

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: 20/01012/OUT

Highway Reference Number: 2020/1012/04/H/R1

Application Address: Land West Of Workhouse Lane Burbage Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Residential development up to 40 dwellings, public open space and associated Infrastructure (Outline - access only)

GENERAL DETAILS

Planning Case Officer: Helen Knott

Applicant: Central England Cooperative

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Adopted Unclassified

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 the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2019) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

- 1. The Applicant has failed to demonstrate the principle of a safe and suitable access route can be achieved to the site between the junction of Workhouse Lane and Britannia Street and the proposed site access, contrary to paragraph 108 of the National Planning Policy Framework.**

Advice to Local Planning Authority

The Local Highway Authority (LHA) is in receipt of a consultation for an outline application for the construction of up to 40 dwellings at land off Workhouse Lane, Burbage. All matters other than access are reserved at this stage.

The Applicant has submitted a Transport Assessment dated 21 August 2020 in support of the proposals.

Site Access

Access to the site is proposed off Workhouse Lane, which is an unclassified road with a 30mph speed limit. RPS drawing number JNY10215-01 Rev B provides details of the access arrangements.

The vehicular access will be provided with a 5.5m carriageway width into the development site and a 2.0 metre wide footway on the northern side. A 6.0 metre junction radii is also proposed. Based on the submitted drawing, the proposed access measures six metres wide. Part 3, Table DG1 of the Leicestershire Highway Design Guide details that for a road with up to 50 dwellings, the carriageway width should be 4.8 metres wide. Clarification would therefore be required with regards to this discrepancy and the access arrangements would require amending, along with revised vehicle tracking being submitted.

The Applicant has detailed 2.4 x 43 metre visibility splays on the drawing in each direction from the access. A speed survey in the vicinity of the site access was also undertaken by the Applicant on Thursday 27 June 2019. This was in the form of a hand radar survey between 0700 -1900 hours and picked up a total of 46 vehicles. The survey indicated 85%ile speeds of 22.9mph northbound and 23 mph southbound. The LHA advise handheld radar surveys can be less reliable as drivers could change their speeds when they see somebody holding a radar gun, therefore tubes would be the preferred method of measuring traffic speeds.

The Applicant has submitted an independent Stage 1 Road Safety Audit (RSA) of the site access, along with a Designer's response.

The RSA identified two problems. The first problem states It is unclear from the drawing how the proposed kerb will tie into the residential access to the south of the Development Site access. If the end of the kerb protrudes into the carriageway there may be a risk of vehicle strikes and possible single vehicle loss of control type collisions and advises that for the detailed design, a smooth kerb transition is provided at the residential access.

The second problem states carriageway narrowing to the south of the Development Site Access may increase the risk of vehicle to vehicle head on type collisions, and suggests that appropriate warning signage is safely provided to highlight the road narrowing in the vicinity of the Development Site Access.

The Applicant has responded to both points advising that road markings would be amended to guide vehicles away from the kerb with regards to point 1 and that appropriate signage would be provided in respect of point 2 at detailed design. The LHA would require points 1 and 2 to be addressed at the application stage, with all details relating to kerb tie-ins, lining and signing provided on a revised plan.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for between 01 January 2014 to 17 June 2019. Based on available records to the LHA, no additional PICs have occurred within the study area since June 2019.

The Applicant has identified a total of four PIC's occurred during this time, all were recorded as slight. Three of the PIC's occurred on Windsor Street, of which two occurred at the Freemans Lane junction. Both of these PICs involved vehicles crossing between Freemans Lane and Windsor Street (a cul de sac) and vehicles travelling along Coventry Road. The third PIC involved a collision between a vehicle and a pedestrian at the junction of the church car park.

The fourth PIC occurred at the junction of Britannia Road with the Millennium Hall car park. This involved a vehicle and a pedestrian.

The LHA accepts that there appears to be no common patterns or causes with regards to the PIC's and that the proposals are unlikely to exacerbate an existing situation.

Trip Generation

The Applicant has ascertained the level of traffic the proposed development could generate using TRICS. The proposed trip rates are shown in Table 1.

