



**PLAN-IT X**  
TOWN AND COUNTRY PLANNING SERVICES

# Charnwood Local Plan 2021-37 Examination:

## Matter 8 - Infrastructure and Transport

### Written Statement on behalf of Barrow upon Soar Parish Council

PLANIT-X TOWN AND COUNTRY  
PLANNING SERVICES LTD



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**RTPI**

mediation of space · making of place

## Introduction

1. This Statement has been prepared on behalf of Barrow upon Soar Parish Council (BuSPC) in response to the Inspectors' Matters, Issues and Questions for the examination hearings for the Charnwood Local Plan 2021-2037.
2. BuSPC has previously made representations to the Regulation 19 Local Plan consultation in relation to the scale of development proposed for Barrow upon Soar and the lack of mitigating infrastructure improvements.
3. This Statement concerns Inspectors' Matter 8 - Infrastructure and Transport.

## Issue 1 –The Infrastructure Delivery Plan

8.2 Does the Infrastructure Delivery Schedule (Appendix 3 of the Plan) enable a coordinated and strategy led approach to the delivery of new and improved infrastructure to support planned growth? Can the priorities, costs and funding sources for the different types of infrastructure be easily identified from the Schedule?

1. No.
2. The sites proposed for development are moving ahead of the delivery of the necessary supporting infrastructure. Sites HA45 and HA46 have already been approved by Charnwood Borough Council without provision for a community centre (Neighbourhood Plan Policy BuS12), indoor sports (CLP Table 11), village car parking (CLP CS1), meaningful improvements in sustainable transport (CLP Appendix 3 - Infrastructure Schedule), strategic road improvements or additional wastewater treatment capacity. An application has been submitted for HA48 and pre-application community consultation has already been held about the bulk of development at HA49.
3. The CLP Infrastructure Delivery Schedule (Appendix 3) includes a range of infrastructure requirements associated with planned growth at Barrow upon Soar, each item is regarded as essential:

Reference	Scheme	Cost	2021-2026	2026-2031	2031-2037
BA1	Footway improvements to the station from key development site(s).	£70,000	✓	✓	✓
BA2	Cycle route improvements to the station from key development site(s)	£1,367,625		✓	✓
BA4	Cycle parking facilities at station	£13,000	✓	✓	✓
BA5	High Street-South Street-Bridge Street Junction Improvement	£50,000	✓	✓	✓

Reference	Scheme	Cost	2021-2026	2026-2031	2031-2037
Education	Provide site for a new 1 FE Primary School located on land at Cotes Road, Barrow (HA49). Reasonable costs of making this provision to be shared amongst the developments that it would serve. Secondary: Humphrey Perkins may require expansion during the plan period.	£4,656,000	✓	✓	✓
Health	Served by Barrow Health Centre, Charnwood Surgery, Mountsorrel, The Banks and Highgate Surgery, Sileby. CCG to work with local partners to ensure local provision that maximises the use of available resources and supports people to access care and treatment.		✓	✓	✓
Water and Sewerage	Additional treatment capacity will be required at Barrow upon Soar by 2030			✓	

### Transport

- Main Modifications (Exam 30) to replace items BA1-5 with a package of interventions to be developed through a Soar valley Transport Strategy comprising:

- Improvements to sustainable modes of travel (walking, cycling and passenger transport) within the transport strategy area and to/from other key destinations for this area;
  - Specific interventions to be determined within the transport strategy and will potentially include interventions identified through Leicestershire County Council's planned A6(North)/A6004 Major Road Network (MRN) Study.
5. Development in Barrow upon Soar is not only proceeding without contributions to items BA1-5 there are no contributions to the Soar Valley Transport Strategy or A6(North)/A6004 Major Road Network (MRN) Study either. Worse, development is proceeding ahead of both the Soar Valley Transport Strategy and the A6(North)/A6004 Major Road Network (MRN) Study.

