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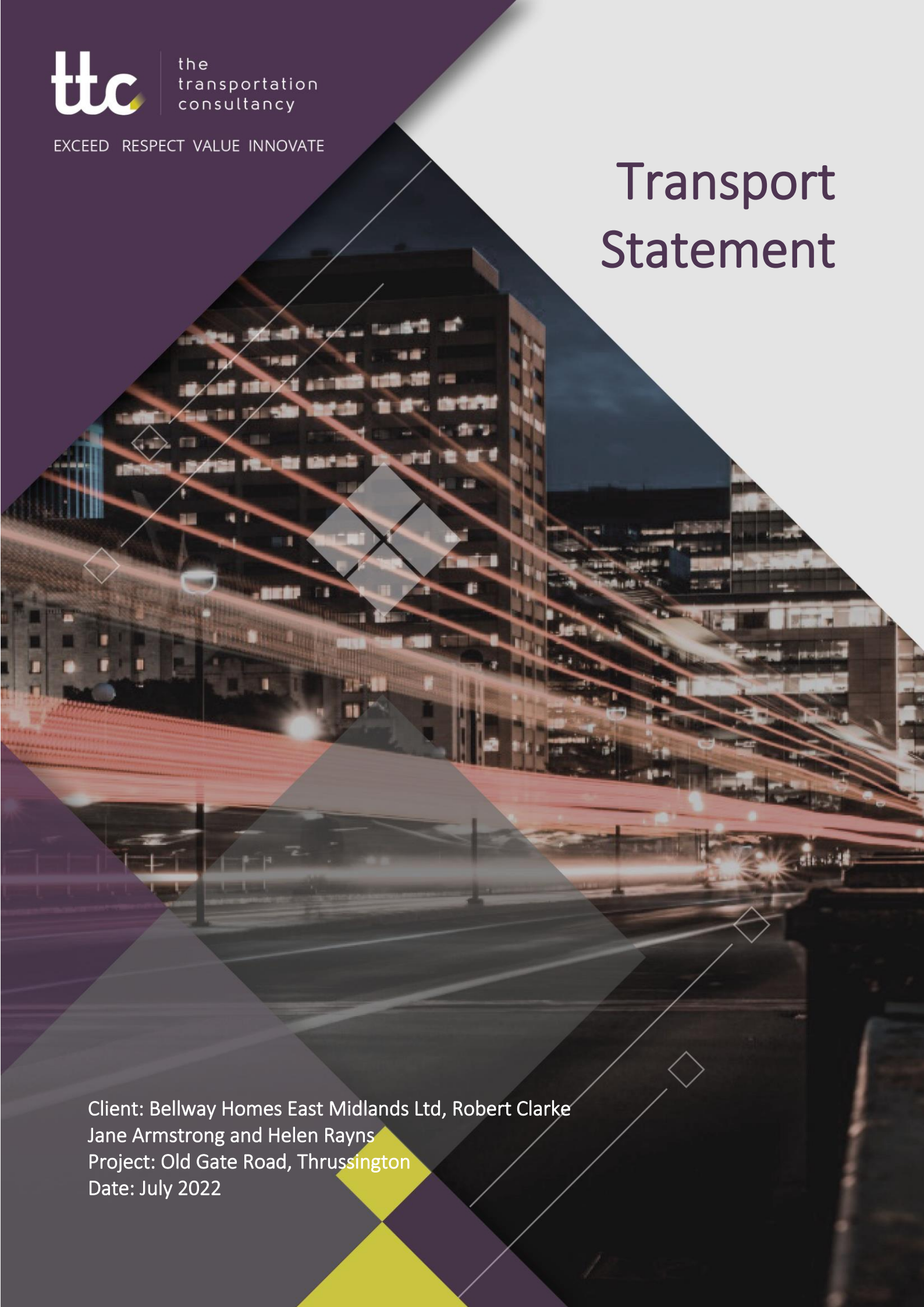
# Transport Statement



Client: Bellway Homes East Midlands Ltd, Robert Clarke
Jane Armstrong and Helen Rayns
Project: Old Gate Road, Thrussington
Date: July 2022

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# Contents

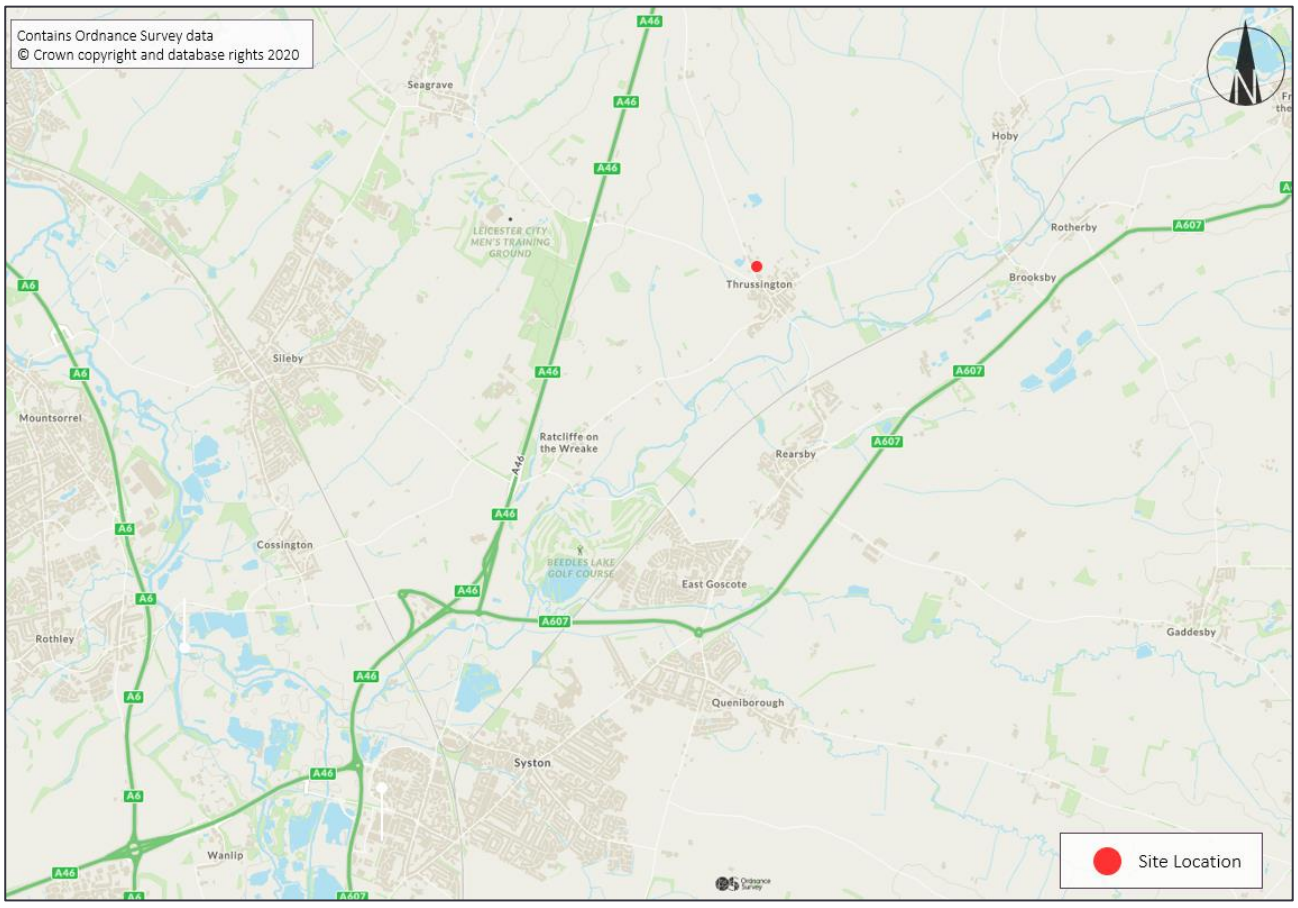
# 1. Introduction

## 1.1 Background

This Transport Statement (TS) has been prepared by The Transportation Consultancy ('ttc') on behalf of Bellway Homes East Midlands Ltd and Robert Clarke, Jane Armstrong, Helen Rayns (the applicant), to accompany a Full Planning Application for the construction of up to 68 residential dwellings on land to the east of Old Gate Road, Thrussington, Leicestershire.

The proposed development site is currently operated as open agricultural land and is shown in **Figure 1.1**.

**Figure 1.1 Site Location**




## 1.2 Purpose of Report

This TS has been prepared to accompany a Full Planning Application in relation to the construction of up to 68 residential dwellings and evaluates the impact of the development proposals on the local highway network.

The aim of the report is to identify the transport characteristics of the development site and surrounding area and examine the likely transport implications of the proposed development.

The report should be read in conjunction with the suite of documents which accompany the Full Planning Application. This TS has been prepared with reference to the National Planning Policy Framework (NPPF) 2021 and Planning Practice Guidance (PPG).

This report seeks to demonstrate that the development site is well located in terms of access to local facilities and public transport opportunities, and as such will enable access by sustainable transport modes.

## 1.3 Scoping

'ttc' submitted a Transport and Highways Pre-Application Technical Note (Ref: *210569-01*) in February 2022 regarding the development proposals at Old Gate Road to Leicestershire County Council (LCC), in their capacity as Local Highways Authority (LHA). The purpose of this Technical Note was to inform scoping discussions with the LHA to seek their views on the principle of development in regard to access and impact on the local highway network.

A written representation was provided by LCC dated May 2022. A copy of the Technical Note is provided in Appendix A.

A summary of the comments is outlined below:

- Provision of a Transport Statement to support any future planning application;
- Address the impact of the proposals on the site access / Old Gate Road and Old Gate Road / Seagrave Road priority junction for the 2022 and 2027 scenarios;
- Request completion of a Stage 1 Road Safety Audit and accompanying Designer's Response;
- NTM adjusted growth factors obtained from TEMPro for the Mid Layer Super Output Area; Charnwood 008 are considered appropriate;
- Personal Injury Collision (PIC) data should be obtained and reviewed for any PICs which have occurred within 500m of the site access in the last five years; and
- It may be appropriate to use person trip rates from the TRICS database and then apply a vehicle driver mode share from the 2011 census for the local resident population.

