

**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/21/0491/2

Highway Reference Number: 2021/0491/02/H/R1

Application Address: Land East of Cossington Road Sileby Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Denise Knipe

Applicant: David Wilson Homes

County Councillor: Cllr Richard Shepherd

Parish: Sileby

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 planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure. The application site is at Land East of Cossington Road Sileby.

The site currently comprises of an agricultural field at the southern extents of the village of Sileby. It is bound to the north by residential development on Chalfont Drive and to the south by Derry's Nurseries and agricultural fields. To the west is Cossington Road and to the east is a railway line and further agricultural fields. The site can currently be accessed via a farm access track at the western boundary on Cossington Road.

These highway observations are based on a review of the following documents and drawings:

- Transport Assessment prepared by WGY dated February 2021;
- Travel Plan prepared by WGY dated February 2021;
- Location Plan, Drawing Sil/Loc/01;
- Proposed Site Access Junction Drawing B024412-35-18- 003A; and
- Illustrative Masterplan Drawing GL1400 13.

Site Access

Cossington Road is a C classified road, subject to a 30mph speed limit. A simple priority junction is proposed onto Cossington Road as demonstrated on Drawing B024412-35-18- 003A contained in Appendix F of the TA. The access demonstrated measures 5.5m in width, has 8m radii and has 2m footways proposed adjacent to both sides of the carriageway.

Whilst visibility splays of 2.4m by 43m are demonstrated, the visibility splays should be based on the 85%ile speeds of passing traffic in the vicinity of the access. The LHA may already hold data on record; if not Leicestershire County Council can undertake speed surveys on the Applicant's behalf if they wish. The Applicant should contact NDI@leics.gov.uk.

During pre-application correspondence with WYG, the LHA advised that the site should be accessed via a ghost island junction, rather than a simple priority junction.

The TA sets out that a simple priority junction (rather than a ghost island priority junction) is considered to be most appropriate because:

- Advice relating to consideration of right turn lanes where the minor road flow exceeds 500 AADT is taken from DMRB (the now superseded TD42). As DMRB relates to the trunk road network, the emphasis is on providing an unimpeded route for through traffic (MfS2 para 9.4.6); WYG Transport Planning WYG Environment Planning Transport part of the WYG Group creative minds safe hands Proposed Residential Development – Cossington Road;

- Ghost islands may make it more difficult for pedestrians and cyclists to cross the road (MfS2 para 9.4.8);
- Ghost islands lead to higher traffic speeds (MfS2 para 9.4.8);
- A ghost island at this location will be out of character when considering other junction types on Cossington Road and other local roads; and
- Although DMRB relates to trunk roads, it is worth noting that para 2.13 in CD123 indicates that Ghost islands shall not be used where overtaking opportunities on adjacent links are restricted.

Following consideration of the above points, the LHA is still of the view that a ghost right turn lane is required at this location. However, the LHA advised in its pre-application advice advised that irrespective of which design is put forward as part of the submitted planning application a Stage 1 Road Safety Audit and accompanying designer’s response should be undertaken and submitted as part of a future planning application. The LHA note there is no RSA which has been submitted in support of this application and therefore request for one to be submitted in order for the LHA to further consider whether the proposed access is safe and suitable.

Highway Safety

Personal Injury Collision (PIC) data has been obtained from the LHA for the most recently available five-year period between January 2015 and December 2020. The study area comprises of Cossington Road (which becomes High Street to the north and Main Street to the south) from its junction with Mountsorrel Lane in the north to the Main Street / Syston Road junction in the south.

Table 4 extracted from the TA summarises the recorded PICs.

Table 4: Collision Data January 2015 to December 2020

Year	Severity			Total
	Slight	Serious	Fatal	
2015	2	0	0	2
2016	1	0	0	1
2017	1	1	0	2
2018	0	0	0	0
2019	3	0	0	3
2020	0	1	0	1

In total there were nine PICs that occurred within the study area and of these, seven were slight in severity and two were serious in severity. No collisions occurred at or near to the proposed site access.

There are no significant trends amongst the PICs, therefore the LHA do not consider that the proposed development would exacerbate any existing highway safety concerns, subject to the proposal of a safe and suitable access.

Trip Generation

Trip generation has been calculated using the TRICS database. The full TRICS output is presented in Appendix G of the TA and the resultant trip rates for the proposed residential development are summarised in Table 5 extracted from the TA as follows.

