

**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: 24/00264/OUT

Highway Reference Number: 2024/0264/04/H/R2

Application Address: Land North Of Normandy Way Hinckley Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Simon Atha

County Councillor: Hollycroft ED - Ann Pendlebury CC

Road Classification: Class A

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 the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on an outline (with access) application for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure. The site is located at land north Of Normandy Way, Hinckley.

The LHA previously provided formal comments dated 3rd July 2024 requesting further information in relation to the site access, personal injury collision (PIC) data, traffic distribution and assignment, and undertaking modelling through the use of the Pan Regional Transport Model (PRTM).

This second set of highway observations are in response to the following documents which have been submitted to the Local Planning Authority (LPA):

- Technical Note 1 (TN1) prepared by Hub Transport Planning dated 28th January 2025;
- Transport Assessment Addendum (TAA) prepared by Hub Transport Planning dated 11th April 2025;
- Stage 1 Road Safety Audit (RSA) prepared by RKS Associates dated May 2025 which includes the Designer's Response in Appendix B;
- Proposed Site Access Layout, drawing no. 001 Rev G;
- Proposed Site Access Layout Swept Paths 01, drawing no. 004 Rev D; and
- Proposed Site Access Layout Swept Paths 02, drawing no. 005 Rev C

Site Access

The LHA previously commented on the site access roundabout design and swept path analysis and also noted that there was no submitted Stage 1 RSA and Designer's Response. The LHA note that an RSA and accompanying Designer's Response has now been submitted. The LHA comment on the access design and RSA below.

T23548-001-Rev G Proposed Site Access Layout

Further geometric information has been provided as part of the resubmission for the roundabout and is in accordance with the requirements of the DMRB: circulatory carriageway width, central island diameter, entry kerb radius and exit widths. However, the exit kerb radii and the entry angles have not been shown on the drawing.

For the ghost right turn lane, the lane widths, turning length and deceleration length meet the requirements of DMRB CD123 Table 5.22 for a 40mph / 70kph design speed. A direct taper length of 5m is shown, but Table 5.22 states that this is suitable for a design speed of up to 60kph.

120m forward visibility splays are shown on the approaches to the roundabout, which are in accordance with DMRB CD109 Table 2.10 for a design speed of 70kph.

The existing highway boundary and the proposed land take required for the proposed works should be provided on a drawing.

For the toucan crossing it may be worth having a small section of shared use cycleway where the crossing joins the existing segregated cycleway.

The carriageway lane widths meet the requirements of LTN1/20. The forward visibility to the signals heads meets the requirements of DMRB CD109. The 4.0m wide traffic island will provide adequate width for cyclists when using the staggered crossing.

T23548-004-Rev D Swept Paths 01

The applicant has confirmed that vehicle speeds of 15kph have been used for the swept paths.

Additional swept paths have been provided for an 18.55m length articulated vehicle, demonstrating that when travelling side by side they would be the only vehicles requiring use of the overrun area. The LHA note that these movements would occur infrequently and therefore no overrun facilities are required to be provided by the Applicant.

T23548-005-Rev A Swept Paths 02

The applicant has confirmed that vehicle speeds of 15kph have been used for the swept paths.

Highway Safety

As per its previous comments, the LHA note that the PIC data does not cover the latest five-year period. The Applicant should note that updated PIC data should be obtained for the Area of Influence (Aol) as established through the PRTM and submitted to the LHA for review.

PRTM modelling

The Aol identified the following junctions as requiring further investigation/assessment in the 2032 and 2036 future year scenarios:

- Stoke Road/A47 roundabout;
- Ashby Road/A47 signal junction;
- A47/Wykin Road roundabout;
- A47/Roston Drive roundabout;
- Stoke Road/Tudor Road priority junction;
- Stoke Road/Hollycroft/Wykin Road mini roundabout;
- The Common/A47 roundabout;
- Leicester Road/Highfields Road signal junction; and
- Hinckley Road/Stoke Road mini roundabout.