## 1.4 Structure of Report

This TS is structured as follow:

- Chapter 2: Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any existing highway safety concerns;
- Chapter 3: Determines the Local and National Policy context in relation to the proposed development;
- Chapter 4: Describes the proposed development and site access options;
- Chapter 5: Considers the trip generation and travel demand of the development and identifies the modelling scenarios;
- Chapter 6: Outlines the highway capacity assessment; and,
- Chapter 7: Summarises and concludes the findings of the report.

# 2. Existing Situation

## 2.1 Overview

This section of the TS outlines the existing site conditions, sustainable transport links and the local highway network, as well as a review of highway safety within the vicinity of the site.

## 2.2 Site Location and Context

The proposed development is situated c.200m north of Thrussington village on land to the east of Old Gate Road and north of Regent Street. Located within the Charnwood district of Leicestershire, the site is currently formed of open agricultural land with a single private dwelling situated within the redline application boundary. The latter will be refurbished, and new standalone private access created.

Figure 2.1 illustrates the site in a local context.

Figure 2.1 Site in Local Context


## 2.3 Highway Network

The surrounding local highway network is managed and maintained by LCC, comprises of the following links.

### Old Gate Road

Old Gate Road is a single carriageway highway which runs along a north to south alignment between the A38 and its junction with Seagrave Road. The highway is the main route for traffic leaving Thrussington northbound towards the A46, and conversely southbound traffic from the A46 to Thrussington.

Within proximity of the site, Old Gate Road is street-lit, subject to a 30mph speed limit and affords a footway along the eastern side of the highway which routes into Thrussington. Further north and away from the proposed development site, the highway is subject to the national speed limit. The road has a c.4.7m carriageway width.

### Seagrave Road

Seagrave Road is a single carriageway highway which runs along an east to west alignment between the A46 and Thrussington. The highway acts as an important link for westbound and eastbound traffic between Thrussington and the A46.

Seagrave Road is unlit and subject to the national speed limit north of Thrussington. The speed limit reduces to 30mph upon entry to the village. The road has a c.5.5m carriageway width. Footways are afforded on both sides of the carriageway within Thrussington.

## 2.4 Existing Traffic Conditions

In order to establish the current traffic levels and network peak hours, traffic surveys were commissioned on the local highway network in vicinity of the site.

A Manual Turning Count (MTC) was installed on 28th June 2022 to record traffic flows at the following location:

- Old Gate Road / Seagrave Road T-junction.

An Automatic Traffic Count (ATC) was also installed on Old Gate Road in vicinity of the proposed site access for a 7-day period commencing 28th June 2022 to collect volumetric flows and vehicle speeds on Old Gate Road in the vicinity of the site.

The ATC survey identified the highway network peak hours as 11:00-12:00 and 15:00-16:00.

Traffic data has been used to determine the existing operational capacity during the baseline scenario and the future capacity in forecasting scenarios. A summary of the volumetric and speed data captured on Old Gate Road is displayed within Table 2.1.

A copy of the raw traffic data can be provided upon request.

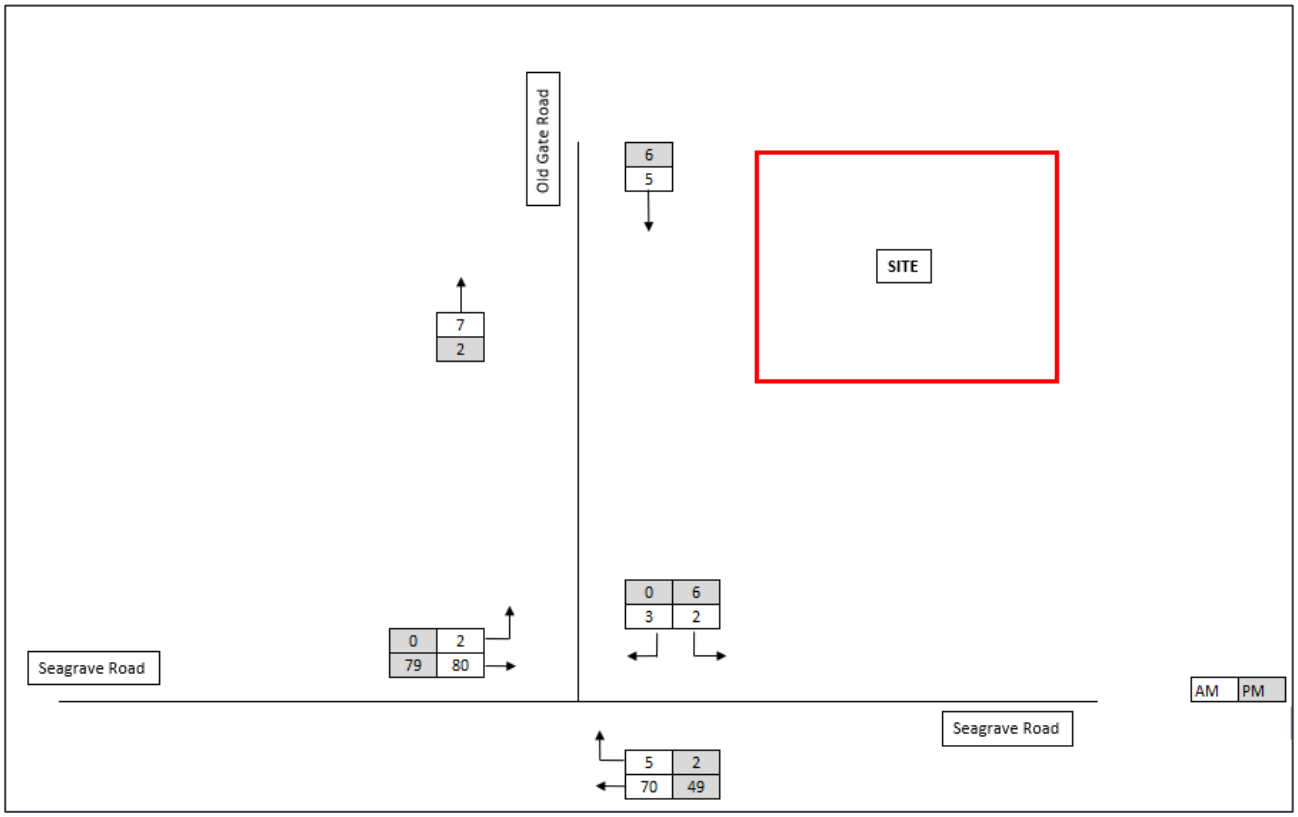
### Table 2.1 Old Gate Road – ATC Traffic Survey Summary

| Time Period | Northbound | Southbound | Two-Way |
|---|---|---|---|
| **Volumetric Data** | | | |
| Typical AM Peak Hour 08:00-09:00 | 7 | 4 | 11 |
| Network AM Peak 11:00-12:00 | 8 | 9 | 17 |
| Typical PM Peak Hour 17:00-18:00 | 5 | 5 | 10 |
| Network PM Peak 15:00-16:00 | 10 | 5 | 15 |

| Time Period | Northbound | Southbound | Two-Way |
|---|---|---|---|
| **Volumetric Data** | | | |
| Weekday Average | 102 | 95 | 198 |
| **Speed Data** | | | |
| Average Speed | 27.9 mph | 26.4 mph | 27.2 mph |
| 85th Percentile Speed | 35.5 mph | 34.1 mph | 35.0 mph |

**Figure 2.2** illustrates the results of the 2022 MCC traffic survey at the Old Gate Road / Seagrave Road Priority junction during the network AM and PM peak hours.

Figure 2.2 2022 Base Traffic Flow – Old Gate Road / Seagrave Road




## 2.5 Sustainable Transport

### Walking and Cycling

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or nearby facilities and amenities (*Providing for Journeys on Foot* (2000), *Manual for Streets* (2007) and *Local Transport Note 1/20: Cycle Infrastructure Design* (2020)). These distances are illustrative, will vary by individual according to their personal mobility and fitness, and will be

influenced by their perception and prejudices on such factors such as local topography and attitude towards travel modes.

The Manual for Streets (MfS) reinforces this advice, stating that *"walkable neighbourhoods"* should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

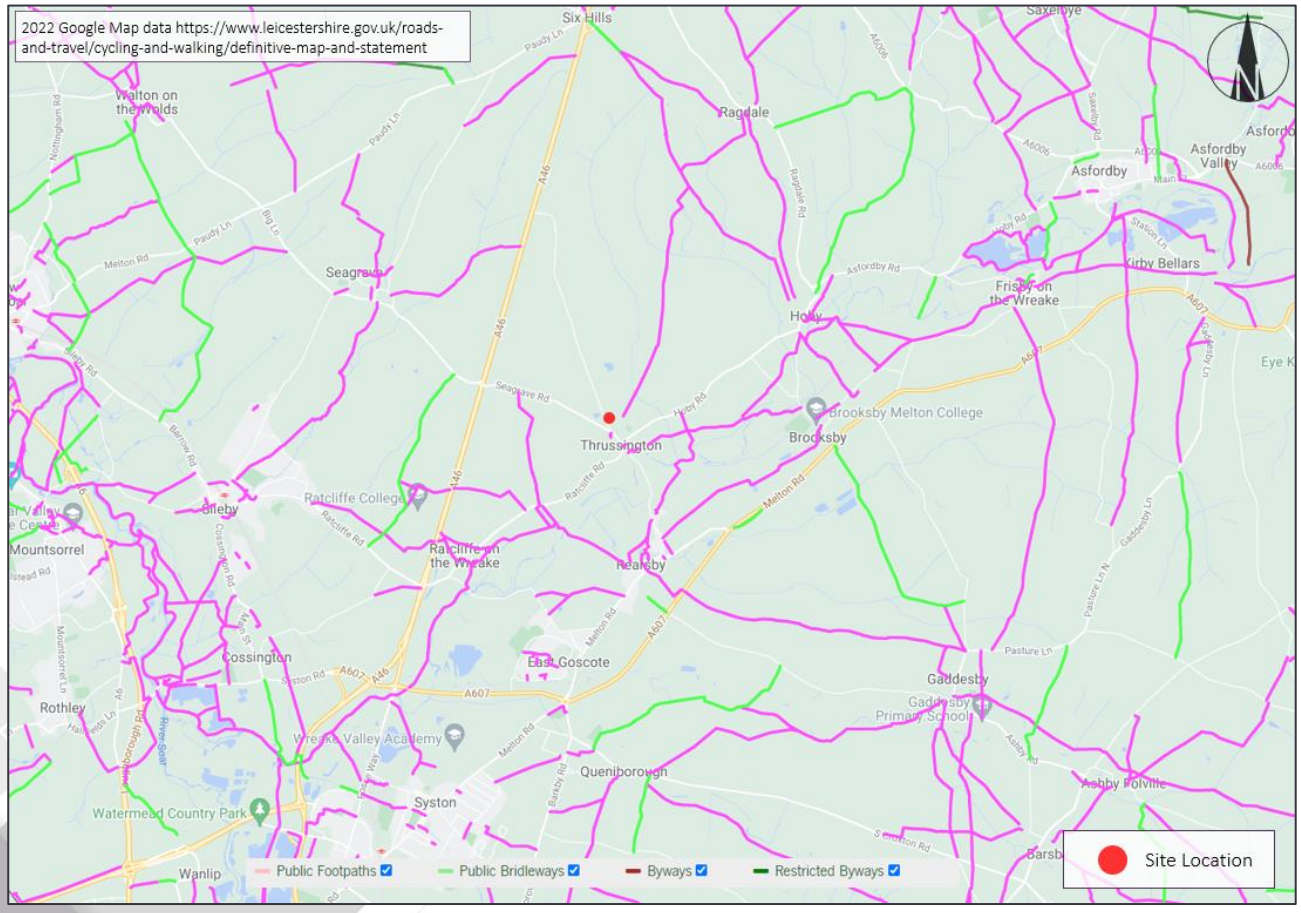
Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, Planning for Cycling, stating:

> *'The majority of cycling trips are for short distances, with 80% being less than five miles* (8km) *and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'*

With regards to walking, as outlined above, there is a continuous footway provided on the eastern side of Old Gate Road which routes from the village centre and terminates c.190m north of the redline boundary. A permeable footway network is provided throughout Thrussington and are typical of the quality and provision found in rural settings.

An extensive Public Rights of Way (PRoW) network surrounding Thrussington provides continuous and traffic free access to neighbouring towns and villages for recreational and travel to work use.

### Figure 2.3 Leicestershire PRoW Network



In terms of cycling, cyclists are accommodated within the highway. The National Cycle Route (NCR) 48 routes through the village of Thrussington which provides direct access to Ashfordby and Leicester and links into the wider regional network.

Figure 2.4 displays the regional Sustrans cycle network in context of the proposed development.

Figure 2.5 illustrates the respective 25-minute/30-minute walking and cycling catchments from the proposed development.

## Figure 2.4 Regional Cycle Network

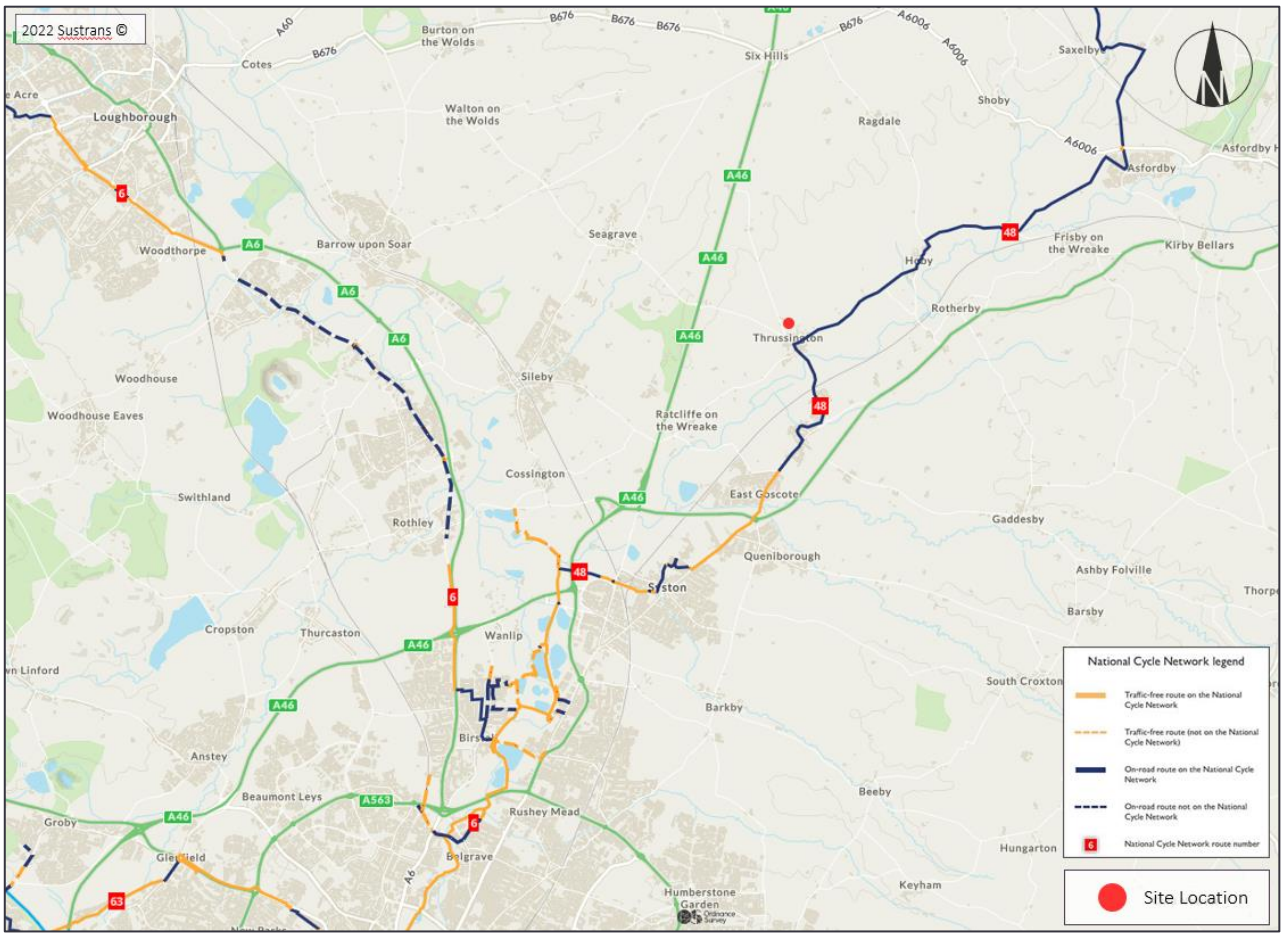
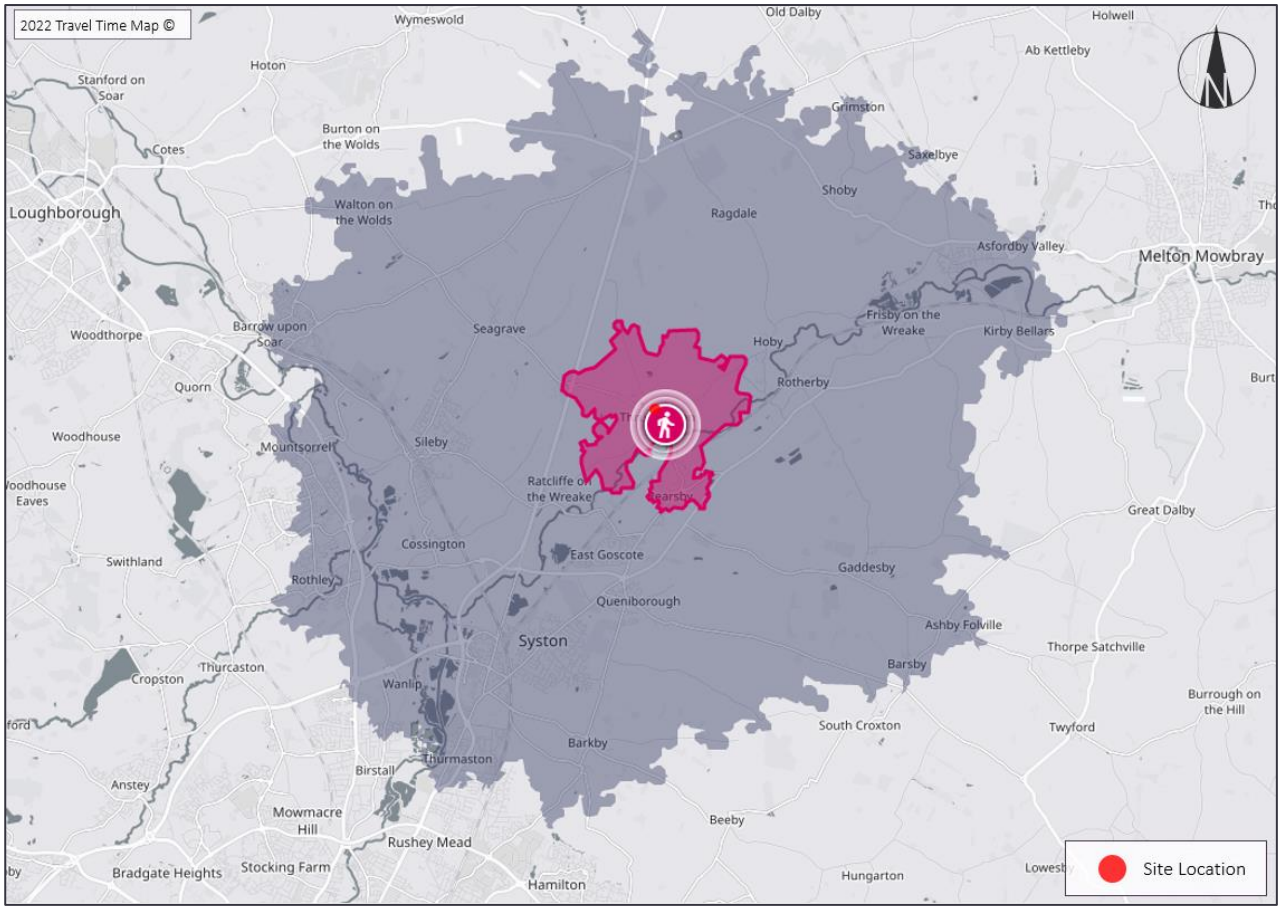


Figure 2.5 Walking (25-minute) and Cycling (30-minute) Isochrones




## Bus Services

Thrussington is not situated on a bus corridor with the closest stops situated c.1.6km (c.26-minute walk journey) to the south on Melton Road, Rearsby. Here, a selection of services route between Leicester and Melton Mowbray on a frequent basis with 3 departures per hour between 07:02-19:40.