### Education

6. Since the submission of the Local Plan, it has been agreed by the promoters of development sites HA45, HA46, HA48 and HA49, the County Council and the Borough Council, that the primary school will be located on site HA48 (land off Willow Road). Therefore, there is a set of proposed Main Modifications to the submitted Local Plan (Exam4 Main6.s to Main6.y).
7. A Delivery Strategy has been prepared which sets out the funding and delivery mechanism to enable the construction of the new primary school but significantly it does not set out when that school will be delivered. While the funding approach may ensure that the land and funding to build are provided at an early stage, the developers will retain control of the timing of the delivery of homes without restrictions once construction has commenced.
8. The CLP Infrastructure Schedule suggests that provision of the primary school could take place at the end of the plan period. The Delivery Strategy estimates that capital construction costs of the school (including design work etc) will be £8,944,771- well in excess of the Infrastructure Schedule estimate of £4,656,000 and excluding contributions to early years childcare, secondary, post-16 and special school provision.
9. The Parish Council is of the view that the new primary school should be provided before the development of any dwellings on the allocated housing sites. This is because the lack of capacity at the existing Barrow Hall Orchard C of E Primary School will require new pupils to transfer to other primary schools. However, the nearest primary schools at Mountsorrel, Quorn, Rothley and Sileby are already very close to capacity with little or no potential to expand. Therefore, pupils will need to be transferred to various primary schools many miles away.

10. That transfer will be by school bus, with transportation costs paid by the developer. However, these transportation arrangements will prevent pupils from benefiting from school activities before and after normal school times e.g., breakfast clubs, after-school activities, holiday clubs.

## Health

11. Barrow Health Centre was purpose built in 1980 around which time the practice list of 5,500 was broadly comparable to the population. The current population of Barrow upon Soar is circa 7,000 but the practice list is around 8,800.
12. The premises are the same size now as they were then but there have been adaptations in response to a rising population, with developer contributions being used for refurbishment in 2011, bringing into use rooms vacated by district nurses, health visitors and school nurses. The practice boundary has been redrawn to curtail pressure.
13. The additional patients generated by the developments proposed by the Draft Local Plan would have a significant impact to Barrow Health Centre. Based on the healthcare contributions requested in connection with approved sites HA45 and HA46, the total healthcare contribution for the 703 dwellings planned by the CLP for Barrow upon Soar will be some £500,000. However, the CLP Infrastructure Schedule provides little information on how and when those contributions will mitigate the impact to Barrow Health Centre.

## Water and Sewerage

14. Severn Trent's Flood Risk Register identifies 14 properties in Barrow upon Soar which have had observed and verified reports of internal and external sewer flooding due to hydraulic overloading or where flow exceeds the capacity of the system. Sewer flooding is distressing and unpleasant. It has been an ongoing problem in the village and exacerbated by the ongoing Jelson development also on Melton Road.
15. For the purposes of applying the National Planning Policy Framework, "flood risk" is a combination of the probability and the potential consequences of flooding from all sources – including overwhelmed sewers and drainage systems. The National Planning Policy Framework sets strict tests to protect people and property from flooding which all local planning authorities are expected to follow. Where these tests are not met, national policy is clear that new development should not be allowed.
16. Neither CBC nor Severn Trent fully understand the impact of the proposed allocation of 703 dwellings on the sewer network. It follows that the improvement works needed to the public sewerage system to accommodate the additional flow without creating or exacerbating flooding or pollution are unknown. There is no scheme in place to provide the improvements to treatment capacity required by the CLP Infrastructure Schedule.

### Community Centre, Open Spaces, Sport and Recreation

17. There is a good range of clubs, societies and social organisations in Barrow upon Soar. Some of these use the facilities at Humphrey Perkins School but it is proving to be too expensive for community groups to hire. They have had to find alternative rooms sometimes outside of the village. Further, as the school expands, the opportunity for these facilities to be used by the community reduces.
18. Although the village also has several small rooms that are available to hire on an hourly basis, they are under considerable pressure. As a result, some groups are unable to find a permanent home and have left the village due to the lack of suitable space (table tennis, archery, ballroom dance) and there is no suitable space for other activities such as a day-care centre or youth centre. Other clubs and societies have long waiting lists.
19. With most other villages in Charnwood Borough having a village hall or similar, a dedicated community building for Barrow upon Soar is essential, particularly if the village is to grow further and is supported by Barrow upon Soar Neighbourhood Plan policies BuS11 and BuS12.
20. Indoor sports facilities in Barrow upon Soar are also limited to the sports hall and gym at Humphrey Perkins School which are only available out of school hours. The Borough Council's Open Spaces Strategy (2018-2036) highlights other deficiencies in terms of the quantity, accessibility and quality of open space in Barrow upon Soar.
21. Table 11 of the CLP identifies that development of more than 250 dwellings should include provision for all types of open space, indoor and outdoor sports facilities. The presumption is that provision is made on site.
22. There is no provision for a community centre, open spaces, sport and recreation in the CLP Infrastructure Schedule for Barrow upon Soar. Given that the total dwelling provision is well in excess of 250dw, the CLP needs to be clear how the requirements of Table 11 and the Barrow upon Soar Neighbourhood Plan are to be met.

