

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: 24/00560/HYB

Highway Reference Number: 2024/0560/04/H

Application Address: Land Off Station Road Market Bosworth Leicestershire

Application Type: Hybrid

Description of Application: Hybrid planning application seeking full planning permission for residential development of 138 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8)

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: Helen Dawkins

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 a hybrid planning application for a:

Residential development of 138 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8)

The site is located at land off Station Road, Market Bosworth. The LHA is aware the site is allocated for development in the LPA's Site Allocations and Development Management Policies DPD - adopted July 2016. The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (authored by ADC Infrastructure and dated 17th July 2024)
- Framework Travel Plan (authored by ADC Infrastructure and dated 17th July 2024)
- Nineteen47 drawing number 008 Rev. A (Planning Layout)

The LHA undertook a site visit to Station Road on Thursday 19th September 2024 at approximately 09:00. The LHA are also aware of planning application reference 24/00831/OUT (100 Dwellings, land north of Shenton Lane, Market Bosworth). Both applications have been reviewed concurrently and a response to that application will be provided separately to the LPA by the LHA.

Site Access

The site would be accessed from Station Road, a C classified road subject to a 30mph speed limit. The Applicant is proposing a single point of access to serve both the residential and employment uses. Details of the site access are provided on ADC drawing number ADC3226-DR-002 Rev. P5, which is available in the TA. The LHA will provide further comments on the site access arrangements in due course.

The LHA note that a pedestrian link is proposed between the site and Heath Road. This is welcomed and encouraged by the LHA to improve permeability of the site with the surrounding area. Nineteen47 drawing number 008 Rev. A details this to be within third party land which is outside the Applicants red line boundary. To ensure this link can be delivered, the LHA advise it should fall within the Applicants red line boundary, or the link be amended to connect with the boundary of the adopted highway. The Applicant can obtain further information in respect of the highway boundary by contacting HRE@laies.gov.uk.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five-year period between 1st January 2018 and 30th November 2023.

The Applicants study area is detailed in Figure 1 and their PIC analysis is within Paragraphs 2.9 – 2.25 of the TA.