## Train Services

The closest railway station is Sileby station, which is located approximately 4.5km from the site. The station is served by a small local passenger service on the Midland Main Line called the Ivanhoe line which is operated by East Midlands Rail. Destinations and their frequencies from Sileby station are as follows:

- 1 per hour to Leicester; and,
- 1 per hour to Lincoln via Nottingham (with 1 per 2 hours extending to Grimsby).

Fast trains on the Midlands Main Line do not stop at Sileby station.

Sileby station can be accessed via a 9-minute / 20-minute respective car or cycle journey from the proposed development.

## 2.6 Local Travel Characteristics

In order to gauge an understanding of the local travel to work patterns, reference has been made to the National Census 2011 Data for 'travel to work' data for the population within the Middle Super Output Layer Charnwood 008 (E02005352) where the proposed development is situated.

A summary of the statistics is provided in Table 2.2.

Table 2.2 Baseline Modal Share – Charnwood 008 Middle Super Output Area (2011 Census)

| Method of Travel to Work | Charnwood 008 |
|---|---|
| Underground Metro, Light Rail, Tram | 0.18% |
| Train | 1.75% |
| Bus, Minibus or Coach | 2.26% |
| Taxi | 0.07% |
| Motorcycle, Scooter or Moped | 0.58% |
| Driving a Car or Van | 84.57% |
| Passenger in a Car or Van | 4.15% |
| Bicycle | 1.49% |
| On Foot | 4.95% |
| **TOTAL** | **100%** |

The travel to work statistics provides a good indication of how people travel in the surrounding area and provide the best indication of how residents will travel to/from the proposed development. Table 2.2 demonstrates that the mode share of driving a car to work is the highest mode at 84.57% of all journeys.

In total 14.77% of all journeys to work are undertaken by sustainable modes of transport, the highest sustainable mode share is by journeys on foot at 4.95%.

## 2.7 Local Services and Facilities

The proposed development site's accessibility is judged against the institute of Highways and Transportation (IHT) *'Guidelines for providing for Journeys on Foot'* (2000) in relation to acceptable walking distances to services and facilities.

Tables 2.3 summarises the desire babe acceptable and preferred maximum walking distance to local community facilities and services.

Table 2.3 Recommended Accessibility Thresholds

| | Town Centre | Commuting/School | Elsewhere |
|---|---|---|---|
| Desirable | 200m | 500m | 400m |
| Acceptable | 400m | 1,000m | 800m |
| Preferred Maximum | 800m | 2,000m | 1,200m |

*Source: IHT (2000), Guidelines for Providing Journeys on Foot, IHT, London*

Given the sites relative proximity to Thrussington village centre, a number of services and facilities used on a regular basis by future residents of the proposed development are situated within walking distance.

Table 2.4 highlights the accessible services and amenities with their walking distance and journey time.

Table 2.4 Walkable Services and Amenities from Proposed Development Site

| Service/Amenity | Distance | Walking Time |
|---|---|---|
| Village Store | 150m | 2 minutes |
| The Star Inn Public house | 150m | 2 minutes |
| Hair Salon | 150m | 2 minutes |
| The Blue Lion Public House | 250m | 3 minutes |
| Thrussington Primary School | 400m | 5 minutes |
| Thrussington Village Hall | 400m | 5 minutes |
| Holy Trinity Church Thrussington | 400m | 5 minutes |
| Home Furniture Shop | 400m | 5 minutes |

It can be seen from Table 2.4 that the residential site is well situated to benefit from a number of services and facilities which are within a short journey by foot. This will reduce the dependence on car journeys to access key services and facilities and promote a sustainable development.

## 2.8 Personal Injury Accident Data

Personal Injury Accident (PIA) data has been requested from the NDI team at LCC, as requested by the LHA in their pre-application response to cover a search area of 500m of the site access within the last 5-year period (01/01/2017 and 30/04/2022).

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the Site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- Fatal: any death that occurs within 30 days from causes arising out of the accident.
- Serious: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.

- Slight: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

Only links or clusters which exhibit an accident rate of greater than one accident per annum are considered to be significant within this assessment. The search area has been defined as the links or junctions within 500m radius of the proposed development over the latest 5-year period (01/01/2017 and 30/04/2022).

Figure 2.6 illustrates the PIA search cordon. Results show two 'slight' classified PIAs within the 5-year search period. One 'slight' PIA was recorded in October 2017 at the Seagrave Road / Regent Street / The Green priority junction. This PIA did not involve a vulnerable road user (pedestrian, cyclist, motorcyclist). The other 'slight' PIA was recorded in December 2017 at Hoby Road. A single vehicle was involved in this PIA with no vulnerable road users (pedestrian, cyclist, motorcyclist) involved.

Based on low frequency of collisions within the study period, it is considered that there are no pre-existing highway safety issues on the local highway network that the proposed development would be expected to exacerbate, and no further assessment is required.

## Figure 2.6 Personal Injury Accident Data


Source: Leicestershire County Council (2022)

## 2.9 Summary

The site is:

- Sufficiently connected to the surrounding highway, footway network.
- The site is situated within acceptable walking/cycling distance of a number of amenities on offer within Thrussington.
- There are no highway safety issues that the development is expected to exacerbate.

# 3. Policy Context

## 3.1 Overview

This chapter of the Transport Statement outlines the relevant national and local policy guidance that the proposed development contributes to.

## 3.2 National Policy

### National Planning Policy Framework (July, 2021)

In July 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 104 - 113). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan (Paragraph 111), the latter being identified as a key tool to deliver sustainable transport objectives.

The location of residential developments is also an important factor and Paragraph 86(f), notes that planning policies should '*recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites*.'

Paragraph 110, pg. 31 identifies that plans and decisions should take account of whether:

- *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 46; 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.'*

Paragraph 112, pg.32 identifies those developments should be located and designed where practical to:

- *'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

With regards to impacts on highways, Paragraph 111, states:

> *'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.'*

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

### National Planning Policy Guidance (2018)

The NPPG was published in 2012 and most recently revised in 2018. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local businesses and the regional economy.

## 3.3 Local Policy

### Charnwood Local Plan (2011-2028)

Charnwood Borough Council (CBC) adopted the Local Plan in 2015 to provide a framework for planning until 2028. The document lays out a vision for future development in Charnwood Borough in relation to housing, transport, the economy and the environment through policies and objectives. Section 8 addresses the accessibility and travel issues that face Charnwood Borough. Paragraph 8.1 states that:

> *'Transport plays an important role in supporting growth and allowing communities to access jobs and services. Our Vision is to provide a genuine choice for our community to walk or cycle or take longer trips by public transport. We need to manage growth in a way which secures improvements where possible, but importantly results in an efficient and effective transport network. This is essential for our continuing prosperity.'*

The Local Plan recognises that to achieve and improve on elements of sustainability, a model shift from private cars to more sustainable modes of transport must take place. Paragraph 8.14 states that:

> *'Our plans for the sustainable urban extensions and other strategic developments will make the most of existing public transport corridors as well as provide for new services to create genuine travel choice. We expect these developments to achieve a significantly higher shift away from travel by private car than our Borough-wide target.'*

Policies of relevance to this application are outlined below:

### Policy CS1 – Development Strategy

We will make provision for at least 13,940 new homes between 2011 and 2028.

We will meet the local social and economic need for development in other settlements (Barkby, Burton on the Wolds, Cossington, East Goscote, Hathern, Newtown Linford, Queniborough, Rearsby, Thrussington, Thurcaston, Woodhouse Eaves and Wymeswold). We will do this by:

- *providing for at least 500 new homes within settlement boundaries identified in our Site Allocations and Development Management Development Plan Document between 2011 and 2028;*
- *responding positively to small-scale opportunities within defined limits to development; responding positively to affordable housing developments in accordance with Policy CS3;*
- *safeguarding services and facilities; and responding positively to development which contributes to local priorities as identified in Neighbourhood Plans.*

### Policy CS 17 – Sustainable Travel

*By 2028, we will seek to achieve a 6% shift from travel by private car to walking, cycling and public transport by:*

- *Requiring new major developments to provide walking, cycling and public transport access to key facilities and services;*
- *Requiring new major developments to provide safe and well-lit streets and routes for walking and cycling that are integrated with the wider green infrastructure network;*
- *Securing new and enhanced bus services from major developments and new bus stops where new development is more than 400 metres walk from an existing bus stop;*

- *Securing contributions from our sustainable urban extensions towards improvements to public transport corridors into Leicester City and Loughborough in accordance with Policy CS19, CS20 and CS22; and*
- *Working with our partners to maximise opportunities for freight movement by rail.*

*We will do this by:*

- *Assessing the impact of major developments through Transport Assessments and Travel Plans*
- *Working with our partners, including Leicestershire County Council and Leicester City Council, to secure funding for and delivery of sustainable transport improvements.'*

### Policy CS 24 – Delivering Infrastructure

*By 2028 there will be significant progress towards the delivery of essential infrastructure set out in our Infrastructure Delivery Plan and the direct, local impacts of developments on existing infrastructure and our community will have been reasonably managed and mitigated.*

*We will do this by:*

- *ensuring that development contributes to the reasonable costs of on site, and where appropriate off site, infrastructure, arising from the proposal through the use of Section 106 and Section 278 Agreements.*
- *Giving consideration to the implementation of a Community Infrastructure Levy;*
- *entering into planning performance agreements with promoters on all our major proposals with 3 year review processes to consider viability and infrastructure delivery;*
- *expecting all promoters of major developments to enter with us into an open book viability appraisal;*
- *relating the type, amount and timing of infrastructure to the scale of development, viability and the impact it has on the site and surrounding area;*
- *working in partnership through our Charnwood Infrastructure Delivery Group to coordinate public sector funding and manage delivery;*
- *monitoring and reviewing the implementation of our Infrastructure Delivery Plan on an annual basis to influence investment programmes and decisions; and*
- *monitoring and reviewing the implementation of our Neighbourhood Plans on an annual basis to influence local infrastructure programmes and decisions.*

### Policy CS 25 – Presumption in Favour of Sustainable Development

*When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

*Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.*

*Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*

- *any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- *specific policies in that Framework indicate that development should be restricted.*

### Charnwood Emerging Local Plan (2021 - 2037)

CBC are currently developing a new Local Plan for the 2021-2037 plan period. The Local Plan 2021-37 was submitted to Government at the end of 2021 and the examination process has now started.

