

## FURTHER REPRESENTATION ON BEHALF OF

### THRUSSINGTON PARISH COUNCIL (TPC)

6 JUNE 2022

Our case is that the New Charnwood Draft Local Plan (the Plan) is UNSOUND in respect of the Parish of Thrussington.

This representation does not repeat all the issues set out in our 8<sup>th</sup> August 2021 report, which are still of course highly relevant, but seeks to focus on the key issue of sustainability as Thrussington does not meet the sustainability criteria originally set out by the Charnwood Borough Council (CBC). A separate report is attached to highlight the highway issues which an additional ninety (90) new homes, a near 40% increase, will cause for the village, following further scrutiny and investigation by our appointed highway consultant. TPC initiated this work as the Plan does not appear to include a highway impact assessment for Thrussington (perhaps due to the village's late inclusion).

#### SUSTAINABILITY

##### a) Comments on the Plan-making process

TPC fully supports the sustainability strategy of the Plan to reduce car use, reduce distances travelled and to increase the use of public transport. The key component of the development strategy is to direct development to locations that provide access to jobs, services, and other facilities where there are alternatives to using the private car.

The Plan states that the development strategy is evidence based, to ensure that it meets the objectives of sustainable development. The strategy and sites proposed for allocation were consulted upon in 2019. At this stage, no sites were proposed for Thrussington because the settlement did not meet the sustainability criteria. Indeed, the Neighbourhood Plan had only just been adopted in 2018 by CBC which clearly supported its aims and objectives and fixed the settlement boundary. The majority of Thrussington residents feel let down by the process, having engaged so actively in the Neighbourhood Plan.

Thrussington is in the category of "other settlements". The Draft Local Plan logically focussed new development on villages with a good bus service, to include Cossington, East Goscote, Hathern, Queniborough and Rearsby.

The CBC's document TP2 (Development Strategy) states that "The initial development strategy was to exclude all sites that did not meet the criteria for access to a good bus service as this is an important consideration in settlements that have fewer services and facilities of their own. The initial development strategy was also to limit the scale of development directed to each settlement and preferentially choose the least harmful sites".

This approach identified six "other settlements" as being suitable locations for development – Barkby, Cossington, East Goscote, Hathern, Queniborough and Rearsby.

Eventually, eight sites were allocated to produce 634 homes, which was short of the proposed “other settlement” requirement figure of 815 homes.

At this juncture, the decision was made (not sure on whose authority) and in complete contradiction of the NPPA guidelines and the CBC’s sustainability policy to relax the accessibility criteria in relation to public transport so that the frequency of the service was not considered.

TPC can confirm that Thrussington does NOT have a bus service. In 2019, the limited bus service (number 128) was replaced by DRT (Demand Responsive Transport) (\*see attached). The CBC, in December 2021, issued an addendum to TP2. Page 77 states: “Questions have been raised about whether Thrussington is served by a bus route. Centrebus operates a two-hourly service (128) between Melton Mowbray and Leicester that stops in the village”. As explained above, this statement is totally incorrect and misleading. CBC must acknowledge that there is no bus service within the village and consequently the village does not meet important sustainability criteria upon which the Plan is largely based.

The addendum also clarifies what was meant by good public transport access. It is defined as one providing a bus at least every thirty minutes to a location that provided employment opportunities and higher order services. This criterion has never applied to Thrussington.

CBC acknowledges that in order to achieve the overall scale of housing growth, late in the plan-making period, it became necessary to compromise the public transport criteria. TPC believes this change undermines the sustainability credentials of the Plan and leads to the Plan being UNSOUND.

To address the perceived shortfall in housing numbers, CBC looked at settlements with school capacity at their primary schools, which included Thrussington. On investigation, it was found that:

*Thrussington Primary School is not only highly rated by pupils, parents and the inspecting bodies – Ofsted and SIAMS (Statutory Inspection of Anglican and Methodist Schools) – it is a valued part of the Thrussington community.*

*The school has a confirmed capacity of 105 pupils (7 year groups of 15). There are currently 81 children on roll. At the end of this school year there will be 13 leavers. Currently there are 13 new starters for the next school year September 2022, thereby maintaining the 81 on roll. This number is likely to increase with additional applicants and mid-term joiners.*

*In October 2021 the school had 75 on roll and is coming to the end of the year with 81 on roll. This confirms the potential for mid-term joiners.*

*The school has three classes; each class is made up of two different year groups. In addition, there is an early year’s class. Capacity therefore is not simply a total number calculation. A particular class may be ‘full’ from the point of view of providing an appropriate pupil/staff ratio but the numbers in the year groups might suggest that spaces are available.*

*The school is expanding albeit slowly. It is not unrealistic to suggest that there will be 90 plus children on roll by September 2023. Whilst it is difficult to project exact numbers, given the above and the points highlighted below, there is real confidence that the school will get close to/meet its full capacity in the near to mid-term.*

- *There are currently 10 new dwellings planned for development in Thrussington with anticipated occupation during 2023.*
- *Recent experience is that with family migration and new developments (both in Thrussington and the surrounding area) there will be mid-term joiners.*
- *The excellent reputation of the school ensures those who can attend do take up their places.*

Consequently, it is by no means certain that all the primary school needs arising from a further ninety new homes in the village could be met by the local school.