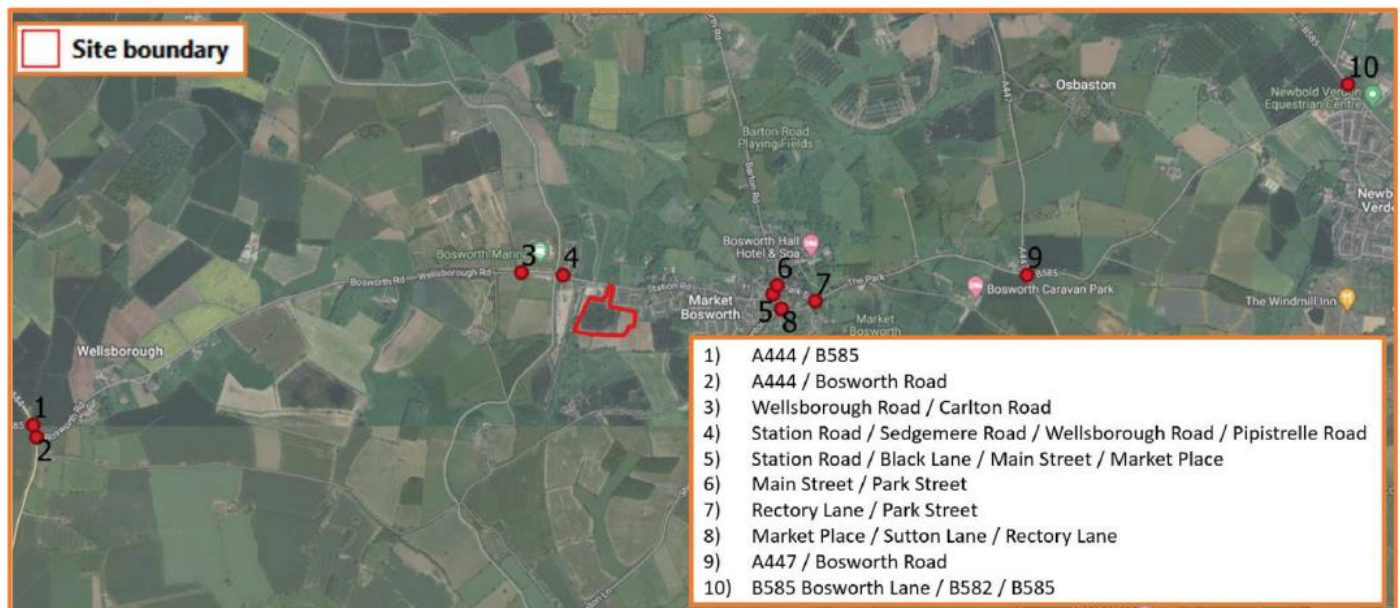


Figure 1: Applicants study area.

A total of 21 PIC’s were identified within the study area. There were 13 PICs which were recorded as slight and eight which were recorded as serious.

In addition to the PIC’s identified by the Applicant, the LHA is aware of three additional PIC’s which have occurred in the study area. All three were recorded as slight and occurred between April and July 2024. The first occurred on Park Street and involved a pedestrian and a bus, the second occurred at Junction 9 involving a collision between two vehicles and the third occurred on Bosworth Lane (B585) involving a single vehicle.

The LHA has reviewed the Applicants PIC analysis and notwithstanding the additional PIC’s outlined above, accept the Applicants conclusion that there are no specific trends within the PIC data which could reasonably be expected to be exacerbated by the proposed development.

Trip Generation and Distribution

Given there are existing businesses which would relocate because of the proposals, as well as two dwellings that would be demolished, the Applicant has considered the level of traffic which could be generated by both the existing use of the site and the proposed development.

Existing use trip generation

The Applicant has used their proposed trip rates for the residential development detailed in Table 4 further below to establish the level of trips the two existing dwellings could generate during peak hours. This is shown in Table 1 and accepted by the LHA.

existing vehicle trip rates and traffic generation		arrive	depart	two-way
trip generation (two dwellings)	AM peak hour	0	1	1
	PM peak hour	1	1	2

Table 1: Proposed trip generation – two dwellings.

The Applicant has also identified the red line of the site conflicts with two businesses, these being PH Components and Flying Spares. The Applicant states that the companies are linked. The Applicant has highlighted application reference 23/00947/FUL, where it was stated Flying Spares is proposing to re-locate to a new site elsewhere in the borough to make way for this development. That application would enable consolidation of the business from six individual units to a single location.

The Applicant has therefore used the accepted trip rates for the proposed new building, which were submitted as part of that application to demonstrate the level of trips the business could generate at the existing site. The total number of trips application reference 23/00947/FUL could generate are detailed in Table 2.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation (3273sqm)	6	0	6	0	37	37	57	57	114

Table 2: Total vehicle trips, Flying Spares relocation.

The Applicant has calculated that the total floorspace of the existing PH Components and Flying Spares buildings to be demolished are 1,149sqm. On this basis, the Applicant has calculated trip

rates from Table 2 and applied these to a 1,149sqm floorspace to establish the level of trips PH Components and Flying Spares could generate, as shown in Table 3.

existing employment trip rates and traffic generation		arrive	depart	two-way
trip rates (per sqm)	AM peak hour	0.183	0.000	0.183
	PM peak hour	0.000	1.130	1.130
trip generation (1,149sqm)	AM peak hour	2	0	2
	PM peak hour	0	13	13

Table 3: Proposed existing trip rates/ vehicle trips, PH Components & Flying Spares.

The LHA considers the existing trip rates to be acceptable.

Proposed development trip generation

To establish the level of vehicular traffic the proposed dwellings could generate during the peak hours, the Applicant has reviewed several recent planning applications in the area to compare TRICs trip rates. The trip rates accepted by the LHA as part of application reference 21/00379/FUL (73 dwellings, Sedgemere, Station Road, Market Bosworth) have been selected given these are the highest. The trip rates and trip generation for 140 dwellings are detailed in Table 4.

development vehicle trip rates and traffic generation		arrive	depart	two-way
approved trip rates (per dwelling)	AM peak hour	0.178	0.446	0.624
	PM peak hour	0.277	0.257	0.535
trip generation (140 dwellings)	AM peak hour	25	62	87
	PM peak hour	39	36	75

Table 4: Proposed trip rates and approximate vehicular trip generation (140 dwellings).

