

**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: P/21/2639/2

Highway Reference Number: 2021/2639/02/H/R1

Application Address: Land North of Barkby Road Syston Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline application for up to 195 dwellings with all matters reserved except access.

GENERAL DETAILS

Planning Case Officer: Louise Winson

Applicant: Taylor Wimpey (UK) Ltd

County Councillor: Mr Tom Barkley

Parish: Syston

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. Under the current Covid-19 situation we would ask that any such work is carried out in accordance with the latest Government guidance.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on an outline with access planning application for up to 195 dwellings to be located on land north of Barkby Road, Syston.

The LHA provided an initial holding response on 18th March 2022 as, given the scale of development and due to the volume and complexity of technical evidence submitted, the the LHA required more time to provide formal comments.

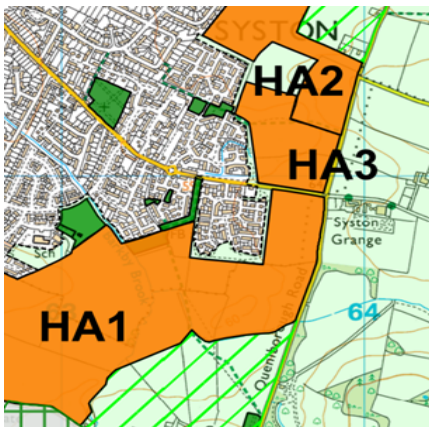
The LHA understand that a previous application for the same quantum of development was submitted in 2018 (Ref: P/18/1366/2). The application was subsequently withdrawn, however the LHA did not advise of an objection.

These highway comments are in response to the following documents which have been submitted via Charnwood Borough Council's planning website.

- Transport Assessment (TA) prepared by David Tucker Associates, dated 30th November 2021;
- Travel Plan prepared by David Tucker Associates, dated 23rd September 2021;
- Location Plan, drawing no. DRG: P20-3155 001;
- Proposed Site Access, drawing no. 20060-02 Rev C; and
- Concept Masterplan, drawing no. DRG: P20-3155 003 Rev F

The LHA note that the application site is site HA3 in the LPA's draft local plan, which is shortly to undergo the EIP stage. As shown in the extract from the LPA's draft local plan proposals map below (not to scale), site HA3 is opposite or adjacent to sites HA1 and HA2.

Whilst the LHA has reviewed the proposed site access below, it is concerned that the development proposals may not have been considered in light of emerging local plan sites HA1 and HA2. For example, could the proposed site access for HA3 have an adverse effect on any potential access strategy for site HA1? The LHA would consider it advisable that this considered at this stage, and would welcome the LPA's view on this matter.



Site Access

Barkby Road is a C classified road, subject to a 40mph speed limit in the vicinity of the site access.

Notwithstanding the LHA's comments with respect to the emerging local plan above, the LHA note that the site is proposed to be accessed via a new priority junction off Barkby Road, Syston, with a ghost right turn lane into the site. As shown on David Tucker drawing number 20060-02 Rev C, a 5.5m width is demonstrated with visibility spays of 2.4m by 75m to the east along Barkby Road and 2.4m by 120m to the west along Barkby Road. The visibility splays have been based on 85th percentile recorded speeds which have been obtained from an ATC survey between the 31/02/2018 – 06/02/2018.

Notwithstanding the above, as the recorded data is more than 3 years old, the LHA would request for a new speed survey to be undertaken at the point of the site access. The Applicant can commission the Network Data and Intelligence team at the LHA to undertake a survey on their behalf should they wish to do so. They can be contacted at ndi@leics.gov.uk. The Applicant is also required to contact the NDI team with respect to obtaining a Section 50 permit in advance of a survey being undertaken.

Vehicle swept path analysis has been provided (DTA drawing no. 20060-02b-1 which demonstrates that the access junction can cater satisfactorily for the swept paths of a large refuse vehicle for all movements. The LHA notes whilst the refuse wagon does encroach onto opposite carriageways, it should be noted that these movements will be infrequent and occur outside of the peak hour periods.

A Stage 1 Road Safety Audit (RSA1), prepared by Mott MacDonald dated 11 October 2018, has been submitted with the TA. The RSA1 did not raise any issues. As there have been no changes to the highway network in the vicinity of the site and there have been no PICs at the location of the site access, the LHA consider the 2018 RSA1 to be acceptable.

Highway Safety

Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council for the most recent five-year period from 01/01/2016 to 28/02/2021.

A total of 18 PICs have been recorded over the most recent 5-year period of which 12 were classed as 'slight' in severity and six classed as 'serious' in severity.

Having reviewed the submitted PIC data, the LHA note on their records that an additional PIC occurred on 16/09/2021 on Queniborough Road and was recorded as 'serious'.

Notwithstanding the above, having reviewed the data, the LHA does not consider there any patterns of PICs which could be exacerbated by the development proposals.

Trip Generation

The Applicant has calculated the predicted vehicular and person trips likely to be generated by the site using the TRICS database and has provided the trip rates shown in Table 6 and associated trip generation in Table 7 below which has been extracted from the TA.