The proposed development is identified within the Policies Map 1 as HA68 (Housing Allocations (Policy DS3)). This outlines that the site could provide up to 60 dwellings.

### Policy DS3 (HA68) Land off Old Gate Road, Thrussington

*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 Development Proposals*

## 3.4 Summary

The planning policy described above collectively seeks to ensure that development is located to ensure future residents and visitors are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduces average journey lengths and benefits from local infrastructure to enable use of modes of transport other than the single occupancy private car.

Furthermore, the planning policy considered also seeks to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to ensure that any residual impacts are not *"severe"*.

This TS has been prepared in line with current best practice guidance, policy and methodology.

# 4. Development Proposals

## 4.1 Overview

This chapter of the TS describes the development proposals, including indicative details of access, parking and servicing arrangements.

## 4.2 Development Description

The development proposals will provide the following quantum of development:

- The construction of 68 dwellings (Class C3) on individual plots with private gardens and parking;
- The construction of internal access roads that directly serve individual plots;
- The construction of a new simple priority T-junction at Old Gate Road;
- The construction of a new private drive to serve a single existing dwelling within the site; and,
- Open space, including, landscaping, green infrastructure and sustainable drainage systems.

A plan illustrating the concept layout of the site is provided in **Appendix B**.

## 4.3 Residential Mix

The development will provide up to 68 new residential dwellings. The indicative residential mix is displayed in **Table 4.1**.

**Table 4.1 Residential Development Mix**

| Size | Total |
|---|---|
| 2-bedroom house | 20 |
| 3-bedroom house | 23 |
| 4-bedroom house | 20 |
| 5-bedroom house | 5 |
| **TOTAL** | **68** |

## 4.4 Access Arrangements

### Vehicle Access

Vehicle access to the site will be taken from Old Gate Road as shown on **Drawing 210569-001** (**Appendix C**). This drawing illustrates a new simple priority T-junction arrangement.

Based on the results of the speed survey on Old Gate Road and with reference to Manual for Streets, visibility splays of 2.4m x 60m to the south and of 2.4m x 57m to the north are required and are achievable in both the horizontal and vertical planes, as illustrated on Drawing 210569-001.

The internal access roads will be 5.5m wide, incorporating 2m footways on both sides of the carriageway in accordance with the LCC *Leicestershire Highway Design Guide.* The site access junction incorporates c.6m corner kerb radii, which allows access for refuse/servicing vehicles.

Following comments raised by the LHA, a Stage 1 Road Safety Audit (RSA) of the proposed site access has been undertaken. A copy of the RSA is provided at Appendix D. A Designer's Response has been produced and is also provided in Appendix D.

### Pedestrian / Cycle Access

Pedestrian access will be taken from Old Gate Road. Internal footways will tie into the existing footway provision on Old Gate Road. This road provides onward connections to local services and facilities and the wider pedestrian network and PRoW network in and around Thrussington.

## 4.5 Parking

### Vehicle and Cycle Parking

The LHA has advised that car parking and cycle parking should be proposed in accordance with *Leicestershire Highway Design Guide*.

Relevant parking standards for residential development (Class C3) are outlined within *'Highway Requirements Part 4'*. This summarises the following vehicle parking provision:

- 4+ bedroom unit – Minimum 3 spaces;
- 3 or less bedroom units – Minimum 2 spaces; and,
- Local Authority/Housing association – 3 spaces per 2 dwellings.

As per the LCC requirements, all parking bays will be a minimum of 2.4m x 5.0m.

Cycle parking will be afforded within the curtilages of the dwelling units.

### Electric Vehicle Charging

By 2030, the UK government plans to end the sale of new petrol and diesel cars, and this will be implemented by legislation. Specifically, all new homes and offices will have to feature "smart" charging devices that can automatically charge vehicles during off-peak periods.

LCC is following the progress of the electric vehicle market closely and recognises the role it can play in supporting the change to EVs and ultra- low emission vehicles.

Bellway Homes will commit to providing 'Mode 3' vehicle charger installations for every dwelling unit. 'Mode 3' involves vehicle being connected directly to the electrical network via specific socket and plug and a dedicated circuit. A control and protection function are also installed permanently in the installation.

## 4.6 Service Arrangements

The internal road network will be designed to accommodate refuse and emergency services vehicles throughout the site. All servicing vehicles will be able to enter and exit the site in forward gear and are illustrated in Appendix D.

## 4.7 Summary

It has been demonstrated that safe and suitable access has been provided to the proposed development. The appropriate parking provision will also be provided in line with the prescribed minimum standards.

# 5. Travel Demand

## 5.1 Overview

This chapter of the TS provides an overview of the methodology used to calculate the travel demand associated with the development proposals and impact on the local highway network.

## 5.2 Residential Trip Generation

To determine the likely impact of the proposed development on the local highway, a trip rate assessment has been undertaken using the industry standard TRICS (Trip Rate Information Computer System) database (v.7.9.1). TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types.

Vehicle trip rates were submitted with the Pre-Application Technical Note (Ref: *210569-01*) and outlined in **Table 5.1**. In their review of the Technical Note, the LHA has advised that 'person' trip rates from the TRICS database may be more appropriate for use.

For robustness, both 'vehicle' and 'person' trip rates, and subsequent vehicle trip generation has been calculated. The outputs of both methods are summarised within this section.

### Vehicle Trip Rates and Vehicle Generation

The vehicle trip rates, and traffic generation submitted with the Pre-Application Technical Note (Ref: *210569-01*) are summarised in **Table 5.1** below.

The development vehicle trip rates have been based on the following categories:

- '03 Residential – A Houses Privately Owned'.

Common sets of criteria have been applied as follows:

- Dwelling Range: 50 –150;
- Saturdays and Sundays excluded;
- Greater London, Wales, Scotland and Republic of Ireland excluded; and,
- Neighbourhood Centre and Edge of Town selected.

### Table 5.1 Vehicle Trip Rates & Traffic Generation (68 dwellings)

| | Vehicle Trip Rate / dwelling | | | Traffic Generation (68 dwellings) | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| AM Peak Hour 08:00 – 09:00 | 0.149 | 0.321 | 0.47 | 10 | 22 | 32 |
| PM Peak Hour 17:00 – 18:00 | 0.287 | 0.148 | 0.435 | 20 | 10 | 30 |

.

As shown in **Table 5.1**, a review of TRICS has identified that up to 32 and 30 two-way vehicle trips could be generated by the proposed development in the AM and PM peak hour.

### Person Trip Rates and Total People Generation

For robustness, the same TRICS parameters used above have been applied to establish the person trip rate.

The TRICS outputs are provided in **Appendix E** with a summary of the person trip rates and total people generation of the proposed development is provided in **Table 5.2** below.

**Table 5.2 Person Trip Rates & Person Generation (68 dwellings)**

| Time Range | Person Trip Rate | | Total People Generation | | |
|---|---|---|---|---|---|
| | Arrive | Depart | Arrive | Depart | Total |
| AM Peak (08:00 – 09:00) | 0.216 | 0.654 | 15 | 46 | 61 |
| PM Peak (17:00 – 18:00) | 0.522 | 0.219 | 37 | 15 | 52 |
| Daily | 3.654 | 3.688 | 256 | 258 | 514 |

As shown in **Table 5.2**, a review of person trip rates has identified that up to 61 and 52 two-way person trips could be generated by the proposed development in the AM and PM peak hour.

The percentage of car/van drivers based on the 2011 Census data ('travel to work') for the Charnwood MSOA 008 is 84.57%. This mode share has been applied to the total people generation outlined in **Table 5.2** to calculate the vehicle trips for the proposed development. The subsequent results are provided in **Table 5.3**.

**Table 5.3 Total People & Vehicle Generation**

| Time Range | Total People Generation | | | Calculated Traffic Generation* | | |
|---|---|---|---|---|---|---|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM Peak (08:00 – 09:00) | 15 | 46 | 61 | 13 | 39 | 52 |
| PM Peak (17:00 – 18:00) | 37 | 15 | 52 | 31 | 13 | 44 |
| Daily | 256 | 258 | 514 | 216 | 218 | 435 |

*Based on Census 2011 Car/Van driver mode share of 84.57%

As shown in **Table 5.3**, a review of person trip rates has identified that up to 52 and 44 two-way vehicle trips could be generated by the proposed development in the AM and PM peak hour.

Calculating traffic generation based on Census 2011 'travel to work' data should be treated with some caution given that the data is aged and only provides a snapshot of the population 11 years ago. 2021 Census data for this dataset is yet to be published.

Notwithstanding the above and for robustness, traffic generation calculated using the person trip rates, as outlined in **Table 5.3** is taken forward and used within the junction capacity assessments, which is addressed at **Section 6**.

## 5.3 Multi Modal Trip Generation

Multi-modal percentages have been sourced from 2011 Census 'travel to work' data for the Charnwood 008 MSOA where the development site is located. These have been applied to the two-way total person trips presented in **Table 5.2** in order to generate a multi-modal assessment for the development proposals.

The forecasted multi-modal trip generation from the development is summarised in **Table 5.4** below.