As previously stated, in the “other settlement” category, eight sites generating 634 homes were allocated, leaving a residual figure of 181. The schedule includes 223 homes on one site at East Goscote (HA 60). However, it has been confirmed that this site has received planning consent for 270 homes and is to commence shortly, by Redrow Homes. TPC believes the number required from “other settlements” should be reduced to 134 homes.

TPC can also confirm that, in conformity with the Neighbourhood Plan, ten (10) homes are coming forward for development, and all within the settlement boundary. TPC has supported all these planning applications, proving that the policies within the Neighbourhood Plan are working, and indicates that TPC is not a ‘NIMBY’ organisation.

#### b) Sustainability Appraisal Report

SD5, the Sustainability Appraisal Report prepared by CBC stresses the importance of the settlement hierarchy for the distribution of housing.

6.2.8 again states that the allocation process did not provide enough sites to fit with the original development strategy. Additional settlements which were served by less frequent bus services and had capacity at their primary schools were therefore considered. Sites in Thrussington and Thurcaston were allocated in this way and a site in Wymeswold is to be identified via a future neighbourhood plan. Why is Wymeswold treated differently to other villages?

6.2.8 implies that the two criteria of less frequent bus service and school capacity should be met for additional housing allocations. TPC again stresses that the village has no bus service and consequently the village should not have sites outside its settlement boundary imposed upon it. Table 6.9 shades both Thrussington allocations red, confirming that it does not meet the transport criteria.

7.3.30 states that “Thrussington site HA 67 is close to a local wildlife site which has potential to support great crested newts”. The policy for this site (DS3 HA 67) requires an impact assessment to ensure that drainage systems do not adversely affect the village pond wildlife site, whilst also seeking to maintain and enhance the habitat value of the site. TPC believes that allocating the site in advance of the impact assessment is premature and contrary to good planning practice (including NP policy E3).

7.4.17 refers to a number of other settlements, including Thrussington and states “... it is assumed that there is sufficient headroom at nearby wastewater treatment plants to accommodate growth”.

TPC believes it wrong to make this assumption in advance of allocating the two sites, and that due diligence should be undertaken prior to plan-making.

7.9.31 states that HA 68 lies adjacent to Grade II listed Wreake House and partially within an Archaeological Alert Area – layout to be informed by the Conservation Area Character Appraisal. As above, this important heritage/conservation work should be undertaken prior to site allocation. Site HA 67 is described as away from the core of the settlement, which TPC believes does not sit well with sustainability criteria.

7.9.42 references site allocations, including Thrussington, that “are adjacent to conservation areas with potential for these areas to be affected negatively... providing an element of uncertainty” (CBC’s own wording). Again an example of potential adverse impact upon the heritage/conservation of the village.

7.11.33 refers to Thrussington sites being close to a handful of community facilities. This statement again is incorrect and refers to healthcare facilities in East Goscote. The nearest GP practice is in Syston, 6 km away.

7.14.29 recognises that accessibility at Cossington, Thrussington and Wymeswold is slightly poorer but the low scale of growth is unlikely to lead to additional facilities being secured. This is clear recognition by CBC that in these locations sustainability policies are being ignored.

7.14.31: access is unlikely to be substantially improved by new facilities and car use is likely to remain the dominant form of travel. This is completely contrary to the objectives of the Plan.

Overall, CBC’s own reports provide many areas of concern in respect of Thrussington’s sustainability credentials.

### c) Settlement Hierarchy

The Charnwood Settlement Hierarchy Assessment was updated by CBC in October 2020. The population of Thrussington is confirmed at 581, one of the smallest settlements in the borough.

Section 8 details the key services and facilities essential for day-to-day needs. Thrussington performs badly. For example, lacking a food shop, employment opportunities, GP surgery, post office and pharmacy and above all no public transport to access services elsewhere.

The lack of basic facilities in the village makes it an inappropriate location for major development from a sustainability perspective. Out of a maximum score of 11, CBC’s audit assessment gives Thrussington a score of 4. In comparison, Woodhouse Eaves scores 9, yet no new homes are proposed, and Hathern scores 9, with 85 proposed. There are ten settlements scoring 4, out of which only Thrussington (90) and Thurstaston (31) have been selected for development.

In the opinion of TPC, CBC having undertaken a rigorous audit, in order to establish a settlement hierarchy, has not used the information appropriately to provide an understanding of the settlements that have the greatest potential to minimize the need to travel and maximize the use of sustainable transport, i.e. walking and cycling.

Consequently, the Plan is unsound as it seeks to allocate 90 homes to Thrussington when higher scoring settlements have not been allocated any housing. This is a major flaw in the Plan which TPC wishes to draw to the inspector's attention.

## TRANSPORT

TPC forcibly argued in its August '21 representation that, because a detailed local Thrussington traffic assessment had not been undertaken, the Plan was unsound. The planning officer confirmed the transport assessment to be borough-wide and strategic in nature and that it included 60 homes on Old Gate Road but no new homes on Hoby Road. HA 67 was added to the Plan after May 2021 when the strategic highway assessment was undertaken.