### Village Centre Car Parking

23. In 2015 Charnwood Borough Council undertook a Car Parking Impact Assessment of the Borough's main centres, including Barrow upon Soar Village Centre.
24. The results of the surveys showed that both the High Street and the Co-op/Health Centre car parks were over 100% occupied (i.e. some vehicles were observed parking in areas where restrictions are in place and/or outside marked spaces) in the 09:00-11:00 beat of the Thursday survey. The High Street Car Park was also over 100% occupied in the 11:00-13:00 beat of the Thursday survey.

25. The Borough Council's Car Parking Impact Assessment also considered parking demand taking account of future housing growth. The calculations of future parking demand in Barrow upon Soar indicate that overall occupancy levels at off-street locations will exceed 85% during the week and on Saturday's occupancy levels are estimated to exceed 85% during morning periods.
26. The assessment concludes that to address the shortfall in parking in Barrow upon Soar in the period up to 2036, additional off-street car parking spaces should be provided. The proposed development of 703 dwellings will worsen the situation. The availability of parking is an important contribution to the vitality and viability of Barrow upon Soar Village Centre yet there is no provision in the CLP Infrastructure Schedule for Barrow upon Soar.

## Issue 2 – Transport

### 8.4 What is the role of sustainable transport modes in supporting planned growth and has the effect of modal shift supported by Policy CC5 been taken into account in the transport modelling and studies (EB/TR/11, 12 & 13)? If so, how?

1. The planned growth at Barrow upon Soar will generate significant movement that will be dominated by the use of the private car unless there is significant investment in sustainable transport. Yet the CLP Infrastructure Schedule contains very modest improvements and even those are subject to Main Modifications (Exam30).
2. In response to ongoing concerns about traffic conditions in Barrow upon Soar and Sileby, Leicestershire County Council (LCCHA) published the 2016 Sileby & Barrow upon Soar Transport Study (SBSTS). The report summarises transport conditions and known development proposals in Sileby and Barrow upon Soar to inform future highway advice on development proposals in these villages.
3. Barrow upon Soar railway station is located on the Midland Main Line between Leicester and Loughborough. The station is served Monday to Saturday by East Midlands Trains, who operate local services from Leicester to Nottingham and Lincoln via Loughborough and Newark. There is no Sunday service or late evening service.
4. The station is unstaffed with isolated platforms with little in the way of shelter. There is no car parking or drop-off space and it is only accessible by many steps, so it is unsuitable for people with mobility problems.
5. Most of the new residents of the planned allocations at Barrow upon Soar will not lie within reasonable walking distance of the railways station.



6. There are doubts that there is sufficient space at the railway station to accommodate additional cycle parking. Improvements to the railway station with step free access are required to enable all new residents to be able to access local rail services.
7. There are no measures in the CLP to support improvements in bus provision.

#### 8.5 Does Policy INF2 (Local and Strategic Road Network) set out a co-ordinated and strategy led approach to all types of transport in the Borough?

1. In respect of the local and strategic road network, proposed CLP policy INF2 is not clear about whether the aim is to continue to mitigate the impact of development during peak hours.

#### 8.6 What is the likely effect of the proposed scale and distribution of development on the strategic and local highway network and key junctions? Have the necessary improvements and/or mitigation measures to the strategic and local highway network been identified in the Plan and the Infrastructure Delivery Plan, including costs and timing/phasing where necessary?

1. Traffic entering and leaving Barrow upon Soar via the A6 concentrates onto the historic Barrow Road Bridge, a listed structure. This is single lane and signal controlled. It has already exceeded its effective operational capacity and queuing and delays are a frequent issue. There is no easy way to improve the bridge.
2. The alternative route to and from the A6 via Slash Lane to the east of the village is regularly inundated by the River Soar and has been identified by the Environment Agency (EA) as being susceptible to a 1 in 1 year event. Barrow Road between Barrow and the A6 is also susceptible to flooding, with defences protecting the road to limit the risk to a 1 in 10-year event. When flooding occurs, road closures cause widespread congestion on the remaining available routes and can affect bus services as traffic travelling from Sileby is diverted through Barrow when Slash Lane and Mountsorrel are not passable. Flooding events are frequent and can last for periods of more than one week (see Appendix 1).
3. Within the village, many people have raised concerns about congestion – in Bridge Street, Beveridge Street, Church Street, Warner Street, Grove Lane, High Street and North Street. This is often caused by bus stops and on-street parking on the narrow village centre streets which were not designed for modern traffic. Excessive on-street parking in Sileby Road also impedes vehicle flow and access in both peak and off-peak periods.

