

**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.

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**APPLICATION DETAILS:**

Planning Application Number: P/21/0491/2

Highway Reference Number: 2021/0491/02/H/R2

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.

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**GENERAL DETAILS**

Planning Case Officer: Denise Knipe

Applicant: David Wilson Homes

County Councillor: Cllr Richard Shepherd

Parish: Sileby

Road Classification: Class C

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**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 Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

## **Advice to Local Planning Authority**

### **Background**

The Local Highway Authority (LHA) has been re-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 Sibleby.

In its previous comments dated 21st May 2021 the LHA requested 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 (RSA) and accompanying designer's response should be undertaken and submitted. The LHA noted that there was no RSA submitted in support of this application and therefore requested for one to be submitted in order for the LHA to further consider whether the proposed access is safe and suitable.

The LHA also requested that whilst visibility splays of 2.4m by 43m had been demonstrated, the visibility splays should be based on the 85th%ile speeds of passing traffic in the vicinity of the access.

The LHA also requested for the Syston Road/Main Street Junction to be assessed and submitted for review as the increase in vehicle trips expected to be generated by the development was shown as 45 and 44 two-way trips in the AM and PM peaks respectively.

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

- Tetra Tech Technical Note dated 7th July 2021 on the Charnwood BC planning (CBC) portal;
- Stage 1 Road Safety Audit dated July 2021; and
- Stage 1 RSA Designers Response dated 7th July 2021 on the CBC planning portal

### **Site Access**

The site access drawing has been revised to include 2.4m x 59m and 2.4m x 73m visibility splays from the proposed site access. This is to reflect the results of the speed survey which was undertaken on Cossington Road outside the site frontage on Wednesday 23rd June between 14:00-16:00. The results are included as Appendix B of the submitted Transport Note (TN). 85th%ile speeds of 34.7 mph northbound and 36.5 mph southbound were recorded. Visibility splays are in accordance with Table Dg4 of Part 3 of the Leicestershire Highway Design Guide (LHDG available at <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/6/Part-3-design-guide.pdf>). The revised site access drawing is included as Appendix D of the TN (drawing number B024412-35-18-003B).

The LHA have reviewed the submitted RSA dated 7th July and understand that the audit took place on Friday 2nd July 2021 between 2.15pm and 3.30pm and comprised a desk top study of

the plans and documents provided, that being drawing no. B024412-RSA1 and drawing 003 which are contained in Appendix A of the RSA. At the time of the audit the weather fine and the road surface was dry. Although traffic conditions during the site visit appeared normal, there may have been some variation due to the impact of the Covid-19 pandemic. No traffic congestion was observed during the site visit.

Only one problem was identified which was a risk of side swipes or shunts due to inappropriate speeds.

Cossington Road is subject to a 30 mph speed limit. As outlined above, the observed 85th%ile speeds within the vicinity of the proposed site access junction are 34.7mph and 36.5mph in the northbound and southbound directions respectively. The RSA states that inappropriate speeds on Cossington Road could increase the risk of side swipe or shunt collisions with vehicles turning into or out of the proposed access.

The recommendation was that speed reducing measures are introduced on Cossington Road.

The Designer's Response is that visibility splays from the proposed site access are achievable in accordance with the recorded 85th%ile speeds and are now indicated on a revised site access drawing. Nevertheless, the Applicant has stated the next stage of the design process will include provision of additional signage/road markings on Cossington Road to reinforce the 30mph speed limit. The LHA would advise it depends on what signage is proposed as to whether it would be considered acceptable. Notwithstanding this, this can be explored during the detailed design stage and the LHA advise of a suitably worded condition.

The TN further discusses the proposed junction type as previously discussed with the LHA observations dated 21st May 2021 and it is noted that the RSA has not identified any problem with the proposed junction type. Therefore on balance, and with particular consideration to the surrounding local highway network, in this instance a simply priority junction is considered to be acceptable.

### **Junction Capacity Assessments**

A capacity assessment of the Syston Road / Main Street junction has been undertaken using Junctions 9 and is included as Appendix E of the TN.

The capacity assessment results are presented in Table 1 below which has been extracted from the TN.

**Table 1 – Syston Road / Main Street Capacity Assessment Results**

2026 Base				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.24	0.3	0.23	0.3
Cossington Road	0.26	0.6	0.40	1.1
2026 Base + Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.29	0.4	0.25	0.3
Cossington Road	0.28	0.6	0.46	1.3

The LHA have reviewed and verified the Syston Road/Main Street Junction capacity assessment and as shown by the results in Table 1, the Syston Road / Main Street junction is shown to operate within capacity following completion of the proposed development in the 2026 future assessment year and therefore no further assessments are required.

### **Transport Sustainability**

The current bus shelter outside 231 Cossington Road is required to be upgraded to a more modern shelter due to its age and condition. This should be accompanied by the installation of a raised kerb.

The current Hail & Ride arrangement for northbound passengers, is required to be formalised with the installation of a raised kerb, pole, flag and timetable case at a suitable location close to the existing southbound stop.

### **Conditions**

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing B024412-35-18-003 Rev B have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

No part of the development hereby permitted shall be occupied until such time as 2 metre by 2 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development shall be occupied until such time as the offsite works shown on drawing number 003 Rev A have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

4. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

5. No part of the development hereby permitted shall be first occupied until a an amended framework/full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be occupied until such time as a scheme of speed reduction measures in respect of Cossington Road has been provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

### **Contributions**

To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

The provision of;

a) Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).

b) 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £430.00 per pass).

c) STARS (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000. Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use, to enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement and to ensure effective implementation and monitoring of the Travel Plan submitted in support of the Planning Application.

d) Improvements to Bus stop 260008534 and 260008504 located on Cossington Road:

- New Bus shelter at Bus Stop ID 260008504 at a cost of £4,500

- Raised kerbs to allow level access; to support modern bus fleets with low floor capabilities at £3500 per stop at both Bus Stop 260008534 and 260008504.

- Information display case at Bus Stop ID260008534 at a cost of £120

- Flag & Pole at Bus Stop ID 260008534 at a cost of £170

### **Informative**

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

**Date Received**  
**7 July 2021**

**Case Officer**  
**Suraj Dave**

**Reviewer**  
**RD**

**Date issued**  
**9 August 2021**