For this reason, TPC has appointed its own highway consultant and the report is attached.\*

## SUMMARY

The Plan is UNSOUND in respect of Thrussington for the following main reasons:

1. The two proposed housing sites were included late in the plan-making process and consequently have not been through rigorous scrutiny unlike some other locations and not been subject to the earlier stages of public consultation.
2. The evidence throughout the Plan is often misleading in respect of the Thrussington bus service. TPC clarifies the position and the lack of service makes the village unsustainable in terms of significant new housing.
3. The Plan is contrary to the adopted Neighbourhood Plan (2018).
4. The strategy of the Plan was changed late in the plan-making process to facilitate sites in Thrussington which were not originally included because the village did not meet the sustainability criteria set by CBC.
5. There is no certainty that the village primary school will be able to accommodate all pupils from 90 new homes.
6. Housing numbers for "other settlements" should be reviewed in light of planning consent granted for 270 homes in East Goscote.
7. CBC's sustainability appraisal report raises many unanswered questions in respect of Thrussington. Are the additional other settlements to meet two criteria – school capacity and a less frequent bus service? Issues are also raised about the impact on a local wildlife site, assumptions on services (e.g. capacity of waste water treatment), impact on heritage, conservation and archaeology. Above all, the damning statement in the report that car use is likely to remain the dominant form of travel is totally contrary to the objectives of the Plan.
8. CBC has largely ignored its excellent own work on settlement hierarchy by disregarding its findings. All settlements were audited and Thrussington scored 4 points. Ten settlements scored 4 and only two were selected for development, including Thrussington.

9. The highway report is very clear in its analysis and projected impact of 90 further homes on our village.
  
10. Finally, a plea to the inspector: can it be good planning to increase the size of a small village by 40%? Does this really meet planning policies based on sustainability as set out in NPPF and indeed set out by CBC in outlining its original development strategy? Can a 40% increase be planned not to harm the heritage and conservation character of the village?

We hope the inspector takes on board the views of TPC and the majority of its residents to scrutinize this aspect of the Plan.

- \* **ENCL:** 1) Statement re. "demand response transport" from Leicestershire County Council  
2) Highway report

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**FOI 003295 - Demand Response Transport - Response shown in bold**

\*\*\*Original request\*\*\*

Customer is enquiring, on behalf of residents of Thrussington, how often Demand Response Transport is used by the residents to travel to Syston or Melton. He essentially wants statistics.

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\*\*\*Clarification requested 09/08/2021\*\*\*

Are you able to specify a time period for your request?

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\*\*\*Clarification received 10/08/2021\*\*\*

I'm happy with whatever time periods statistics are stored for e.g. average per year, average per month, average per week etc.

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**There have been no journeys recorded for passengers from Thrussington (from December 2019, when the service was introduced, to July 2021).**

Ref: PP02109\_/SS/001

Date: 1<sup>st</sup> June 2022



**By Email Only**

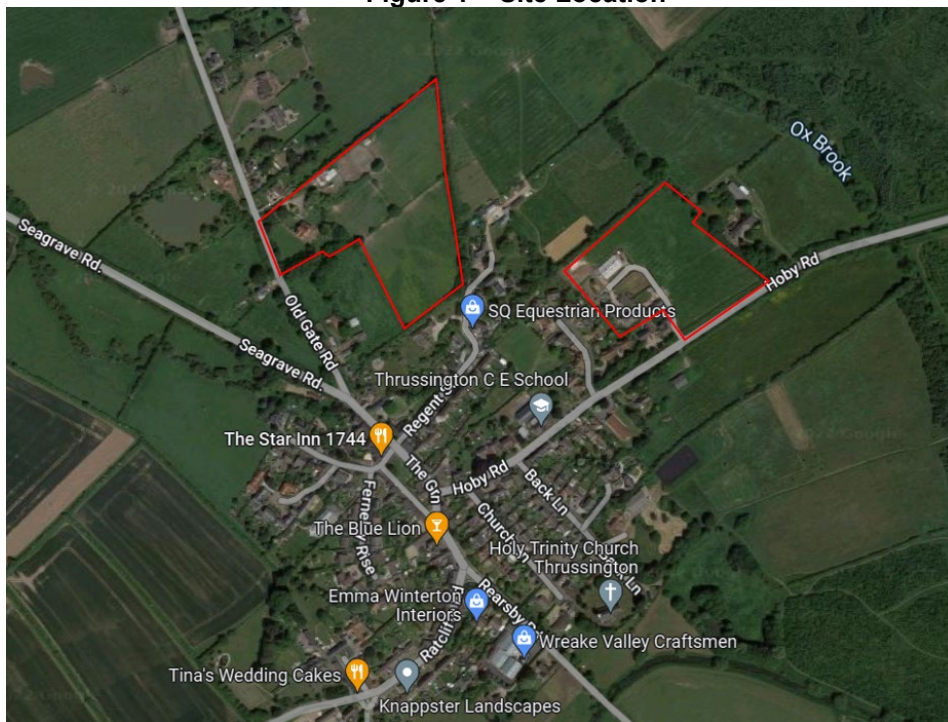
Dear Sir / Madam,

**Thrussington Residential Local Plan Allocations – Transport Review**

**1. Introduction**

1.1 TetraTech has been commissioned by Thrussington Parish Council to undertake a transport review and analysis of allocation sites HA67 and HA68 in the Pre-Submission Draft Charnwood Local Plan. The site allocations are for a combined total of 90 dwellings in Thrussington, Leicestershire. The approximate boundaries of the sites are shown in **Figure 1**. Site HA67 is located to the north of Hoby Road to the east of the village and HA68 is located to the east of Old Gate Road to the north of the village.