Table 5: Proposed Residential Development Trip Rates (Houses Privately Owned)

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.359	0.482	0.330	0.149	0.479
Taxis	0.003	0.003	0.006	0.002	0.002	0.004
OGVs	0.003	0.002	0.005	0.002	0.001	0.003
PSVs	0.001	0.001	0.002	0.001	0.001	0.002
Cyclists	0.004	0.014	0.018	0.010	0.006	0.016
Vehicle Occupants	0.158	0.611	0.769	0.521	0.217	0.738
Pedestrians	0.032	0.095	0.127	0.041	0.025	0.066
Public Transport Users	0.003	0.035	0.038	0.021	0.006	0.027
Total People	0.197	0.755	0.952	0.593	0.253	0.846

Using the trip rates presented in Table 5 the resultant development trip generation is shown in Table 6 extracted from the TA.

Table 6: Proposed Residential Development Trip Generation (170 Dwellings)

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	21	61	82	56	25	81
Taxis	1	1	1	0	0	1
OGVs	1	0	1	0	0	01
PSVs	0	0	0	0	0	0
Cyclists	1	2	3	2	1	3
Vehicle Occupants	27	104	131	89	37	125
Pedestrians	5	16	22	7	4	11
Public Transport Users	1	6	6	4	1	5
Total People	33	128	162	101	43	144

Table 6 demonstrates that the proposed development is anticipated on generating 82 two-way trips in the AM peak and 81 two-way trips in the PM peak.

Vehicle Trip Distribution

Development generated vehicular traffic has been distributed within the TA study area using Travel to Work data from the 2011 census. Development trips have been distributed as follows:

- 20% to/from Syston Road west in the direction of Rothley and the A6.
- 35% to/from Syston Road east in the direction of the A46, the A607 and Leicester.

- 3% to/from King Street in the direction of Seagrave.
- 3% to/from Brook Street in the direction of Ratcliffe on the Wreake
- 16% to/from Mountsorrel Lane in the direction of Mountsorrel and the A6.
- 23% to/from Barrow Road In the direction of Barrow upon Soar and Loughborough.

The percentage trip distribution and assignment of development traffic is shown in the traffic flow diagrams at Appendix D of the TA. The diagrams then show the resultant traffic flows for the 2026 Background plus Proposed Development scenario.

The LHA has studied the traffic flow diagrams contained in Appendix D and the above distribution and assignment, and these appear to be acceptable.

Highway Impact

Table 7 extracted from the TA demonstrates the increase in vehicle trips at each junction within the study area.

Table 7: Highway Impact

Junction	AM Peak Hour	PM Peak Hour
Highgate Road / Ratcliffe Road / The Banks / Swan Street	2	2
The Banks / Albion Road / Brook Street / Burton Road	2	2
Syston Road / Main Street	45	44
High Street / Brook Street / Cossington Road	37	37

Based on the results shown in Table 7 capacity assessments have been undertaken at the following off-site junction:

- High street / Brook Street / Cossington Road

The LHA note and query as to why no junction capacity assessment has been undertaken for the Syston Road/Main Street Junction as the increase in vehicle trips expected to be generated by the development is shown as 45 and 44 two-way trips in the AM and PM peaks respectively. The LHA request for this junction to be assessed.

Further junctions may also need to be assessed following the Applicant's further review of the study area.

Junction Capacity Assessments

Capacity assessments have been undertaken for the AM and PM peak hours at the Cossington Road / site access junction and the High Street / Brook Street / Cossington Road junction. The site access junction has been assessed in the '2026 Background plus Proposed Development' traffic flow scenario and the High Street / Brook Street / Cossington Road junction in the '2026 Background' and the '2026 Background plus Proposed Development' traffic flow scenarios.

A summary of the assessments is presented in Tables 8 and 9 below extracted from the TA.

Table 8: Site Access Junction Capacity Assessment Results

2026 Base Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.16	0.2	0.07	0.1
Cossington Road	0.03	0.0	0.09	0.2

As shown by the results in Table 8, the Cossington Road / site access junction would operate with spare capacity in 2026, inclusive of background traffic growth and the addition of the proposed development traffic. The LHA have reviewed and verified the model for the site access and are satisfied there is no further assessment required.