**Table 5.4 Predicted Multi Modal Trip Generation**

| Method of Travel | % Mode Share | Two-way Trip Generation | |
|---|---|---|---|
| | | AM Peak (08:00 – 09:00) | PM Peak (17:00 – 18:00) |
| Underground, metro, light rail, tram | 0.18% | 0 | 0 |
| Train | 1.75% | 1 | 1 |
| Bus, minibus or coach | 2.26% | 1 | 1 |
| Taxi | 0.07% | 0 | 0 |
| Motorcycle, scooter or moped | 0.58% | 0 | 0 |
| Driving a car or van | 84.57% | 52 | 44 |
| Passenger in a car or van | 4.15% | 3 | 2 |
| Bicycle | 1.49% | 1 | 1 |
| On foot | 4.95% | 3 | 3 |
| **TOTAL** | **100%** | **61** | **52** |

## 5.4 Vehicle Trip Distribution

The distribution of proposed development vehicle trips onto Old Gate Road (and throughout the study area) has been derived by using the online interactive resource DataShine Commute (https://datashine.org.uk/). DataShine utilises 2011 Census 'travel to work' data available from the Office of National Statistics (ONS) for the Charnwood 008 MSOA centroids and existing proportions as recorded from the MCC undertaken in June 2022.

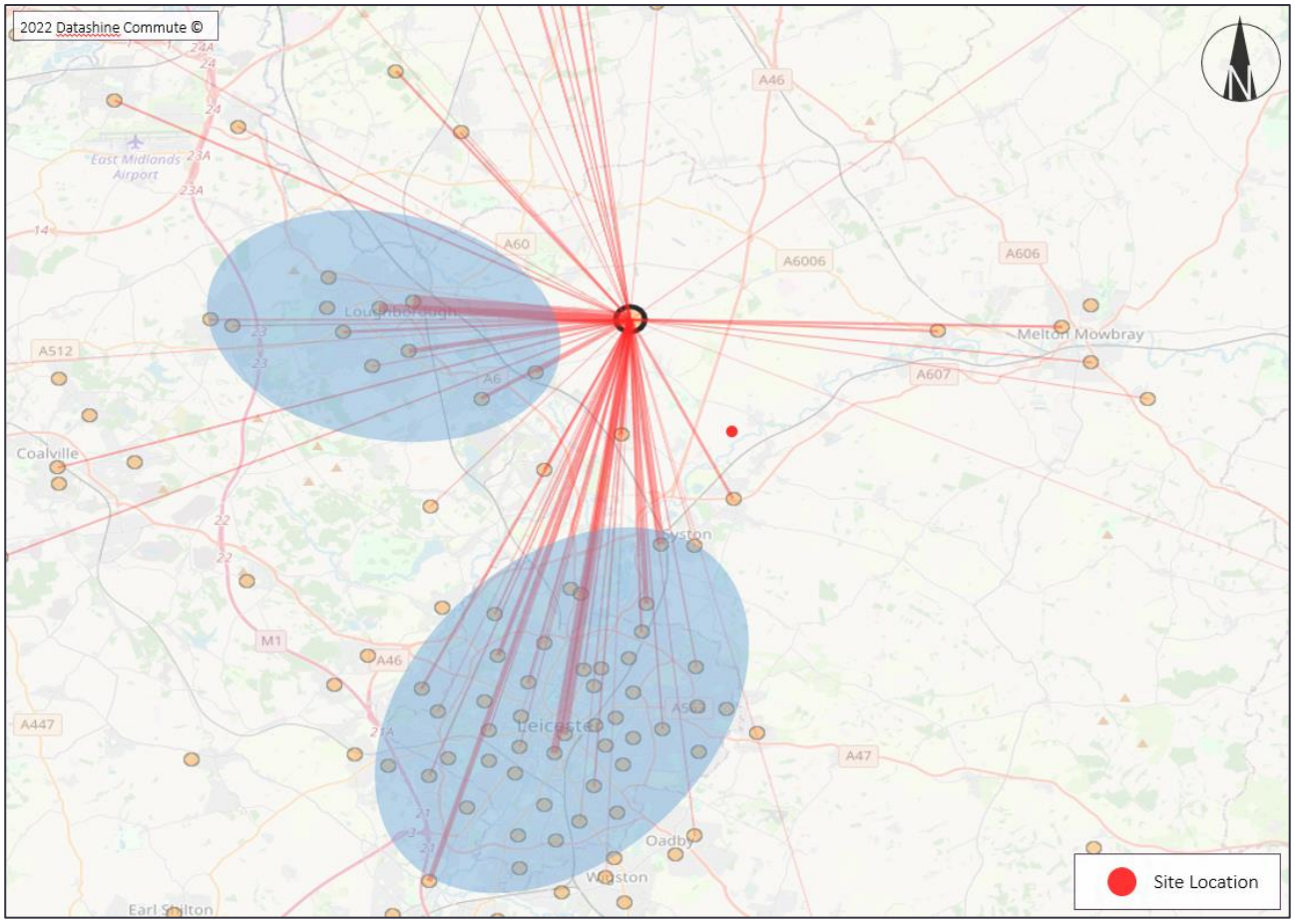
Existing traffic movements on Old Gate Road shows 58% of traffic routing northbound (towards A46) and 42% routing southbound (toward Seagrave Road). For robustness, the highway assessment has modelled 100% of development traffic routing south from the proposed development site through the Old Gate Road / Seagrave Road simple priority junction.

As evidenced from the 2011 Census 'travel to work' data, the key employment destinations from the Charnwood 008 MSOA are Loughborough, and surrounding areas and Leicester, and the wider conurbation as illustrated in **Figure 5.1**. Destinations are shown as MSOA centroids and lines weighted by the total number of commuting trips to that centroid. It can be ascertained from the data and illustration, that expected journeys to work from Thrussington are evenly split between routing westbound via Seagrave Road (towards the A46) and eastbound through Thrussington and onward toward the A46 via Ratcliffe on the Wreake.

This assumption is validated against the traffic movements on Seagrave Road extracted from the MCC traffic survey in June 2022. Data shows 53% traffic travelling eastbound and 47% traffic travelling westbound.

Having reviewed distribution patterns, it is considered that existing traffic proportions are representative of current commuting conditions and Census 2011 'travel to work' data. Development traffic has been distributed on the basis of the method outlined above.

Figure 5.1 Census 2011 Travel to Work Destinations

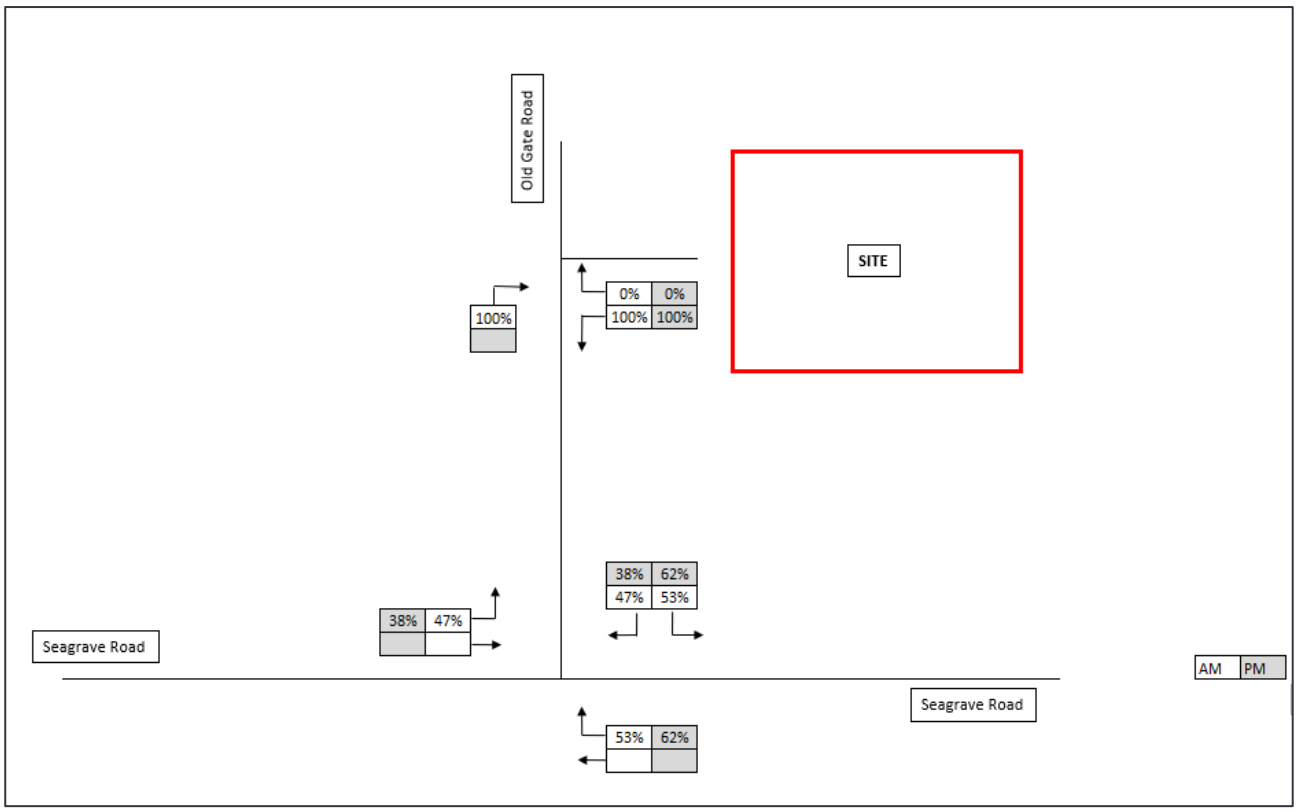



Reference is made to the Department for Transport (DfT) *Guidance on Transport Assessment* (GTA). Despite the GTA guidance being replaced in 2014, its replacement *Transport Evidence Bases in Plan Making* is not a like-for-like document, providing no guidance on the production of Transport Assessments. It is commonly accepted by other practitioners that GTA still represents industry best-practice and remains relevant.