In the e-mail to the Applicant dated 12th February 2025, the LHA considered that the proposed methodology for creating appropriate turning flows to inform standalone junctions was inappropriate. The LHA therefore advised that the Network, Data & Intelligence team could undertake the Furnessing process on their behalf.

The Furnessed junction turning counts from the PRTM are now provided as Appendix A to the TAA. The LHA are satisfied with the Furnessing methodology.

The LHA comment on each of the Furnessed traffic flows below for each junction.

Stoke Road/A47 Normandy Way

It is noted that the result of the impact analysis for the Stoke Road/A47 junction shows less traffic passing through the junction in both 2032 and 2036 (due to reassignment through Phases 1 and 2 of the development). However, the Applicant has included this junction within the capacity assessment due to its proximity to the site and given that an improvement scheme was proposed at this junction as part of the Phase 1 development mitigation.

Ashby Road/A47 Normandy Way

The Applicant is required to include the Ashby Road/A47 Normandy Way junction within the capacity assessments on the basis that the development traffic impact exceeds 30 two-way trips through the junction in all four development scenarios, and across several approach arms.

The junction is subject to a future LHA mitigation scheme and therefore the Applicant needs to understand the development traffic impacts to be able to address a potential contribution towards the preferred LHA scheme.

Wykin Road/A47 Normandy Way

The Wykin Road/A47 Normandy Way junction has been excluded from the capacity assessment on the basis that there are less than 30 two-way trips through the junction in each of the four scenarios and a development impact of 1% or less. The LHA agree that no capacity assessment is required.

Roston Drive/A47 Normandy Way

The Roston Drive/A47 Normandy Way junction has been excluded from the capacity assessment on the basis that there are less than 30 two-way trips through the junction in each of the four scenarios and a development impact of 1% or less. The LHA agree that no capacity assessment is required.

Stoke Road/Tudor Road

The Stoke Road/Tudor Road junction has been excluded from the capacity assessment on the basis that there are less than 30 two-way trips through the junction in each of the four scenarios and a development impact of 3% and 4%.

The Applicant also highlights the previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario.

This was shown in Tables 27 and 28 of the TA report that accompanied the Phase 1 application, and an extract is provided below for reference purposes.

Table 27 – Stoke Road/Tudor Road Priority T-Junction (Northern Junction) Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Tudor Road	0.61	2	27	0.41	1	18
Stoke Road (RT)	0.00	0	0	0.00	0	0
2026 Base + Committed						
Tudor Road	0.66	2	31	0.37	1	17
Stoke Road (RT)	0.00	0	0	0.00	0	0
2026 Base + Committed + Development						
Tudor Road	0.68	2	33	0.44	1	19
Stoke Road (RT)	0.00	0	0	0.00	0	0
2032 Base + Committed						
Tudor Road	0.67	2	32	0.44	1	18
Stoke Road (RT)	0.00	0	0	0.00	0	0
2032 Base + Committed + Development						
Tudor Road	0.70	2	35	0.47	1	20
Stoke Road (RT)	0.00	0	0	0.00	0	0

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

Table 28 – Stoke Road/Tudor Road Priority T-Junction (Southern Junction) Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
Tudor Road	0.26	0	9	0.21	0	8
Stoke Road (RT)	0.27	1	6	0.27	1	6
2026 Base + Committed						
Tudor Road	0.21	0	9	0.21	0	9
Stoke Road (RT)	0.27	1	6	0.27	1	6
2026 Base + Committed + Development						
Tudor Road	0.21	0	9	0.21	0	9
Stoke Road (RT)	0.28	1	6	0.28	1	6
2032 Base + Committed						
Tudor Road	0.20	0	9	0.20	0	9
Stoke Road (RT)	0.27	1	6	0.27	1	6
2032 Base + Committed + Development						
Tudor Road	0.20	0	9	0.20	0	8
Stoke Road (RT)	0.28	1	6	0.28	1	6

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

The Applicant consider that the Phase 2 development traffic will have a material impact on this junction, given the existing spare capacity only recently modelled as part of the Phase 1 application. The LHA agree that no capacity assessment is required in this instance.