**Figure 1 – Site Location**



Source: Google Maps



## 2. Pre-Submission Draft Charnwood Local Plan

2.1 Proposed development sites HA67 and HA68 are included in the Pre-Submission Draft Charnwood Local Plan under Policy DS3: Housing Allocations. The Local Plan states that:

*'We will support development that:*

- *is cohesive and integrated with other allocations set out in this plan including in relation to the provision of new schools and other infrastructure; and*
- *in accordance with the other policies in this plan and the site-specific requirements set out in this policy.'*

2.2 The Local Plan sets out the location of land and infrastructure needed to support the growth of Charnwood Borough up to 2037. The plan includes for 25 dwellings to be developed at site HA68 between 2029 – 2030 and an additional 35 dwellings between 2030 – 2031. Site HA67 is allocated for 30 dwellings to be constructed between 2030 - 2031. The Local Plan identifies that health services used by Thrussington residents are located in Sileby and Syston and any developer must ensure that funding is available to support residents to access care and treatment.

2.3 In relation to site HA67 (Hoby Road), the Local Plan states:

*"We will support development proposals at site HA67 that:*

- *maintain and enhance grassland habitats and utilise sustainable drainage systems to enhance the habitat value of the site and its connectivity with the village pond; and*
- *are accompanied by a Design and Access Statement, or similar document, that sets out how the development will maintain and enhance the significance of the heritage assets and their setting, including:*
  - *the protection of the setting of the Conservation Area; and*
  - *the use of a bespoke design approach that is informed by the Conservation Area Character Appraisal, particularly in relation to street layout."*

2.4 In relation to site HA68 (Old Gate Road), the Local Plan states:

*"We will support development proposals at site HA68 that are accompanied by a Design and Access Statement, or similar document, that demonstrates how the development will maintain and enhance the significance of the heritage assets, within and adjacent to the site, and their settings including:*

- *the protection of the setting of the heritage assets within and adjacent to the site through appropriate screening;*
- *making use of a bespoke design approach that is informed by the Conservation Area Character Appraisal; and*
- *making use of the topography of the site and walking and cycling routes through it to enable the village's heritage assets to be appreciated by people using those routes."*

## 3. Committed developments

3.1 There are no significant committed developments near the two sites however, there have been two planning permissions granted which total three dwellings yet to be built near the allocation sites. Planning application reference P/04/2301/2 was granted permission for the construction of three dwellings on Regent Street in 2004 however, two of the three dwellings have yet to be built as detailed within variation application P/22/0067/2. Planning permission for the erection of a single dwelling was granted in December 2021 at Ilex House 26 Regent Street (planning ref: P/21/0989/2).

3.2 For completeness, it is noted that there are several planning applications which are yet to be determined in Thrussington which are listed below:

- The erection of a two-storey dwelling located at land adjacent 18 Seagrave Road, Thrussington Leicestershire LE7 4UG (planning reference: P/21/0715/2).
- The demolition of an existing property and construction of replacement dwelling at 1 Old Gate Road, Thrussington LE7 4TL (planning reference: P/21/2241/2).

- Erection of 5 dwellings and garages with two vehicular access points to the south of site HA68, following demolition of existing farm buildings at Hollies Farm Old Gate Road Thruslington (planning reference: P/21/2593/2).

#### 4. Planning Policy

4.1 Any site allocation should be assessed against relevant planning policy. In terms of transport and highways, the following policies have been identified.

##### National Planning Policy Framework (NPPF)

4.2 The (NPPF) sets out the Government's planning policies for England and how these should be applied. An updated version of the NPPF was published in July 2021. At the heart of the NPPF is a presumption in favour of sustainable development. In terms of transport, Paragraph 110 states that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

4.3 Paragraph 111 goes on to state that:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

4.4 To address this, applications for development should give priority to pedestrian, cycle and public transport movements; address the needs of people with disabilities and reduced mobility; create places that are safe, secure and attractive; allow for the efficient delivery of goods, service and emergency vehicles; and be designed to enable charging of plug-in vehicles.

4.5 Consideration will need to be given to the NPPF if the sites are progressed, particularly as part of any Transport Assessment / Statement to be submitted with a planning application.

##### LCC Local Transport Plan (2011 - 2026)

4.6 The Local Transport Plan identifies six strategic transport goals, from which eight strategic transport objectives to be delivered to the people of Leicestershire, are defined:

- 1 To reduce congestion and improve journey times.*
- 2 To reduce carbon emissions.*
- 3 To improve connectivity and access.*
- 4 To improve safety, health and security.*
- 5 To improve air quality and reduce noise.*
- 6 To improve quality of life.*
- 7 To better maintain transport assets.*
- 8 To reduce congestion and improve journey times.*

4.7 Where appropriate, any development proposals should contribute towards achieving each of these 8 Strategic Goals.

## Thrussington Neighbourhood Plan

- 4.8 The Plan contains policies and guidance to assist in shaping the development of Thrussington until 2028. The vision of the Neighbourhood Plan is:

*'To protect and enhance the character and identity of the Parish of Thrussington and to ensure any development opportunities are sustainable and appropriate to the scale and nature of the Parish, respecting its historic agricultural and rural character.'*

- 4.9 The Plan contains an objective for transport within the village. The transport objective is:

*'To promote safe public streets and spaces; reduce traffic volumes through more accessible and beneficial sustainable transport links (including footpaths and cycle routes); and ensure appropriate parking solutions which are sensitive to the Parish's unique character'*

- 4.10 Transport Policies in the Plan are 'T1 – Parking Provision', 'T2 – Public Realm Improvements' and 'T4 – Walking and Cycling'. The plan includes specific requirements for parking provision for new residential development and an aspiration for a public car park to alleviate parking issues within the village. The plan also includes aspirations for pedestrian priority streets, improved bus access, speed limit reductions and traffic calming measures.