4. The SBSTS was undertaken using the Leicestershire and Leicester Integrated Transport Model (LLITM). The Study supports the concerns about the traffic capacity of parts of the network in Barrow upon Soar. The relevant sections have been extracted below:

V/C %	Roads	Direction	Village	Indicative cause of issues
95	Bridge Street	Westbound	Barrow upon Soar	Narrow bridge has led to traffic signals being installed, this only allows for traffic to flow one way at a time into and out of Barrow upon Soar.
87	Barrow Road (approach from Quorn)	Eastbound	Barrow upon Soar	
86	Mountsorrel Lane	Eastbound	Sileby	Narrow road with poor geometry, visibility and lack of priority turning at junction with Barrow Road/High Street in the village centre.
81	Grove Lane	Southbound	Barrow upon Soar	Lack of priority turning at junction with South Street in the village centre.
81	King Street	Southbound	Sileby	Extremely poor visibility and lack of turning priority at junction with High Street in the village centre.

Table 1: All link v/c's over 70% in Sileby and Barrow upon Soar 2016

Location	Direction	Traffic Count		Queue Length (Max.)	
		AM Peak	PM Peak	AM Peak	PM Peak
Bridge Street (Barrow upon Soar)	Westbound	726	584	45	42
Barrow Road (approach from Quorn) (Barrow upon Soar)	Eastbound	562	716	28	31
Mountsorrel Lane (Sileby)	Eastbound	188	260	6	15
Grove Lane (Barrow upon Soar)	Southbound	275	221	9	7
King Street (Sileby)	Westbound	215	186	12	7

Table 2: Traffic counts and Queue Length during peak times in Sileby and Barrow upon Soar.

5. In terms of future schemes the SBSTS states:

*The County Council currently has no improvements programmed at the pinch point locations identified in Table 2. At this time suitable mitigation at the main pinch points within the two villages is not considered feasible by the County Council primarily due to lack of any extra physical highway capacity at any of the worst performing junctions and the general poor geometry of the highway network in these locations.*

6. Further:

*In Barrow upon Soar, 500 dwellings have been granted planning permission since 2011. The majority of the growth will occur at the land east of Melton Road where 292 of these dwellings are committed. An additional 123 dwellings have been granted permission of Cotes Road.*

*The link between Barrow upon Soar and the A6 (via Bridge Street) is listed as being one of the most overcapacity in the two villages (see table 2). The combined effect of an increase in population in Barrow upon Soar (and the surrounding area, such as Quorn) is likely to increase the stress at this location on either side of the river, especially at peak times. Developments in Sileby and other neighbouring villages are also likely to add to traffic volumes at these locations.*

*In 2016 the junction between Grove Lane and South Street is listed as being at 81% of its theoretical capacity and is expected to be exceeded further upon occupation of the Melton Road development.*

7. According to SBSTS, the implications of traffic growth would also extend to the adjoining village of Sileby and in particular the junctions at King Street/High Street/Barrow Road and Mountsorrel Lane/Barrow Road which are already or close to exceeding their effective operational capacity.
8. In its conclusion, paragraph 4.8 of SBSTS states that:
9. In closing, based on the outcomes of this study, Leicestershire County Council, as the Local Highway Authority, considers that:
  - a) *Current Core Strategy period: Further large developments (over 10 dwellings) in Sileby and Barrow upon Soar should be resisted on highway grounds unless the proposals can demonstrate a nil-detriment position over existing traffic conditions.*
  - b) *Growth in the Soar Valley beyond the Core Strategy period: Should be dependent on the outcomes of a comprehensive transportation and flooding study, which identifies 'strategic level' mitigation measures that, amongst other things, address the traffic issues in and around Sileby and Barrow upon Soar.*
10. The Barrow upon Soar Neighbourhood Plan refers to the SBSTS in developing its policy BuS13: Road Network Policy and following examination of the plan by an Inspector and further consideration by Charnwood Borough Council and the Highway Authority it settled in the following policy:

***Policy BuS13: Road Network***

*New housing developments of more than ten dwellings will not be supported unless it can be demonstrated that the residual cumulative impact will not make existing traffic conditions worse.*

11. CBC commissioned AECOM to identify transport interventions to mitigate the impact of growth options being considered in CBC's emerging Local Plan. AECOM went through a process of identifying different mitigation options and then applied a recognised approach using the EAST1 tool including professional judgement to recommend a preferred mitigation package. The preferred mitigation option (CLP Infrastructure Schedule BA1-5) relies heavily on improving travel by walking and cycling. However, the planned growth at Barrow upon Soar will generate significant movement that will be dominated by private car use. It should be noted that any reductions in road capacity to accommodate footway improvements may increase further delays or cause local traffic re-routing.
12. The strategic transport assessment used to inform the CLP uses the Pan-Regional Transport Model (PRTM), which is an extension of the LLITM 2014. The PRTM model is strategic and therefore makes broad assumptions on the capacity of the network by type of road. It is therefore not sufficiently detailed, or reliable, to provide an accurate indication of traffic capacity impact at key junctions in terms of predicted queues and delays. This is acknowledged in para. 7.1.1.3 and 7.1.1.4 of the Charnwood Borough Local Plan Mitigation (Draft Final Report). It follows that there is no detailed junction capacity analysis of those pinchpoints identified by the SBSTS or a comprehensive transportation and flooding study of the type envisaged by the SBSTS. The assessment does not take account of traffic impacts associated with the proposed new primary school off Cotes Road.

8.7 Does the transport modelling undertaken so far (EB/TR/11, 12 & 13) enable specific impacts on the highway network to be identified, for mitigation measures to be developed in response to that modelling and then required as part of the Infrastructure Delivery Plan and site allocation policies? Is any further work required to establish this?

1. No. See above.
2. Main Modifications (Exam 30) is to replace items BA1-5 with a package of interventions to be developed through a Soar valley Transport Strategy and A6(North)/A6004 Major Road Network (MRN) Study. This demonstrates that the modelling undertaken so far is inadequate.
3. The SBSTS is clear that the key junctions in Barrow upon Soar are already at or exceed capacity and that a comprehensive transportation and flooding study, which identifies 'strategic level' mitigation measures, is required **before** sites are allocated in the CLP.

8.8 Policy T3 (Car Parking Standards) refers to published guidance in other documents which do not form part of the submitted Plan and are not before the Examination for consideration. How should this matter be addressed to ensure that the policy is justified and will be effective?

1. Regarding the provision of car parking spaces, Policy T3 refers to the latest published guidance of Leicestershire County Council and Charnwood Borough Council.
2. The latest Leicestershire Car Parking Standards are contained within the Leicestershire Highway Design Guide. Section DG13 (Part 3):  
<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-3-design-guidance-interim.pdf>
3. These standards (other than residential) are taken from RPG8 (see paragraph 3.148) which was been revoked in 2013. Furthermore, they are expressed as maximum vehicular parking standards contrary to NPPF paragraph 108 which states that 'maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification...'
4. It follows that the latest published guidance of Leicestershire County Council is not a suitable starting point for guiding the provision of car parking spaces in new development.

## Appendix 1

Environmental Information Regulations 2004



**EIR 003344 - Barrow upon Soar flood log and road diversions - Responses shown in bold**

Roads in and out of the village of Barrow upon Soar are regularly inundated by the River Soar. When flooding occurs, road closures cause widespread congestion on the remaining available routes. Please may I have:

1. A road diversion plan for when these events occur; and

**During emergency situations such as flooding when roads have to be closed diversion routes are not placed out.**

2. A log showing when these events have occurred along with their duration.

**As you have not specified a time frame the information below is provided for the last 12 months dated between 1<sup>st</sup> September 2020 and 1<sup>st</sup> September 2021:**

<b>Occurrences:</b>	<b>4</b>	
<b>Date to</b>	<b>Date from</b>	<b>Duration in days</b>
<b>04/10/2020</b>	<b>09/10/2020</b>	<b>5</b>
<b>05/12/2020</b>	<b>06/01/2021</b>	<b>32</b>
<b>28/01/2021</b>	<b>11/02/2021</b>	<b>14</b>
<b>25/05/2021</b>	<b>26/05/2021</b>	<b>1</b>

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