Stoke Road/Hollycroft/Wykin Road

The Stoke Road/Hollycroft/Wykin Road junction has been excluded from the capacity assessment on the basis that there are less than 30 two-way trips through the junction in each of the four scenarios and a development impact of 2%. The LHA agree that no capacity assessment is required.

The Common/A47 Normandy Way

Notwithstanding that whilst the 2036 evening peak hour sees more than 30 two-way trips through the junction in the 2036 development scenario, the impact is 3%.

The Applicant has highlighted that the previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario.

This was shown in Table 30 of the TA report that accompanied the Phase 1 application, and an extract is provided below for reference purposes:

Table 30 – A47/The Common Roundabout Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2022 Base						
A47 East	0.62	2	4	0.52	1	3
B4668	0.38	1	4	0.55	1	5
A47 West	0.42	1	4	0.62	2	6
The Common	0.27	0	4	0.18	0	4

2026 Base + Committed						
A47 East	0.67	2	4	0.58	1	3
B4668	0.42	1	5	0.60	2	6
A47 West	0.41	1	4	0.63	2	6
The Common	0.30	0	4	0.17	0	4
2026 Base + Committed + Development						
A47 East	0.68	2	4	0.60	2	3
B4668	0.42	1	5	0.61	2	7
A47 West	0.44	1	4	0.65	2	7
The Common	0.31	1	4	0.17	0	4
2032 Base + Committed						
A47 East	0.69	2	4	0.59	1	3
B4668	0.41	1	5	0.62	2	7
A47 West	0.40	1	4	0.66	2	7
The Common	0.33	1	4	0.17	0	4
2032 Base + Committed + Development						
A47 East	0.70	3	5	0.61	2	3
B4668	0.42	1	5	0.64	2	7
A47 West	0.43	1	4	0.67	2	7
The Common	0.34	1	4	0.19	0	4

RFC – Ratio of Flow to Capacity. Queue – Max. Mean Queue. Delay – Seconds per vehicle.

The Applicant considers that the Phase 2 development traffic will have a material impact on this junction, given the existing spare capacity only recently modelled as part of the Phase 1 application. The LHA agree that no capacity assessment is required in this instance.

Leicester Road/Highfields Road

The morning peak hour in 2032, and both peak hours in 2036 see more than 30 two-way trips through the junction, the impact is just 2%.

Observations of this signalised junction do not indicate any significant capacity issues at the junction at present, and as a signalised junction, the additional traffic would represent approximately one additional vehicle through the junction every one to two cycles.

As such, the impact of the development traffic is considered to be negligible, and the LHA consider no capacity assessment is required in this instance.

Hinckley Road/Stoke Road

The development traffic is considered to be negligible as only the 2036 AM scenario exceeds 30 two-way trips. With the impact being 4%.

The previous assessment work undertaken at this junction for the Phase 1 development demonstrated that the junction operated well within capacity in all tested scenarios, including the 2032 with development scenario. The LHA agree that no further assessment is required.

Dodwells Roundabout

The LHA note that this junction does not lie with the Aol for the proposed development site. It should also be noted that the A5 and circulatory of the roundabout is under the jurisdiction of National Highways (NH). It is noted that the junction is congested, based on the impact assessment above, the Applicant has excluded the Dodwells Roundabout junction from the highway network capacity analysis on the basis that the development traffic impact is not material as no scenario exceeds 30 two-way trips through the junction, with the impact being between just 0.1% and 0.4%.

Notwithstanding this, the LHA would advise the Applicant to consult with NH for their comments on the results of the impact analysis and whether the use of the A5 Paramics Corridor model is required to assess the impact on both the Dodwells Roundabout and the Longshoot junction. The LHA considers that this may be required and therefore the LHA will subsequently comment in future observations on the acceptability of the above results and whether or not mitigation is required pending a response from NH.