## **5. Description of Local Highway Network**

- 5.1 The local highway network within Thrussington is typical of a small village. Carriageway widths are narrow, and visibility is poor in places. On-street parking reduces the effective width of some roads, particularly in the village centre. Thrussington is accessible by road from the north, east, south and west. All approach roads are rural in nature.
- 5.2 The HA67 site is located to the north of Hoby Road. Hoby Road is broadly aligned east to west and extends from the village in an eastern direction. It is a two-way, single carriageway, subject to the national speed limit with no streetlighting and no footways. Immediately to the west of the site along Hoby Road, the national speed limit changes to 30mph on approach to Thrussington village and approximately 60m west of this change is a chicane with priority give way. Priority is given to vehicles leaving the village. This could indicate a prior need to reduce vehicle speeds in this area. To the east, Hoby Road merges into Thrussington Road at its junction with Mill Lane before continuing to the village of Hoby. To the west, Hoby Road connects with Thrussington village at a priority junction with The Green.
- 5.3 The junction of The Green / Hoby Road is lit but visibility to the left is very poor due to the alignment of The Green. Visibility along the Green is also poor for northbound and southbound vehicles. The junction of The Green / Hoby Road has an incline in gradient from the junction along Hoby Road to the east.
- 5.4 At the frontage of site HA68 Old Gate Road is a two-way narrow single carriageway road measuring approximately 5.0m wide with no road markings or parking restrictions. Further south of the site frontage and on the approach to its junction with Seagrave Road, Old Gate Road narrows to between 4.5m and 4.7m in width. The approach to Seagrave Road / Old Gate Road is shown in **Photograph 1**.

**Photograph 1 - Old Gate Road on Approach to Seagrave Road**



- 5.5 Old Gate Road is subject to a weight restriction of 7.5T and a speed limit of 30mph adjacent to the HA68 site frontage. Approximately 140m north of the HA68 site, the speed limit along Old Gate Road changes to the national speed limit and the carriageway narrows to between 3.0m and 3.3m in width.
- 5.6 At the site frontage, kerb edging is provided to the east of the carriageway where a 1.0m wide footway is also provided. To the west of the carriageway is a grassed verge measuring approximately 2.0m. Streetlighting is provided near the site and the carriageway has a gradient falling towards the junction with Seagrave Road. An existing site access to site HA68 is located approximately 87m to the northeast of a slight bend in the carriageway.
- 5.7 Old Gate Road is broadly aligned north to south and extends from the village in a northern direction. To the north, Old Gate Road joins the A46 Trunk Road via a priority give way junction where access and egress is accessible for southbound traffic only. The A46 at this location is a 70mph dual carriageway Trunk Road and the junction is unlit with no slip roads and minimal signage. This junction arrangement does not meet current design standards.
- 5.8 To the south, Old Gate Road connects with Seagrave Road via a priority give way junction where streetlighting is provided. The junction is provided with road markings however these are considerably worn. The angle of approach to the junction from Old Gate Road requires drivers to look over their shoulder when looking to the right at the give-way line. Furthermore, on-street parking at the junction reduces visibility and is such that vehicles approaching from Old Gate Road are required to wait in the centre of the carriageway. This creates a potentially hazardous situation. The junction of Seagrave Road / Old Gate Road is shown in **Photograph 2**.

**Photograph 2 – Seagrave Road / Old Gate Road Junction**



- 5.9 Seagrave Road is a two-way single carriageway road which becomes The Green and Rearsby Road as it runs through the centre of the village in a broadly north to south direction. Seagrave provides a connection to the A46 to the north. To the south in the centre of the village, it forms a crossroad junction with Regent Street and The Green. No parking restrictions are evident along Seagrave Road. At the junction with Old Gate Road, Seagrave Road has a speed limit of 30mph. Approximately 15m to the north of the junction, the speed limit changes to the national speed limit. To the south of the junction, footways measuring approximately 1.0m in width are provided along both sides of Seagrave Road and extend into Thrussington village.
- 5.10 Vehicle parking occurs on both sides of Seagrave Road and extends into the village centre, as shown in **Photograph 2**. This narrows the effective width of the carriageway and results in vehicles being required to give way to oncoming traffic. Vehicles were also observed parking on footways leaving little room for pedestrians to walk. Those with mobility impairments or pushchairs would be required to walk in the carriageway.

**Photograph 3 – On Street Parking Along Seagrave Road**



5.11 The crossroad junction of Seagrave Road / Green Lane / Regent Street has poor visibility due to on-street parking and the position of the building frontages. Vehicles were observed to move very slowly through the junction, indicating that road users are aware of the potential hazard.

5.12 During a site visit, low levels of vehicular traffic were observed in the village. However, the site visit was undertaken outside of typical highway peak periods. It was noted that many vehicles travelling through the village were agricultural vehicles and light goods vehicles. Vehicles travelled at low speed (likely to be no more than 20mph) within the village due to on street parking narrowing the effective width of the carriageway and preventing two vehicles from easily passing each other. Cyclists were observed to use the local highway network. Pedestrians crossing the roads within the village centre did not appear to have sufficient visibility to cross in a safe manner and were observed walking into the carriageway to see around parked cars in order to cross the carriageway. Nevertheless, pedestrians did not suffer any delay as the level of vehicular traffic was light and vehicle speeds in the village were low.