Table 6 – Vehicle and person TRICS trip rates per dwelling

	Vehicle Trips			Person Trips		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	0.155	0.309	0.464	0.185	0.541	0.726
17:00-18:00	0.288	0.15	0.438	0.412	0.206	0.618
Daily	2.04	2.227	4.267	2.978	3.15	6.128

Table 7 – Vehicle and person generation per 195 dwellings

	Vehicle Trips			Person Trips		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	30	60	90	36	105	142
17:00-18:00	56	29	85	80	40	121
Daily	398	434	832	581	614	1195

Table 7 demonstrates that the proposed development is predicted to generate 90 two-way vehicle movements in the AM peak and 85 in the PM peak. This would appear low, however as an alternative assessment, the mode share for car drivers in the local area recorded in the 2011 census (71.6%) has been applied to the person trip rates shown in Table 7.

The results of this are summarised in Table 8 below which has been extracted from the TA and compared with the TRICS results.

Table 8 – Census derived traffic generation

	TRICS			Census		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	30	60	90	26	75	102
17:00-18:00	56	29	85	57	29	87
Daily	398	434	832	416	440	856

Table 8 shows that by applying the journey to work mode share data to the person trips, and comparing the results to those derived from TRICS, the trip generation is slightly higher but comparable.

The Applicant also undertook a traffic count on 1st February 2018, which is more than 3 years old at the junction of St Paul's Drive (accessed from Goodes Lane, Syston) to derive a local trip rate for the area, resulting in the trip rates shown in Table 9 which has been extracted from the TA.

Table 9 – Local derived traffic generation (195 dwellings)

	Derived Trip Rate			Trip Generation		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	0.127	0.215	0.342	25	42	67
17:00-18:00	0.418	0.215	0.633	82	42	123

The Applicant then compared all three sets of trip generation figures and selected the highest set for each peak period, resulting in the trip generation figures shown in Table 10 below which has been extracted from the TA.

Table 10 – Trip Generation Used in the Assessment

	Trip Generation		
	Arrivals	Departur	Total
08:00-09:00	26	75	102
17:00-18:00	82	42	123

Table 10 demonstrates that the proposed development is predicted to generate 102 two-way vehicle movements in the AM peak and 123 in the PM peak. Notwithstanding, the LHA still consider these trip rates to be low. The LHA would therefore request for the TRICS analysis to be re-run with revised trip rates and applying the journey to work census mode share data to the person trips. The Applicant should then consider which trip generation assessment is more robust and these revised trip rates and trip generation should then submitted to the LHA for review.

The development trips have been assigned to the wider surrounding highway network on the basis of information extracted from the 2011 census using the Charnwood 018 Middle Super Output Area (MSOA). The LHA accepts the trip distribution outlined within the TA.

Traffic Base Flows and Junction Capacity Assessments.

Classified Turning Counts (CTC) and queue length surveys were also carried out at a number of local junctions on the road network to inform the assessment. The counts were carried out at the following junctions:

- High Street/Melton Road/Barkby Road;
- Barkby Road/ Queniborough Road;
- Goodes Lane/ St Pauls' Drive;
- Barkby Road/ Pembroke Avenue; and
- Goodes Lane/ Melton Road

These surveys were carried out on 1st February 2018 during the hours of 07:00-10:00 and 16:00-19:00 and recorded direction, volume and classification of traffic.

Notwithstanding the above, the LHA would request for new surveys to be carried out the junctions listed above as the data is more than three years old. Covid adjustment factors should be applied to the flows and these can be obtained from the NDI team by contacting ndi@leics.gov.uk. As mentioned early the Applicant should also contact the NDI team with respective to obtaining Section 50 permits for the surveys.

Once these surveys have been undertaken, the LHA would request for the junction capacity assessments to be re-run. Assessments are also required include Fosse Way/ High Street and Barkby Road/ Pembroke Avenue junctions. The results should be submitted to the LHA for review, including the ARCADY and PICADY modelling files. The 2022 base flows should be factored up to a future year of 2027, with the TEMPro growth factors to also be revised. The LHA are aware of a number of committed developments within the vicinity of this application site and their traffic flows on the local network would have an effect. The Applicant should therefore contact Charnwood Borough Council for a definitive list, and include these in their assessment.

Internal Layout

As the application is in outline, with only access to be determined at this stage, the submitted indicative site layout and matters such as the proposed numbers of parking spaces have not been reviewed or considered by the LHA in preparing this response. However, the TA suggests that the internal road network would be put forward for adoption and accordingly, the LHA advises that the proposals are required to be designed in accordance with the prevailing Leicestershire Highways Design Guide (LHDG) and local parking standards when a future reserved matters application is submitted.

Transport Sustainability

The LHA would require that the Applicant should to explore/develop options for a flexible form of transport provision, which whilst not necessarily adhering to the minimum hourly frequency, does cover the whole of the day 7-7pm (Monday-Friday) and 8-6pm Saturday. It could take the form of a demand based model. The Applicant should explore options and then submit proposals to the LHA for approval, after which they would then go and secure the service/provision.

Travel Plan

The Applicant has submitted a Travel Plan which has been reviewed by the LHA. Notwithstanding the above, the Travel Plan is considered to be comprehensive with many positive features including modal shift targets and clear reference to local sustainable travel where possible. When a Travel Plan Coordinator (TPC) has been appointed by the developer of the site, contact details of the TPC will be forwarded to LCC. The TPC's full responsibilities are listed in the Travel Plan and are acceptable.

Date Received
18 March 2022

Case Officer
Suraj Dave

Reviewer
AW

Date issued
13 May 2022