Junction Capacity assessments

Based on the impact analysis above, detailed assessments have been undertaken for the following junctions only:

- Proposed Site Access Roundabout;
- Phase 1 Site Access Roundabout;
- A47 / Stoke Road Roundabout; and
- A47/Ashby Road Signal Junction.

The LHA considered the results of the detailed capacity assessment of each junction in the following sections of this response.

Proposed Site Access roundabout

Table 1 which has been extracted from the TAA below demonstrates that the proposed site access roundabout junction is predicted to operate with minimal queues and delay.

Table 1 – Site Access Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2032 Base + Committed + Development						
Site Access	0.41	1	7	0.23	0	6
A47 East	0.65	2	5	0.66	2	5
A47 West	0.44	1	3	0.54	1	4
2036 Base + Committed + Development						
Site Access	0.48	1	8	0.30	0	7
A47 East	0.67	2	6	0.67	2	6
A47 West	0.44	1	3	0.56	1	4

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

The LHA have reviewed and verified the model and consider it to be acceptable. The LHA is therefore content that the site access is predicted to operate with sufficient capacity.

Phase 1 Site Access roundabout

Table 2 which has been extracted from the TAA below indicates that development traffic increase on the network resulting from the delivery of the Phase 2 development site will have minimal impact on the Phase 1 site access junction.

Table 2 – Phase 1 Site Access Assessment

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2032 Base + Committed + Development						
Ph1 Site Access	0.15	0	4	0.09	0	3
Stoke Road (S)	0.39	1	5	0.53	1	6
Stoke Road (N)	0.66	2	8	0.40	1	5
2036 Base + Committed + Development						
Ph1 Site Access	0.17	0	5	0.07	0	4
Stoke Road (S)	0.42	1	5	0.58	1	7
Stoke Road (N)	0.71	3	7	0.48	1	6

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per PCU

The LHA have reviewed and verified the model and consider it to be acceptable. The LHA therefore consider that the development traffic from Phase 2 will not have a material impact on the Phase 1 access.

A47/Stoke Road roundabout

The A47/Stoke Road roundabout with the agreed Phase 1 mitigation has been modelled. Table 3 which has been extracted from the TAA below demonstrates that the queues and delays are low across all the scenarios tested, including those where development traffic is included. Therefore, it can be considered that the proposed development is forecast to have a minimal impact on the operation of the junction in both peak hours.

Table 3 – A47/Stoke Road Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2026 Base + Committed						
Stoke Road North	0.46	1	5	0.22	0	4
A47 East	0.64	2	6	0.70	2	6
Stoke Road South	0.43	1	5	0.39	1	5
Sword Drive	0.13	0	5	0.12	0	5
A47 West	0.49	1	4	0.49	1	4
2032 Base + Committed						
Stoke Road North	0.81	4	16	0.49	1	6
A47 East	0.79	4	10	0.87	7	15
Stoke Road South	0.57	1	8	0.60	2	9
Sword Drive	0.22	0	8	0.22	0	8
A47 West	0.58	2	5	0.67	2	7
2032 Base + Committed + Development						
Stoke Road North	0.65	2	8	0.41	1	5
A47 East	0.73	3	8	0.82	4	11
Stoke Road South	0.56	1	8	0.54	1	8
Sword Drive	0.19	0	7	0.19	0	7
A47 West	0.56	1	5	0.64	2	6
2036 Base + Committed						
Stoke Road North	0.84	5	19	0.53	1	7
A47 East	0.81	4	11	0.89	7	17
Stoke Road South	0.59	2	9	0.62	2	10
Sword Drive	0.23	0	8	0.23	0	8
A47 West	0.60	2	6	0.70	2	8
2036 Base + Committed + Development						
Stoke Road North	0.70	2	10	0.48	1	6
A47 East	0.76	3	9	0.83	5	12
Stoke Road South	0.59	1	8	0.58	1	8
Sword Drive	0.21	0	7	0.20	0	7
A47 West	0.58	1	5	0.67	2	7