5.13 It is acknowledged that outside of the village where speed limits are higher, vehicle speeds are higher than observed in the centre of the village.

## **6. Site Access**

6.1 Any site access should be designed in accordance with the Leicestershire Highway Design Guide. The most appropriate form of access is likely to be a simple priority give-way junction. Provided the site boundary joins the back of the adopted highway, it is considered likely that a simple priority junction could be provided to serve the two allocation sites. However, on-site observations indicate that visibility splays may be difficult to achieve and as such, this would require further detailed investigation.

6.2 Site HA67 is located to the north of Hoby Road. The existing speed limit adjacent to the site frontage is the national speed limit (60mph). This requires visibility splays of 2.4m x 215m to be achievable in both directions from any access into the site. Hoby Road has a relatively flat topography and on-site observations indicate that the required vertical visibility envelope would be achievable at site HA67. However, the horizontal visibility envelope is not achievable due to the alignment of Hoby Road which bends to the south. Based on the existing speed limit, visibility cannot be provided in accordance with the Leicestershire Highway Design Guide.

6.3 Site HA68 is located to the east of Old Gate Road. The existing speed limit adjacent to the site frontage is 30mph. This requires visibility splays of 2.4m x 43m to be achievable in both directions

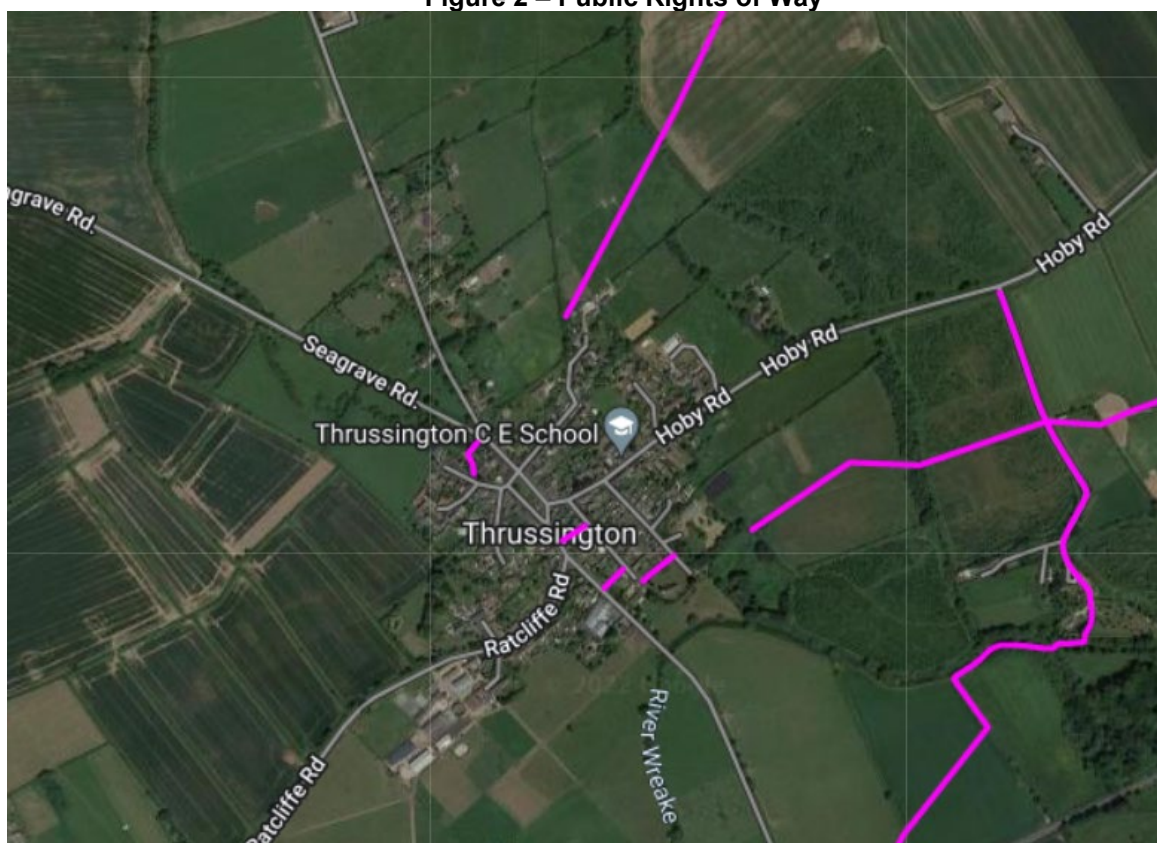
from an access into the site. On-site observations indicate that the horizontal visibility envelope would be achievable. However, the gradient of Old Gate Road could affect the achievable vertical visibility envelope. The vertical visibility envelope would need to be checked against topographical survey data to determine if an access can be provided in accordance with the Leicestershire Highway Design Guide.

## 7. Accessibility

### Pedestrians

- 7.1 Pedestrian facilities are provided adjacent to site HA68 by way of a 1.0m wide footway adjacent to the eastern side of the Old Gate Road carriageway. The footway provides a connection to Thrussington village and street lighting is provided.
- 7.2 Pedestrian facilities are not provided adjacent to site HA67. The closest pedestrian facilities to the site are located approximately 120m east at the junction of Hoby Road / Glebeland Close.
- 7.3 Within the village centre, footways of varying width are provided. Tactile paving is not provided at any junctions within the village. There are no formal crossing locations. On-site observations indicate that some on-street parking takes place partially on footways making it difficult for the mobility impaired and pedestrians with pushchairs. On-street parking also reduces visibility for pedestrians crossing the road.
- 7.4 There are several public rights of way within Thrussington and these are shown in **Figure 2**. The public footpath adjacent to site HA68 provides a connection north to Ragdale and Six Hills.