The proposed trip rates are accepted by the LHA. It is noted that application reference 24/00831/OUT has used marginally different trip rates, however the LHA advise that there would be no difference in the anticipated level of trips regardless of which trip rate is used.

For the proposed employment use, the Applicant has used the TRICs database in order to establish the approximate level of light and HGV traffic which could be generated by a total of 1,926sqm floorspace e(g)(iii) light industrial use. The approximate level of light and HGV traffic which could be generated by the proposals during the peak hours is shown in Table 5.

Light industrial vehicle trip generation (1,926sqm)									
	AM Peak			PM Peak			Daily		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Light	10	4	14	5	12	17	64	57	121
HGV	0	0	0	0	0	0	5	5	5
Total	10	4	14	5	12	17	69	62	131

Table 5: Proposed approximate vehicular trip generation (1,926sqm light industrial).

The LHA accepts the proposed trip rates for the employment use.

Net traffic generation

When considering the net change in peak hour traffic associated with both the residential and employment elements of the development, the total net traffic generation is shown in Table 6.

total net traffic generation		arrive	depart	two-way
net traffic generation	AM peak hour	+33	+65	+98
	PM peak hour	+43	+34	+77

Table 6: Total net traffic generation.

The LHA accepts the Applicants trip generation analysis.

Trip Distribution

For the residential element of the proposals, the Applicant has based trip distribution analysis on the trip distribution pattern agreed by the LHA as part of application reference 21/00970/OUT (105 dwellings, land south of The Stables, Wharf Farm, Station Road, Market Bosworth).

For the employment element of the proposals, the Applicant has used 2011 Census data. The trip distribution analysis is accepted by the LHA.

Notwithstanding the Applicants trip distribution analysis, the LHA is aware that there are proposals to implement a new one-way system in the centre of Market Bosworth in 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 outlined in Figure 1 further above. In addition, the Applicant has considered the site access junction with Station Road.

In order to establish the baseline survey data, traffic surveys were undertaken at junctions 3 and 4 on Thursday 14th March 2024, whilst the remaining traffic counts were undertaken on Wednesday 15th November 2023.

TEMPro traffic growth factors have been applied to the baseline counts to create forecast baseline traffic flows at the future year of 2029. Given the site is an allocated site, the Applicant has amended the TEMPro planning assumptions to avoid double counting the development as detailed within Paragraph 6.5 of the TA. The LHA accepts the Applicants traffic growth factors.

The Applicant has also included 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.
- 21/00379/FUL – 73 dwellings. Sedgemere, Station Road, Market Bosworth.
- 23/00667/FUL – Change of use of dwelling to Special Educational Needs School. The Old Rectory, 8 Rectory Lane, Market Bosworth.

Whilst the LHA accepts the committed developments which have been considered by the Applicant, as advised further above, the LHA is aware of live application reference 24/00831/OUT.

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.

Off-Site Implications

All details of the Applicants proposed off-site works are shown on ADC drawing number ADC3226-DR-002 Rev. P5.

Proposed speed reducing measures

The LHA will provide further advice on the proposed speed reducing measures at the time it comments on the site access arrangements.

Weight restriction relocation

Currently, there is an existing 7.5 tonne (except for loading) weight restriction in force on Station Road immediately to the east of the existing industrial estate access. The Applicant is proposing to relocate the weight restriction to the east of the Kyngs Golf Club access and west of the junction of Godsons Hill with Station Road.

In order to restrict HGV's from accessing the proposed employment site through the centre of Market Bosworth and only access the site from the West/ A444, the LHA advise it is necessary for the Applicant to relocate the existing weight restriction. Whilst the LHA welcome the Applicants proposals, the LHA request the proposed weight restriction location is situated immediately to the east of the proposed site access, similar to the existing situation at the existing industrial estate access. In addition, positive black HGV signage should be installed opposite the proposed junction to direct HGVs back to the A444 when exiting the site.

