

From: Alex Jelley
Sent: 01 October 2024 10:52
To: Planning Folder New
Subject: FW: 24/00083/HYB - Land At Burbage Fields Farm Bullfurlong Lane Burbage

From: David Hunt <
Sent: 01 October 2024 10:40
To: Alex Jelley <Alex.Jelley@hinckley-bosworth.gov.uk>
Subject: 24/00083/HYB - Land At Burbage Fields Farm Bullfurlong Lane Burbage

Good morning Louise,

As the LHA continue to review the additional information and impact of the proposed development on the highway I am pleased to provide comments on the internal layout, Public Right of Way and Travel Plan below.

Internal Layout

The LHA has now had the opportunity to check the internal layout of the site submitted for the planning application shown on the following plans:

- Site Layout drawing number: 1693-08-02-100 Rev. C;
- Coloured Site Plan drawing number: 1693-08-02-110 Rev. A; and
- Bin Refuse Plan drawing number: 1693-08-02-145 Rev. A

The LHA offers further comments below for consideration / action:

- The speed control measures currently designed into the layout are not acceptable. 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. The use of cushions rather than full raised tables is also something that we do not accept. The chicanes proposed are not in accordance with the Leicestershire Highway Design Guide (LHDG), please see Figure DG5b for further information.
- Further to the comment above, the minimum plateau length of vertical speed control measures should be 9m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see Part 3 of the LHDG, Figure DG5e.
- The bend widening has not been shown in accordance with Para 3.33 in Part 3 of the LHDG. The widening covers both running lanes and so does not need to be replicated on either side. There are also bends of more than 10° within the development, serving more than 25 dwellings, without widening.
- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.
- The junction radii should typically be 6m for any side roads. For further information please see Table DG5 of Part 3 of the LHDG.
- The applicant should also note that radii for turning heads should typically be 7.5m. Please see Figure DG4b of the LHDG (Part 3) for further information.

- Most of the shared surfaces in the layout are more than the maximum 50m between junctions/90-degree bends. In the affected areas, they should be shortened to be in accordance and the private drives/'normal' carriageway extended to suit.
- Some of the proposed areas of highway have visitor parking bays. The applicant should note that LCC would not seek to adopt these areas, so they should be relocated to be behind the finished highway boundary please.
- Please note that turning heads should typically end at the tangent point of the radii, unless specifically identified to need lengthening for vehicle tracking purposes. In affected areas, the private drives can be extended to suit.
- A 1m service margin is required on the north/east side of the road that serves plots 130-175. This should provisionally be shown as a bituminous margin please.
- As mentioned previously, if any roads with less than five frontages are proposed for adoption, these are not in accordance with the LHDG and should be altered to increase the number of frontages or made private.
- Please provide vehicle tracking for the site using the attached refuse vehicle specification, in addition to a bus. Tracking should include all adoptable turning heads for the refuse vehicle, and any private drives where the bin collection point is sited more than 25m from the highway. The bus stop tracking should take place around the junctions and bends on the loop and tracking should also be submitted of these vehicles around any proposed chicanes (once updated in line with LCC standards).
- It is noted that you have introduced a 3m shared footway/cycleway on the east side of the spine. Please amend to a segregated 3m cycleway and 2m footway adjacent along the spine, where not fronting plots, in line with LTN 1/20.
- It is understood that a segregated cycleway and footway would be difficult to design at accesses/plot frontages. As such, please continue with the shared 3m footway/cycleway from Plot 340 all the way around the loop.
- Please also continue the 3m shared footway/cycleway along the road linking to the 'Emergency Link' as this could be a link through to the adjacent phase and to the east.
- Management and design of where the cycleways cross vehicle accesses and junctions are to be considered further at the Section 38 (S38) stage.

Other Considerations

- Please ensure that any tree that is to be planted within the highway or the vicinity of the highway is provided with the necessary root protection and likewise any tree that is to remain within the highway or vicinity of the highway is also provided with the necessary tree 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 S38 stage from the LCC Forestry team (forestry@leics.gov.uk).

- Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) of the LHDG, this will be checked further at the S38 stage.
- All 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, this will be checked further at the S38 stage.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Private Drives

All private drives across the development should be designed in accordance with Part 3 of the LHDG, and any private drives that connect adoptable roads will not be acceptable and should be severed.

Bin Collection Points

The LHA has carried out a spot check on the location of the Bin Collection Points (BCPs) shown on drawing number: 1693-08-02-145, to ensure they are not in the vehicular visibility splays or restrict the widths of drives and they are acceptable.

However, the applicant is reminded that any BCPs should be setback and 1m x 1m pedestrian visibility splays maintained.

Residential Parking

The LHA is pleased to advise that the parking provision across the site is in general accordance with the guidance in the LHDG and would not seek to resist the proposals based on the level of parking.

Care Home Parking

The LHA note that the residential care home is in outline and will provide accommodation of up to 66 bedrooms. Therefore, the LHA will comment on the internal layout and parking for the care home if the applicant secures planning permission.

However, the applicant should ensure that a refuse vehicle and ambulance can manoeuvre around the site and leave the site in a forward gear.

Public Rights of Way (PROW)

In the previous response, the LHA asked the applicant to consider the land ownership of Bullfurlong Lane and to formalise with the County Council the public pedestrian rights on the lane by a Deed of Dedication. This would be done in liaison with the neighbouring landowner on the western side of the lane to protect the existing movement network.

After a review of the additional information provided by the applicant the LHA acknowledge that it is not within the applicants' gift to deliver the improvements suggested on Bullfurlong Lane and because it is outside of their site boundary it is beyond their control.

Notwithstanding the above, the LHA there is likely to be a requirement for the applicant to divert, extinguish or improve the PROWs across the site if planning permission is granted.

Travel Plan

The LHA confirmed in its highway observations in June 2024 that the Residential Travel Plan (RTP) did not contain the necessary detail required for the scale of the proposed development. After a review of the revised document (dated 1 August 2024) the LHA would

advise the applicant that the following points need to be clarified or addressed before the plan can be approved.

- The targets for active travel (walking and cycling) are relatively modest, aiming for only a 5% modal shift over the five-year life span of the RTP. This reflects the limited incentives outlined in the plan to encourage active travel. The LHA would recommend enhancing the incentives to support a more ambitious target for cycling and walking.
- Leicestershire County Council's Road Safety and Education Team may not be able to provide Bikeability training. As this service cannot be guaranteed, the applicant should identify an alternative provider to ensure this action is fulfilled.
- The document should include at least three key measurement points: baseline, interim, and final assessments of mode shift outcome targets. Additionally, the travel data in Table 8 should reflect total trip numbers for all modes, not just peak-hour figures.
- The largest proposed increase in sustainable travel is in bus patronage, with a target of 4.9% over five years. However, it's important to note that Leicestershire County Council is currently reviewing and redesigning its supported bus network. Services 7 and 8, operated by Arriva, are partially subsidised, and this review may affect the availability of bus services in the area. The applicant should be prepared to reconsider public transport options for residents if changes occur and may need to explore alternative provision.

Should the current services remain unchanged, it is acknowledged that Arriva's services 7 and 8 would need to route through the development to serve the three identified bus stops, as per Figure 5: Potential Bus Service Diversion, providing residents with convenient access to public transport. These considerations should be reflected in the RTP, along with a contingency to ensure the targeted reductions in single-occupancy vehicle (SOV) travel are still met.

Subject to obtaining planning permission, the LHA would advise the applicant that to support active travel measures there is likely to be Section 106 contributions for bus passes and travel packs for residents / employees of the care home, appointment of a Travel Plan Co-ordinator (TPC) and a Framework Travel Plan fee to provide support to the appointed TPC, audit annual performance reports to ensure that outcomes are being achieved

Kind regards,
David

David Hunt
Senior Transport Planner
Highway Development Management
Environment and Transport Department, Room 700

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