**Figure 2 – Public Rights of Way**



### Cyclists

- 7.5 There are no designated or recommended cycle routes in Thrussington. During the site visit, cyclists were observed using the local highway. No cycle parking facilities are provided within the village.

## Public Transport

7.6 Thrussington is not served by a regular bus service. It is however noted that Demand Responsive Transport (DRT) is in operation in Thrussington, providing services to Syston on Mondays, Wednesdays and Fridays and to Melton Mowbray on Tuesdays, Thursdays and Saturdays. The DRT service is operated by Premier Taxis Leicester for travel to Melton Mowbray and Syston from Gaddesby, Ratcliffe on the Wreake, Thrussington, Hoby, Frisby on the Wreake and households to the north of the railway line in Kirby Bellars. Concessionary fares apply on the service.

7.7 The Leicestershire Highway Design Guide states:

*“Normally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m. In rural areas the walking distance should not normally be more than 800m.”*

7.8 The two allocation sites do not satisfy the requirement of the Leicestershire Highway Design Guide in terms of accessibility to bus services.

## Accessibility Summary

7.9 Neither allocation site is in an accessible location, which is contrary to the NPPF and Leicestershire Highway Design Guide. Whilst some pedestrian infrastructure is provided within the village, this is sub-standard and does not provide a safe connection to site HA67 (Hoby Road). Without a regular bus service, the village cannot be considered accessible by public transport. If the allocation sites were to be developed, the lack of sustainable transport options available will result in car dominated developments, particularly as residents will be required to travel outside of Thrussington for most of their needs.

## **8. Highway Impact**

8.1 Currently the village of Thrussington contains in the region of 240 dwellings. The proposed allocation sites indicate an increase of 90 dwellings, which is a 37.5% increase. It would be reasonable to assume this would equate to an increase in traffic of a similar amount.

8.2 As part of any future planning application, peak hour trip generation will need to be considered. Residential trip rates have been obtained and are summarised in **Table 1** and **Table 2** along with an indication of likely trip generation.

**Table 1 – Residential Person Trip Rates**

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rate	0.252	0.826	1.078	0.595	0.315	0.910
Person Trip Generation site HA67 (30 dwells)	8	25	32	18	9	27
Person Trip Generation site HA68 (60 dwells)	15	50	65	36	19	55
Total Development Person Trip Generation	23	74	97	54	28	82



**Table 2 – Residential Vehicular Trip Rates**

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate	0.153	0.403	0.556	0.348	0.178	0.526
Vehicle Trip Generation site HA67 (30 dwells)	5	12	17	10	5	16
Vehicle Trip Generation site HA68 (60 dwells)	9	24	33	21	11	32
Total Development Vehicle Trip Generation	14	36	50	31	16	47

8.3 Whilst the trip generation of each site could be considered low, this should be considered in the context of Thrussington. Parts of the village, particularly the centre, are characterised by on-street parking. This reduces the carriageway width to one-way in places. In addition, visibility is poor at several locations on the route to / from both allocation sites. An increase in traffic could have a negative impact on road safety for several reasons, including:

- an increase in use of a substandard junction onto the A46 Trunk Road
- an increase in traffic exiting junctions and/or travelling along roads with poor visibility
- pedestrians struggling to cross busier roads
- drivers failing to give-way to oncoming traffic when passing parked cars
- an increase in village centre parking adding to the above

8.4 It is considered that the highway impact at some of these locations could be considered severe and would need to be mitigated if development is to comply with paragraph 111 of the NPPF. Of particular concern would be an increase in vehicle movements at the Seagrave Road / Old Gate Road and The Green / Hoby Road junctions where visibility is poor and the increase in vehicle movements in the village is likely to be greatest.

8.5 Given the low background traffic flows observed on-site and the existing number of dwellings in the village, junction capacity is unlikely to be an issue. However, this should be assessed if the sites are progressed.