	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate	0.170	0.443	0.613	0.416	0.232	0.648
Vehicle Movements	7	17	24	16	9	25

Source: TRICS

Table 1: Proposed trip rates.

The LHA consider the proposed trip rates to be acceptable.

The Applicant has then considered the distribution of the developments traffic on to the surrounding highway network using 2011 Census data for the Hinckley and Bosworth Middle Super Output Area 14, this is also considered to be acceptable.

Junction Capacity Assessments

The Applicant has undertaken a capacity assessment of the Britannia Road/ B578 Lutterworth Road junction. This has included committed development reference 15/01292/OUT (80 dwellings on land to the south west of Lutterworth Road).

The capacity assessment was based on 2019 baseline data collected on Wednesday 26 June 2019. This was then factored up to a future year of 2024 and included committed development reference 15/01292/OUT (80 dwellings on land to the south west of Lutterworth Road). The result of the assessment indicated that the junction would operate within capacity in 2024.

It is unclear to the LHA why a future year of 2024 was considered, when the future year should be 5 years following the year of submission of the application, i.e. 2025. The LHA is also aware of

application reference 19/01405/OUT (135 dwellings, Land North Of Deepdale Farm Lutterworth Road Burbage Leicestershire), which while the application has been refused by the LPA, should be considered as a sensitivity test in the event of an appeal. Nevertheless, given the volume of traffic forecast to use the junction (16 two way trips in the AM peak and 17 two way trips in the PM peak) the LHA could not insist of a revised capacity assessment.

Off-Site Implications

The Applicant has advised that they would undertake widening to Workhouse Lane in the vicinity of the proposed access. Based on RPS drawing number JNY10215-01 Rev B, while a kerbline is detailed to the western side of Workhouse Lane, there is no such detail to the east. The Applicant would be required to fully upgrade Workhouse Lane between Frezenberg Close and the site access to provide safe and appropriate access for all users. While it appears the Applicant is proposing a 5.5 metre wide carriageway at the site access, this would narrow down to 5.0 metres to tie in to the Frezenberg Close junction.

Between the Frezenberg Close junction and the existing priority build-out on Workhouse Lane, the carriageway width measures approximately 5.0 metres wide. Beyond the build-out up to the Britannia Road junction, the carriageway measures approximately 4.2 metres wide, before widening beyond the junction. Britannia Road also measures a similar width at its junction with Workhouse Lane. This creates a pinch point at the junction of Workhouse Lane and Britannia Road, where vehicles exiting Britannia Road could come in to conflict with vehicles turning right towards Britannia Road or continuing northbound along Workhouse Lane. The LHA consider the additional development traffic could exacerbate the situation which would be of detriment to highway safety and free flowing traffic. Drivers could also be tempted to pull up half on to the footway and continue to drive half on the footway/ carriageway in order to allow other vehicles to pass which would be to the detriment of pedestrian safety.

Based on guidance within Part 3, Table DG1 of the LHDG, carriageway widths of 5.50 metres should be provided for developments with 50 or more dwellings. With the addition of the Frezenberg Close development alone, this figure is exceeded for Workhouse Lane, south of Britannia Road. The Applicant has failed to give consideration to the impact the additional development traffic could have on the junction of Workhouse Lane and Britannia Road. In addition, a traffic survey has not been undertaken at this junction to demonstrate the existing baseline level of traffic which could already pass through the junction. Given the existing residential frontages, the LHA consider it is unlikely that the Applicant would be able to undertake any further improvements to Workhouse Lane or Britannia Road in the form of widening to alleviate these concerns.

Internal Layout

The internal layout of the development is not for consideration at this stage and therefore has not been considered in detail by the LHA.

Transport Sustainability

Bus stops with an hourly service between Hinckley and Lutterworth are within an approximate 400 metre walk from the centre of the site and amenities such as a shop and public house are within

an approximate 600 metre walk. Burbage Infant and Junior Schools are within a 1KM walk of the site.

Date Received
4 December 2020

Case Officer
Ben Dutton

Reviewer
DH

Date issued
18 December 2020