 Rectory Lane, Market Bosworth) will also need to be included within the traffic flow diagrams as this has been granted planning permission by the LPA.

In addition, as advised further above, the LHA is aware of live application reference 24/00560/HYB. This application should be considered as part of a sensitivity test within the Applicants capacity assessments. Furthermore, given the proposed works to Market Place and Main Street, the Applicant should consider a scenario where these works have been completed, to demonstrate whether the proposed development would have a detrimental impact on the revised junction arrangements/ priorities.

Following the above, the LHA should be in a position to consider the Applicants capacity assessments further.

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and can advise consideration should be given to the following:

It is noted that pedestrian access for the site has been identified as York Close and Shenton Lane however there is currently no lighting or footway on Shenton Lane. The closest served bus stop to the site is on Market Place and the walking distance from this stop to Shenton Lane is approximately 600m. The scope to use Shenton Lane for public transport would be limited and less appealing given the walking route to this stop has no footway or street lighting.

The walking distance from the bus stop on Market Place (for service 153) to the site entrance on York Close is approximately 850m and it is likely that the distance from the dwellings within the site will be even greater. There are, however, bus stops on Station Road which are currently unserved and service 153 could be extended to serve these stops, which would reduce the walking distance from the York Close entrance to approximately 600m, enabling residents to reduce single vehicle occupancy and use public transport instead. The LHA are aware that as part of application reference 24/00560/HYB, the developer is looking to extend the existing 153 Arriva service to cover Station Road. The LHA therefore advise that the Applicant should look to discuss this option with Arriva which will provide better access to public transport for the residents.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes in order to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £510 per pass.

Construction Traffic

Construction traffic and how HGV's/ construction vehicles would access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition.

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:

- Confirmation of the vehicle speeds used for swept path analysis;
- Consideration as to how access to the site would be maintained for all vehicles at all times;
- Submission of an RSA1 (including any private footway link to Shenton Lane), along with a Designer's Response to any problems raised and (if necessary) a revised drawing;
- Additional trip distribution analysis considering a scenario where the new one-way system is implemented in the centre of Market Bosworth;
- Further consideration of the committed development trips and the additional committed development outlined above, as well as the live application as a sensitivity test;
- Updated capacity assessments to reflect a scenario where the new one-way system is implemented in the centre of Market Bosworth; and
- Consideration of extending the additional 153 bus service along Station Road by liaising with Arriva.

Date Received
5 September 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
14 November 2024