RFC: Ratio of Flow to Capacity; Queue: Max Queue; Delay: Second per VCU

The LHA have reviewed and verified the model and consider it to be acceptable. The LHA consider that the roundabout is forecast to operate with sufficient capacity with the Phase 1 mitigation in place. The LHA will condition the Phase 1 mitigation scheme in any case when it is a position to advise approval, in the event that Phase 1 is not delivered.

A47/Ashby Road Signal Junction

The layout of the junction is based on a proposed mitigation scheme produced by LCC (drawing ref. A1- 4332.000/H1/**/**), which has been modelled using the same parameters and model setup as the Phase 1 assessment of this scheme.

Table 4 indicates how the junction is predicted to operate in the future year scenarios with no pedestrians, whilst Table 5 indicates how the junction would perform with pedestrians crossing once every two cycles. Both Tables which have been extracted from the TAA and are shown below.

Table 4 – A47/Ashby Road Signals – No Pedestrians – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2026 + Committed						
A47 West (L&A)	57.9	7	24	51.3	8	24
A47 West (R&A)	39.8	4	22	57.6	10	25
Ashby Road North (All)	59.0	7	17	57.8	7	20
A47 East (All)	49.4	6	20	49.3	7	21
Ashby Road South (L&A)	39.4	4	17	43.0	5	21
Ashby Road (R)	38.0	2	32	42.0	3	37
Cycle Time (s)	75			90		
PRC (%)	52.6			55.8		
Delay (PCU/Hr)	15.27			17.44		
2032 Base + Committed						
A47 West (L&A)	65.9	10	20	53.4	9	18
A47 West (R&A)	43.2	4	18	49.2	9	17
Ashby Road North (All)	65.9	8	24	58.0	7	27
A47 East (All)	60.4	8	16	60.0	8	16
Ashby Road South (L&A)	47.9	4	24	56.9	7	31
Ashby Road (R)	53.9	3	49	60.4	4	54
Cycle Time (s)	75			90		
PRC (%)	36.6			49.1		
Delay (PCU/Hr)	18.63			19.27		
2032 Base + Committed + Development						
A47 West (L&A)	68.6	11	19	57.1	10	19
A47 West (R&A)	49.6	4	19	53.5	9	19
Ashby Road North (All)	68.9	8	26	60.8	7	26
A47 East (All)	58.3	7	15	61.9	9	17
Ashby Road South (L&A)	49.5	4	26	61.0	7	31
Ashby Road (R)	60.9	3	58	57.1	4	50
Cycle Time (s)	75			90		
PRC (%)	30.7			45.3		
Delay (PCU/Hr)	19.33			20.52		
2036 Base + Committed						
A47 West (L&A)	67.9	11	21	56.7	10	19
A47 West (R&A)	41.8	4	19	51.1	9	18
Ashby Road North (All)	67.5	8	23	58.5	7	26
A47 East (All)	64.5	9	18	63.0	9	18
Ashby Road South (L&A)	47.7	4	23	60.8	8	32
Ashby Road (R)	53.0	2	48	62.3	5	54
Cycle Time (s)	75			90		
PRC (%)	32.5			42.9		
Delay (PCU/Hr)	19.57			20.70		
2036 Base + Committed + Development						
A47 West (L&A)	73.0	13	21	65.4	12	23
A47 West (R&A)	52.0	4	20	56.4	10	21
Ashby Road North (All)	71.6	9	27	54.3	6	24
A47 East (All)	61.1	8	15	65.9	10	19
Ashby Road South (L&A)	51.9	5	26	65.0	9	30
Ashby Road (R)	69.0	3	68	54.4	4	46
Cycle Time (s)	75			90		
PRC (%)	23.3			36.6		
Delay (PCU/Hr)	21.04			22.39		