GTA outlines that a threshold of 30 two-way development trips in a peak hour is considered appropriate for identifying the level of impact, below which, the need for formal assessment is not required. In light of the development traffic and vehicle distribution, no further off-site assessment is required beyond the Old Gate Road / Seagrave Road priority junction. This approach also correspondence with the pre-application advice received from LCC.

The distribution of development traffic at Old Gate Road / Seagrave Road T-junction is illustrated in **Figure 5.2**.

Figure 5.2 Development Traffic Distribution



# 6. Highway Assessment

## 6.1 Overview

This chapter of the TS provides a summary of the detailed assessments that have been undertaken to understand the impact of the development proposals on the operation of the local highway network.

## 6.2 Geographical Scope of Assessment

The study area to be capacity tested is summarised and confirmed by the LHA as:

- Site Access / Old Gate Road; and,
- Old Gate Road / Seagrave Road T-junction.

## 6.3 Assessment Scenarios

Junction capacity assessments have been undertaken at the locations specified above for the following scenarios:

- **2022 'Do Minimum' Scenario**: 2022 baseline only;
- **2027 'Do Minimum' Scenario**: 2027 baseline (i.e. no proposed development); and,
- **2027 'Do Something' Scenario**: 2027 DM Scenario including the proposed development of 68 dwellings.

A traffic flow diagram for each assessment scenario is provided in **Appendix F.**

## 6.4 Traffic Growth

In terms of road traffic, but not other types of traffic, the preferred option for projecting existing or historical traffic data for future year assessments, is the use of appropriate local traffic forecasts such as TEMPro.

Background growth has been derived from TEMPro, the national Trip End Modelling Programme, using forecasts from TEMPro version 7.2b and compatible National Transport Model (NTM). TEMPro is a program that provides projections of the total number of trips in an area over time for use in local and regional transport models. The role of TEMPro is to act as a nationally consistent benchmark of growth in planning data and trip ends.

TEMPro trip end forecasts are based on a model using, inter alia, projections of housing and employment that are provided periodically by all relevant planning authorities for their area. As such, projections would include all committed and planned development (as at the time of data supply) within Charnwood 008 MSOA. Use of a TEMPro derived growth factor would therefore take general account of all planned development within an area.

TEMPro has been used to derive car driver growth factors from 2022 (year of recorded traffic counts), during the AM and PM peaks, to the future year of 2027 (in accordance with +5 years from year application submission). This growth factor was then modified in TEMPro using the NTM AF15 dataset to calculate the adjusted local growth figure for the Charnwood 008 MSOA. The resulting local growth factors are shown in **Table 6.1**.

Table 6.1 Local Car Driver Growth Factors

| Growth Year | AM | PM | Weekday Average |
|---|---|---|---|
| 2022 – 2027 | 1.0617 | 1.0624 | 1.0642 |

## 6.5 Junction Capacity Assessments

The industry standard software package 'Junctions 10' (PICADY module) has been used to assess the capacity of the junctions. A summary of the modelling results is presented below, and full model output reports are provided in Appendix G, for reference.

The junction assessments have been based on 100% of the development generated traffic and do not take into account any Travel Plan mode shift measures.

When assessing junction capacity, it is generally accepted that, a Ratio of Flow to Capacity (RFC) value of below 0.85 represents a junction that is considered to be operating satisfactorily (within practical capacity) for priority-controlled junctions.

At junctions operating at or close to zero theoretical reserve capacity, which equates to an RFC value of approximately 1.00 or above, small reductions in capacity may result in exponential queuing and/or delay results. Therefore, priority junctions operating close to or above 1.00 should be carefully reviewed to ensure that queueing and delay is not significantly impacted upon, and to ensure that the new development will not have a *'severe'* or detrimental impact upon the existing highway infrastructure.

### Proposed General Arrangement - Site Access / Old Gate Road prioity junction

PICADY assessments have been undertaken for the proposed site access / Old Gate Road priority junction and the results of the relevant traffic scenario summarised in Table 6.2.

Table 6.2 Site Access / Old Gate Road priority junction

| ARM | AM Peak Hour (07:45 – 08:45) | | | PM Peak Hour (16:30 – 17:30) | | |
|---|---|---|---|---|---|---|
| | Queue (veh) | Delay (s) | RFC | Queue (veh) | Delay (s) | RFC |
| **2027 'Do Something'** | | | | | | |
| **Stream B – AC** | 0.1 | 5.56 | 0.06 | 0.0 | 5.33 | 0.02 |
| **Stream C – AB** | 0.0 | 5.40 | 0.02 | 0.1 | 5.56 | 0.05 |

Table 6.2 demonstrates the junction operates well within its theoretical capacity during the 2027 'Do Something' scenario with no queues and negligible delays.

### Old Gate Road / Seagrave Road prioity junction

PICADY assessments have been undertaken for the Old Gate Road /Seagrave Road priority junction and the results of the relevant traffic scenarios summarised in Table 6.3.

Table 6.3 Old Gate Road / Seagrave Road priority junction

| ARM | AM Peak Hour (07:45 – 08:45) | | | PM Peak Hour (16:30 – 17:30) | | |
|---|---|---|---|---|---|---|
| | Queue (veh) | Delay (s) | RFC | Queue (veh) | Delay (s) | RFC |
| **2022 'Do Minimum'** | | | | | | |
| **Stream B – AC** | 0.0 | 6.90 | 0.01 | 0.0 | 4.75 | 0.01 |
| **Stream C – AB** | 0.0 | 5.23 | 0.01 | 0.0 | 5.20 | 0.00 |
| **2027 'Do Minimum'** | | | | | | |
| **Stream B – AC** | 0.0 | 6.92 | 0.01 | 0.0 | 4.76 | 0.01 |
| **Stream C – AB** | 0.0 | 5.24 | 0.01 | 0.0 | 5.21 | 0.00 |
| **2027 'Do Something'** | | | | | | |
| **Stream B – AC** | 0.1 | 7.07 | 0.09 | 0.0 | 5.29 | 0.03 |
| **Stream C – AB** | 0.0 | 5.32 | 0.02 | 0.0 | 5.39 | 0.03 |

Table 6.3 demonstrates the junction operates well within its theoretical capacity during the 2022 and 2027 'Do Minimum' scenarios with no queues and negligible delays.

The junction is also expected to operate within its theoretical capacity during the 2027 'Do Something' scenario with minimal changes expected with the addition of development traffic. This net increase as a result of development traffic is not considered to represent a *severe* traffic impact. No physical improvements are required to this junction to accommodate development traffic.

## 6.6 Summary

Junction modelling has been conducted at two junctions, which are expected to be impacted by the proposed development. Each junction has been tested by on current (2022) and projected flows for a 5-year design horizon (2027). The modelling has concluded at each stage that the development is not expected to have a severe impact and as result, it can be concluded that the development impact is acceptable.

# 7. Summary & Conclusion

## 7.1 Summary

This Transport Statement has been prepared by The Transportation Consultancy ('ttc') on behalf of Bellway Homes East Midlands Ltd and Robert Clarke, Jane Armstrong, Helen Rayns, to accompany a Full Planning Application for the construction of up to 68 residential dwellings on land to the east of Old Gate Road, Thrussington, Leicestershire.

This Transport Statement demonstrates that:

- The proposed development site is situated within proximity of a comprehensive footway network and Public Right of Way network. These in turn provide access to nearby local services and facilities in Thrussington.
- There are no outstanding highway safety issues on the surrounding local highway network, which the proposed development site would be expected to exacerbate.
- The anticipated trip generation from the proposed development site has been determined following input from the local highway authority and concluded that it could generate up to 52 and 44 two-way movements in the respective AM and PM peak hours.
- Highway assessment has been undertaken at the proposed site access and Old Gate Road / Seagrave Road priority junction and concluded that the proposed development will not have a detrimental impact on the operation or safety of the local highway network.
- In consideration of the above, the proposed development is supportive of both National and Local Transport policy.

## 7.2 Conclusion

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with **Paragraph 111** of the NPPF, which states 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*'.

# Appendix A
# Pre-application Technical Note and LCC Response

# Technical Note
# Highways and Transport Pre-application
Old Gate Road, Thrussington

# 1. Introduction

## 1.1 Overview

The Transportation Consultancy Ltd (ttc) have been instructed by Bellway Homes (East Midlands), Robert Clarke, Jane Armstrong and Helen Rayns to examine the transport and highways implications for a prospective planning application for residential development on land north of Old Gate Road, Thrussington, Leicestershire.

The development site is allocated for 60 residential dwellings within the Draft Local Plan under Policy Reference HA68.

The site benefits from direct frontage with Old Gate Road, which benefits from a footway and street lighting and the village itself includes a local shop, primary school and several public houses, though it is noted that there are currently no public bus services operating within the local area.

The site is situated within proximity to the A46, which is a strategic highway managed by National Highways (NH) that affords access into nearby Leicester and other regional destinations.

## 1.2 Purpose of Scoping Note

This Technical Note (TN) is intended to be submitted as part of a 'Pre-Application' letter to seek advice from the Local Planning Authority (LPA) (Charnwood Borough Council (CBC)). A copy of the TN will be provided to Leicestershire County Council (LCC), in their capacity as the Local Highways Authority (LHA).

This TN sets out the proposed scope for the Transport Statement (TS) to support the application for which agreement is sought from the LHA. This document will be discussed with LCC to ensure all impacts are appropriately considered.

# 2. Proposed Development

## 2.1 Development Description

The TS will provide a description of the proposed development in full. It is envisaged that the Site could accommodate up to 70 residential dwellings, subject to design considerations.

## 2.2 Proposed Access Arrangements

It is proposed that the Site is served by a new simple priority T-junction to be taken from the Old Gate Road from which the site has a direct frontage of c.70m. Internal footway network will tie into the existing footway provided on the northern side of the carriageway.

Detailed 1:500 plans will be provided of the proposed access along with appropriate vehicle tracking and visibility splays illustrating 2.4m x 43m based on MfS, though precise visibility requirement will be determined through a speed survey (See **Section 3.4**).

## 2.3 Internal Road Network

The internal road network will accord with the Leicestershire Highway Design Guide and the Manual for Streets (MfS) design principles.