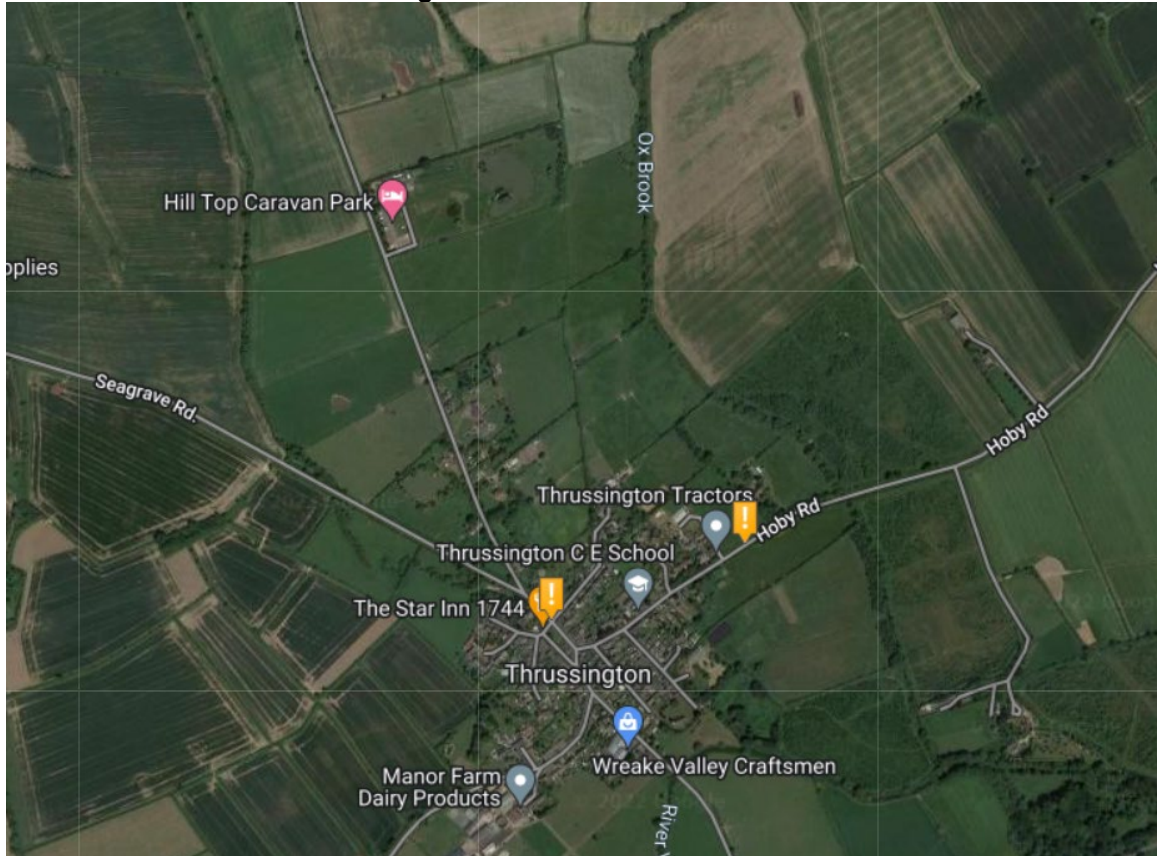
8.6 Given the need for any future residents to travel outside of Thrussington for most of their needs and the lack of sustainable travel options, there will be an increase in vehicle movements on roads leading to and from the village. The greatest increase is likely to be on roads leading to / from the A46 and A607. The road safety and capacity impact on these roads should be assessed as part of any future Transport Assessment / Statement. However, taking into consideration the scale of development being considered and the number of different routes that would be used, the increase in traffic is unlikely to be considered severe.

8.7 Nevertheless, it is worth noting that Old Gate Road is particularly narrow with restricted visibility around one bend in particular. It is not considered suitable for carrying a significant volume of traffic. This raises concern in relation to site HA68. In addition, Rearsby Road to the south includes a narrow bridge over the River Wreake. It is also noted that junctions with the A46 Trunk Road are of a varying standard. For example, there are no slip roads at the A46 / Old Gate Lane junction and any intensification of use of this junction could create a road safety risk and would need to be explored further.

## 9. Road Safety

9.1 A review of the most recently available five-year period of collision data (2017 to 2021) has been undertaken for the highway network within Thrussington and in the vicinity of sites HA67 and HA68. The collision data includes recorded collisions that resulted in injury only. There have been no fatalities. One collision occurred near site HA68 and no collisions occurred near site HA67. Collision locations illustrated by the yellow markers in **Figure 3**.

**Figure 3 – Collision Data**



Source: [CrashMap](#)

- 9.2 In total, two collisions occurred in Thrussington over the five year period. Both collisions were of slight severity. One occurred at the junction of The Green / Seagrave Road / Regent Street on 26th October 2017 and involved three vehicles, which resulted in one casualty. The other collision occurred on 2<sup>nd</sup> December 2017 and involved one vehicle which resulted in one casualty.
- 9.3 Whilst the collision analysis does not suggest any existing road safety issues, concerns relating to on-street parking, carriageway widths, footways widths and poor visibility are such that a 37.5% increase in dwelling could give rise to road safety issues associated with these concerns. It is considered that the road safety impact at some of these locations could be considered severe and would need to be mitigated if development is to comply with paragraph 111 of the NPPF. If the sites are progressed, road safety should be explored further as part of any future Transport Assessment / Statement prepared in support of a planning application.

## 10. Summary

10.1 The number of dwellings being considered for Thrussington in the Pre-Submission Draft Charnwood Local Plan raises several transport and highway concerns. These are summarised as follows:

- Concern regarding any intensification of use of the Old Gate Road junction onto the A46 Trunk Road on road safety grounds.
- Concern in relation to achieving site access visibility splays in accordance with the existing speed limit at both allocation sites. A site access that does not achieve the required visibility splays would not comply with the Leicestershire Highway Design Guide.
- Varying standard of pedestrian infrastructure with no formal crossing points in the village.
- No regular bus service in the village. This means both sites do not comply with the Leicestershire Highway Design Guide.
- The sites are not accessible by sustainable travel modes and would result in car dominated developments. This means the sites do not comply with local or national planning policy including the NPPF.
- The highway and safety impacts at some locations could be considered severe and would need to be mitigated if development is to comply with paragraph 111 of the NPPF.

10.2 On balance, the site allocations as set out in the Pre-Submission Draft Charnwood Local Plan are not considered acceptable in terms of transport and highways.

Yours faithfully

Sarah Strauther  
**Principal Transport Planner**  
For and on behalf of Tetra Tech Limited