Sat – Degree of Saturation %, Queue – Max mean queue (PCUs), Delay – seconds per PCU

Table 5 – A47/Ashby Road Signals – Pedestrians Every Other – LinSig Summary Results

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Sat (%)	Queue	Delay (s)	Sat (%)	Queue	Delay (s)
2026 + Committed						
A47 West (L&A)	63.9	10	33	64.6	10	30
A47 West (R&A)	44.2	6	29	55.6	9	27
Ashby Road North (All)	64.0	9	22	61.6	9	24
A47 East (All)	57.6	9	28	52.0	7	24
Ashby Road South (L&A)	54.5	6	31	64.6	9	41
Ashby Road (R)	52.1	3	51	64.3	5	68
Cycle Time (s)	180			180		
PRC (%)	40.5			39.2		
Delay (PCU/Hr)	21.69			23.14		
2032 Base + Committed						
A47 West (L&A)	73.1	14	29	70.2	15	32
A47 West (R&A)	53.0	5	27	64.5	15	30
Ashby Road North (All)	71.0	10	30	53.0	7	24
A47 East (All)	69.3	11	24	70.6	14	28
Ashby Road South (L&A)	71.9	7	48	70.3	8	41
Ashby Road (R)	72.9	4	84	69.5	5	71
Cycle Time (s)	180			180		
PRC (%)	23.1			27.5		
Delay (PCU/Hr)	28.11			27.81		
2032 Base + Committed + Development						
A47 West (L&A)	76.4	16	29	74.5	13	33
A47 West (R&A)	60.9	6	28	69.3	13	31
Ashby Road North (All)	73.6	11	33	51.0	7	24
A47 East (All)	67.0	10	22	75.2	12	28
Ashby Road South (L&A)	75.4	7	53	75.4	9	42
Ashby Road (R)	75.3	4	94	67.0	5	61
Cycle Time (s)	180			180		
PRC (%)	17.8			19.3		
Delay (PCU/Hr)	29.41			28.85		
2036 Base + Committed						
A47 West (L&A)	63.6	10	33	75.6	14	34
A47 West (R&A)	46.2	6	29	65.0	12	29
Ashby Road North (All)	63.5	9	22	54.1	7	24
A47 East (All)	58.5	9	28	73.6	13	28
Ashby Road South (L&A)	53.3	6	30	76.4	10	45
Ashby Road (R)	52.1	3	51	71.8	5	66
Cycle Time (s)	180			180		
PRC (%)	41.5			17.8		
Delay (PCU/Hr)	21.67			29.06		
2036 Base + Committed + Development						
A47 West (L&A)	80.4	22	33	82.9	17	39
A47 West (R&A)	62.6	8	30	71.1	14	32
Ashby Road North (All)	77.7	11	35	51.0	6	23
A47 East (All)	69.7	14	24	75.5	13	29
Ashby Road South (L&A)	81.1	9	55	83.8	12	49
Ashby Road (R)	77.3	4	98	67.8	5	60
Cycle Time (s)	180			180		
PRC (%)	11.0			7.3		
Delay (PCU/Hr)	32.83			32.68		

Sat – Degree of Saturation %, Queue – Max mean queue (PCUs), Delay – seconds per PCU

Tables 4 and 5 demonstrate that in the future year scenarios, the junction will have some spare capacity; however, the proposed development will use some of the spare capacity delivered by the mitigation scheme and therefore is considered to have a material impact on the operation of the junction, particularly in the 2036 scenarios, and in the AM peak (more so than the PM peak).

Therefore, the Applicant has stated that the proposed development site is expected to contribute towards a preferred mitigation scheme which the LHA is currently developing. The LHA conforms that this is likely to be acceptable, subject to agreement over the scale and trigger/s of contributions.

Date Received
6 May 2025

Case Officer
Suraj Dave

Reviewer
AW

Date issued
20 June 2025