Table 9: High Street / Brook Street / Cossington Road Capacity Assessment Results

2026 Base				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Brook Street	0.90	6.9	0.81	3.8
High Street / Cossington Road	0.16	0.3	0.27	0.5
2026 Base Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Brook Street	0.92	7.7	0.83	4.2
High Street / Cossington Road	0.17	0.3	0.27	0.5

However, in the '2026 Background' AM peak hour Brook Street has an RFC value of 0.90. This indicates that prior to the introduction of development traffic there may be occasions during the period modelled when queues will develop, and delays will occur.

Following the introduction of development traffic, the RFC value for Brook Street increases slightly from 0.90 to 0.92 resulting in a small decrease in junction performance.

Off-Site Works

As demonstrated on Proposed Site Access Junction Drawing B024412-35-18- 003A, the existing footways outside the site frontage on Cossington Road are to be widened to 2m width either side

of the proposed site access, which will provide improved pedestrian access to facilities and amenities in Sileby and Cossington.

Internal Layout

As access only is 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 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.

Travel Plan

The LHA have reviewed the submitted Travel Plan prepared by WGY dated February 2021 and consider the TP to be generally acceptable in principle. However it would be welcomed if the following comments/recommendations could be adopted in a revised plan at this stage.

Monitoring

In relation to monitoring and the recording of initiatives and events the use of Modeshift Stars is recommended. Modeshift Stars is LCC preferred method of monitoring and LCC staff can provide guidance and support where necessary. Modeshift also provides an easy way of surveying staff . This is supported and endorsed by LCC and provides a convenient way of recording and monitoring initiatives as well as opportunities to achieve national accreditation for excellence in travel planning.

This travel plan will be monitored by LCC officers for the five year duration of its life. Fees for this service are set at £11,337.50 for a framework travel plan and £6000 for a full travel plan

In every case we will ask for “packs and passes”.

A pack is effectively a postcard with some information and a link to sustainable travel information. The cost of these is £52.85 each. We require one pack per residential plot.

In addition we will ask for developer funded bus passes. We currently ask for two adult passes (each pass being valid for six months) per residential plot.

The cost of bus passes is determined by individual bus operators. For Kinch bus service, the cost of the bus passes are below: (this cost is per 6 month pass)

- Loughborough Town: £300
- Village: £430
- Loughborough-Leicester: £470
- Loughborough-EMA: £470
- Loughborough-Nottingham: £470

- Kinchbus Universe: £550

The LHA will recommend relevant planning obligations be attached to a planning permission when it is possible to issue a positive highway recommendation.

Transport Sustainability

There are several key local amenities that are within the recommended walking and cycling distances of the site. Table 1 extracted from the TA summarises the distances to these amenities.

Table 1: Summary of Key Local Amenities

Local Amenity	Distance from Site
Tesco Express	1.1m
The Banks Surgery	1.3km
Public House	880m
Costcutter	1.5km
The Green Place Café	970m
Cossington C of E Primary School	450m
Riverside Pharmacy	1.5km
Lime Tree Day Nursery	150m

Pedestrian Infrastructure

In the vicinity of the site, there is continuous footway provision along both sides of Cossington Road. The footway on the eastern side of Cossington Road along the site frontage is narrow (approximately 1.5m), whilst the footway on the western side of Cossington Road is approximately 2 to 2.5m wide. The footway on the western side of Cossington Road ends approximately 15m south of the existing site access.

As set out earlier in these observations, the Applicant provides to widen the footway either side of the site access on Cossington road to 2m long the site frontage.

Cycle Infrastructure

There are no formal cycle facilities on Cossington Road and therefore cyclists are required to travel within the carriageway.

Bus Accessibility

There is a southbound bus stop on the eastern side of Cossington Road approximately 130m northwest of the existing site access. Bus services stopping on Cossington Road are summarised in Table 2 extracted from the TA.

Table 2: Summary of Bus Services stopping at Cossington Road

Service / Route	Mon - Fri Frequency			Sat Frequency
	7am – 9am	9am – 5pm	4pm - 6pm	9am – 6pm
2 (Loughborough – Leicester)	30 Minutes	30 Minutes	30 Minutes	30 Minutes
2 (Leicester- Loughborough)	30 Minutes	30 Minutes	30 Minutes	30 Minutes

As shown in Table 2 there is one regular bus service that stops near to the site. Service 2 operates a route between Loughborough and Leicester via Quorn, Barrow Upon Soar, Sileby and Cossington.

Date Received
14 April 2021

Case Officer
Suraj Dave

Reviewer
AW

Date issued
21 May 2021