The LHA advise the cost of the Traffic Regulation Order (TRO) associated with relocating the existing weight restriction will be approximately £7,500. This would be required as part of a Section 106 contribution in the event the proposals are granted planning permission by the LPA. In addition, the Applicant will be liable for all costs associated with the relocation/ installation of signage because of the proposals.

Consideration of pedestrian crossing facilities

Pedestrians leaving the site onto Station Road would need to cross the road, given there is no pedestrian footway on the southern site of Station Road up to Springfield Close. The Applicant has undertaken a PV² assessment to ascertain whether any formal pedestrian crossing facilities would be required on Station Road within the vicinity of the site access. The results of the assessment (included within Appendix H of the TA) have indicated that there is no justification for a formal pedestrian crossing facility to be installed as a result of the proposals. An uncontrolled pedestrian crossing point (dropped kerbs and tactile paving) has therefore been proposed on Station Road, which is considered acceptable to the LHA.

Internal Layout

The Applicant has applied for full planning permission for the residential element of the proposals only and at this stage, the layout of the employment element of the site is not to be determined. The LHA therefore provide internal layout comments in respect of the residential proposals only. In the event the hybrid planning application is granted planning permission by the LPA, the LHA would consider the parking provision for the employment site as part a future reserved matters application.

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>).

After reviewing Nineteen47 drawing number 008 Rev. A (Planning Layout), the LHA advises that the internal access roads are currently not suitable for adoption. Whilst the road layout is not considered unsafe and adoptability is not a material planning consideration, the LHA advise the following amendments to the layout are required at the application stage prior to determination as plot layouts could be affected.

- There is pedestrian access to the development shown via Station Road which would accommodate the pedestrian desire line from the site to Market Bosworth village centre. A secondary pedestrian link to Heath Road does not provide connection to an established footway, due to the lack of pedestrian facilities within the turning head adjacent to No 81. The Applicant has shown an area to the west of the connection point as within the red line boundary which may provide a possible solution to the issue. The use of such a link would be limited, due to a lack of destination at Heath Road.
- The proposed width of 7.35m for the access road to the employment area is in accordance with Part 3, Table DG1 of the LHDG. The turning head geometry at the proposed limit of this road is not in accordance with Part 3, Figure DG4c of the LHDG.
- Speed control is not in accordance with Part 3, Table DG8 of the LHDG and should be amended.
- Visibility splays should be in accordance with LHDG Table DG1 and appropriate for the design speed of the roads. Visibility splays have been shown without dimension.
- Vehicle accesses should be located at least 10m from the radii of a junction to avoid conflict with turning vehicles and crossing points.

Additional Comments

- The Applicant should be advised that Leicestershire County Council will not maintain any of the green areas shown on the Planning Layout.
- Any shared private drive serving more than five but no more than 25 dwellings shall be a minimum of 4.8 metres wide for at least the first five metres behind the highway boundary and a drop crossing of a minimum size, as shown in Figure DG20 of the LHDG, at its junction with the adopted road carriageway.

- The Applicant should refer to LHDG Part 3 Section DG18 regarding the use of long private drives to ensure compliance with the requirements set out regarding refuse collection, turning heads and emergency vehicle access.
- Any roads which are proposed to be put forward as part of a Section 38 agreement should have gradients which conform to the standards set out in Part 3, Table DG1 of the LHDG.
- The LHA are unable to comment on drainage proposals as gully positions have not been shown. All drainage should be in accordance with LHDG Part 3 DG12. It must be ensured that surface water from private land does not run or pool in the public highway.

Parking provision

The LHA has reviewed the parking provision in respect of each plot and can confirm that the number of parking spaces per plot are acceptable, as well as the dimensions.

1.0 x 1.0m pedestrian visibility splays have also been shown where driveways meet the pedestrian footway. Pedestrian visibility splays will also need to be detailed where shared private drives meet the adopted highway. Garage dimensions, including the internal garage for the Litton plots are also considered to be in accordance with LHDG guidance and could therefore be considered as a usable parking space.

The LHA would however advise that the majority of four bed plots have parking in a tandem arrangement, which could lead to an increase in on-street parking. It is therefore requested that the Applicant reviews the tandem parking arrangements to reduce the number of plots where this could be an issue.

Finally, turning provision should be provided for the shared private drive connecting to the Employment Road, given the length of this road.

Transport Sustainability

The LHA has reviewed the Framework Travel Plan (FTP) and can advise currently, the following points:

- The Applicant should review the Travel Plan in consideration of these comments and also in line with the Leicestershire County Council (LCC) guidance www.choosehowyoumove.co.uk/wp-content/uploads/2019/12/writing-a-successful-travel-plan.pdf which must be followed for the plan to be approved and before being re-submitted.
- The plan should contain a comprehensive range of initiatives and SMART objectives that are clearly set out in the plan, with specific timescales of delivery and by whom over the life span of the plan to mitigate the impact on the local area and environment, set out clearly in an Action Plan.
- A suitably qualified professional will need to be appointed to the role of Travel Plan Co-ordinator (TPC) whose full name and contact details should be provided to LCC via s106monitoring@leics.gov.uk upon appointment. The TPC is responsible for:
 - Developing and leading initiatives to promote sustainable travel awareness and sustainable modes used amongst all regular travellers to and from the site and be proactive in this role for the life span of the plan.

- Research and promote the introduction/retention of suitable, practical, affordable alternatives to car-based travel for the site – including negotiations with delivery partners.
 - Liaise with relevant bodies: Local Authority, transport providers, specialist transport consultancies etc and convene and administer any internal steering group sessions.
 - Manage day-to-day operational and implementation requirements of the agreed travel plan and its initiatives and incentives.
- It is requested that the FTP, once approved, is implemented and monitored for no less than five years after occupation.
 - The preferred system for monitoring is MODESHIFT STARS – the TPC can register at Modeshift.org.uk, with the Travel Plan Monitoring Fee required for this site being £11,337.50.

The Applicant has liaised with Arriva with regards to extending the route of the existing 153 bus service along Station Road to serve the site, as detailed within Paragraphs 3.29 and 3.30 of the TA. The LHA welcome the extension of the bus service as this would considerably reduce walking distances for residents/ employees, who would otherwise have to walk approximately 1.4km to/ from the centre of Market Bosworth to catch the bus. The LHA advise that necessary extension of the service would need to be delivered at the full expense of the Applicant and would seek to secure this in the event it is mindful to advise no objection to the proposals in the future.

It is noted that Arriva has suggested the existing bus stops (ATCO codes: 260011003 & 260011004) close to the proposed site access would need to be relocated. The LHA advise that relocated stops should be equipped with a pole, flag, timetable case, bus stand road markings and raised kerbs. It would be beneficial for an indicative location of the proposed bus stops to be provided at this stage. Bus stops would be subject to traffic management assessments.

The FTP also references that there may be a phase 2 for this site and Arriva has indicated they would consider routing their 153 service into the development. In this case, the road width within the site needs to be a minimum of 6.75m to accommodate bus vehicles. Infrastructure for bus stops will also need to be installed within the site. The Applicant may wish to future proof the current development for this option, however additional carriageway widths over and above those required by the LHA for the current phase of development may be liable to a commuted sum.

The Applicant would be required to provide a travel pack per dwelling/ employee (currently £52.85 per pack, if supplied by LCC) which contains an application form for two (residential) / one (employment) six-month bus pass(es) 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 advise that in the event it is mindful to advise approval of the proposals to the LPA in the future, it would request a condition that a Construction Management Plan which includes details of the routing of construction traffic, along with details of parking and wheel washing facilities would be required as a condition. The LHA would require the details to be approved by the LPA prior to construction commencing on-site.

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 the pedestrian access onto Heath Lane will not pass through third party land;
- Additional trip distribution analysis considering a scenario where the new one-way system is implemented in the centre of Market Bosworth;
- Updated capacity assessments to reflect a scenario where the new one-way system is implemented in the centre of Market Bosworth;
- Consideration of application 24/00831/OUT as a sensitivity test within the updated capacity assessments;
- Amendments to the location of the proposed weight restriction;
- Amendments to the internal layout as detailed further above; and
- Provision of indicative bus stop locations close to the site access on Station Road.

Date Received
30 August 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
28 October 2024