## 2.4 Car Parking

The level of car parking will be confirmed during the reserved matters stage. The TS will demonstrate that reasonable levels of parking for all users, which will accord to the latest CBC standards outlined in *Maximum Parking Standards for New Development*.

# 3. Scope of the Transport Statement

The following sections outline the scope for the TS.

## 3.1 Policy Context

The following national and local policies are to be discussed within the TS as appropriate:

**National Policy**

- National Planning Policy Framework (July, 2021); and,
- National Planning Policy Framework Planning Practice Guidance (March, 2014).

**Local Policy**

- Charnwood Local Plan 2021-37 (in Examination);
- Leicestershire Local Transport Plan 3 (LTP3) (March, 2011); and,
- Leicestershire Highway Infrastructure Asset Management Plan (October, 2019).

## 3.2 Existing Situation

The TS will describe the Site and the existing surrounding local highway network (Old Gate Road and Seagrave).

The TS will identify walking and cycling routes within a non-motorised user audit of access to key services and facilities in Thrussington.

## 3.3 Proposed Study Area

It is anticipated that the study area will comprise the following junction:

- Old Gate Road / Seagrave Road priority T-junction.

This study area will need to be confirmed with LCC prior to any further assessment.

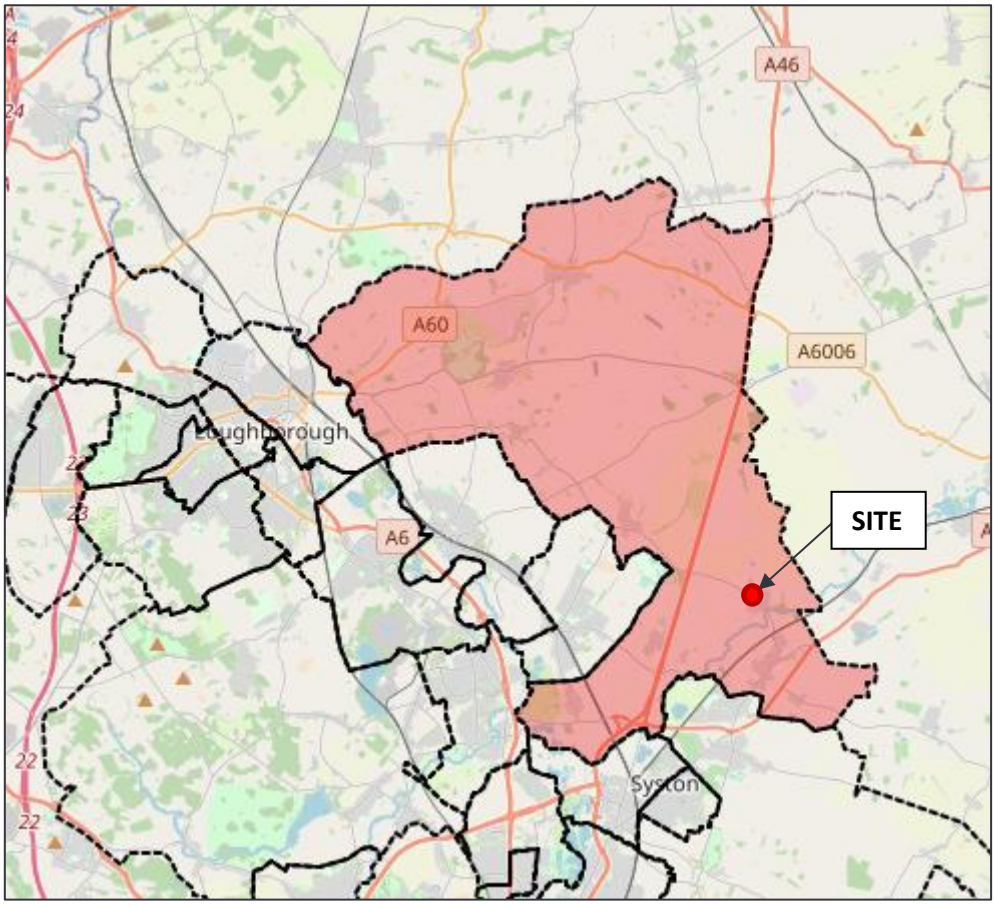
## 3.4 Traffic Surveys

Traffic surveys will be commissioned on:

- Old Gate Road (Automatic Traffic Count (ATC); and,
- Old Gate Road / Seagrave Road priority T-junction (Manual Classified Count (MCC))

The above traffic surveys will be carried out in a neutral month (early February 2022) to ensure an accurate representation of baseline traffic, and it is proposed that these be used and factored to future assessment year (assume 2027) utilising the Trip End Model Presentation Programme (TEMPro Version 7.2) and the NTM adjusted growth factors for the Mid Layer Super Output Area; Charnwood 008 as illustrated in **Figure 3.1**.

**Figure 3.1 Charnwood 008 Mid Layer Super Output Area**

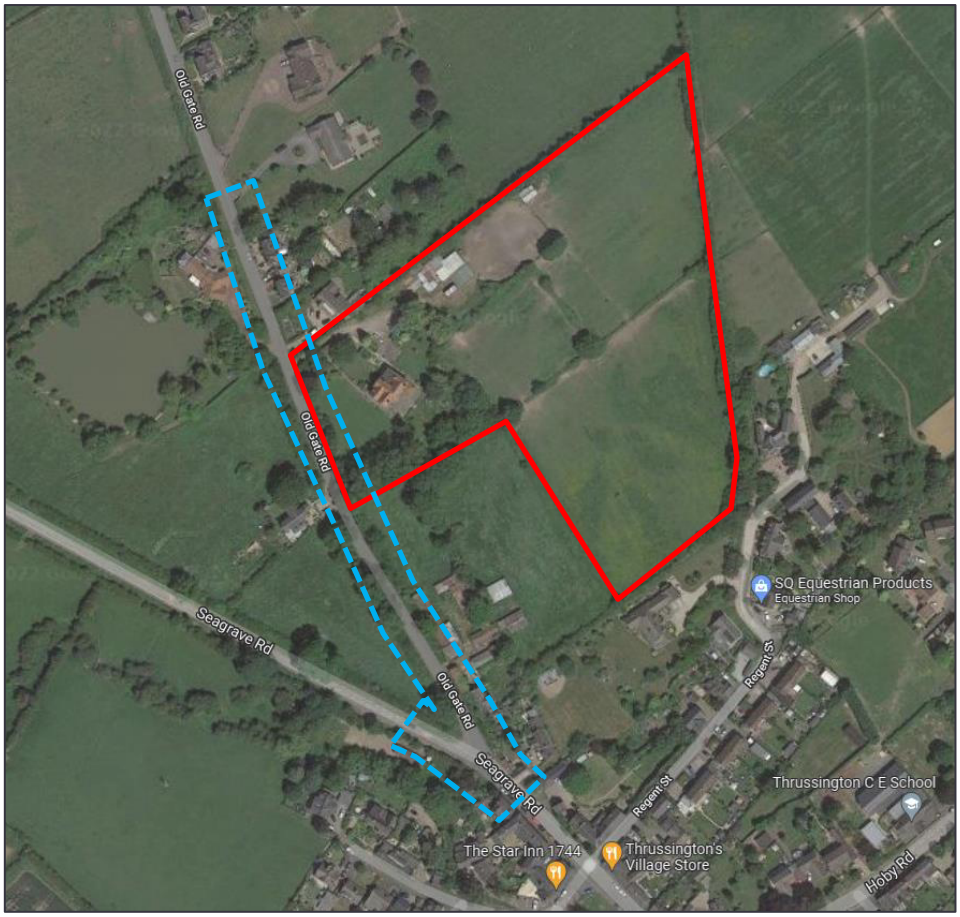



This will be subject to agreement with LCC.

# 4. Highway Safety (Personal Injury Accidents)

A review of recorded Personal Injury Accidents (PIAs) for the latest five-year period will be undertaken to identify any potential existing safety concerns on Old Gate Road / Seagrave Road. **Figure 2.2** illustrates the proposed study area, subject to agreement with LCC.

**Figure 4.1 PIA Study Area**




The study area will be split into junctions and links, and any clusters / accidents involving vulnerable road users will be detailed. An accident rate of less than one per annum per link / junction will be deemed as being not significant, and therefore will not be subject to further review.

# 5. Trips Rates and Distribution

## 5.1 Trip Rates & Traffic Generation

The online TRICS database (version 7.8.4) has been used to undertake an assessment of the trip generation for the Site based on 70 dwellings (for robustness). The development trips have been based on the following categories:

- '03 Residential – A Houses Privately Owned';

Common sets of criteria have been applied to each category as follows:

- Dwelling Range: 50 –150;
- Saturdays and Sundays excluded;
- Greater London, Wales, Scotland and Republic of Ireland excluded; and,
- Neighbourhood Centre and Edge of Town selected

**Table 5.1** below summarise the calculated trips rates and traffic generation for both the AM and PM peak hour.

**Table 5.1 Trip Rates & Traffic Generation (70 dwellings)**

| | Trip Rate | | | Traffic Generation | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| **AM Peak Hour 08:00 – 09:00** | 0.149 | 0.321 | 0.47 | 10 | 22 | 32 |
| **PM Peak Hour 17:00 – 18:00** | 0.287 | 0.148 | 0.435 | 20 | 10 | 30 |

.

A review of TRICS has identified that up to 32 and 30 two-way trips could be generated by the proposed development in the AM and PM peak hour.

## 5.2 Distribution

Following a review of the local road network surrounding the Site it is considered that there are three primary options for travelling to and from the Site. It is considered that the majority of departing journeys will be made toward the A46(T) via:

- North – Old Gate Road;
- West – Seagrave Road; and,
- South – Ratcliffe Road

The proposed vehicle distribution to/from the Site will be calculated based on the respective turning proportions recorded as part of the traffic surveys at Old Gate Road and Old Gate Road / Seagrave Road priority T-junction (see **Section 3.4**).

## 5.3 Committed Developments

In accordance with the National Planning Policy Guidance (NPPG) committed developments to be considered will be those that are consented or allocated where there is a reasonable degree of certainty, they will proceed within the next three years. In accordance with NPPG, speculative sites with no consent or allocation shall not be considered as committed and as such not considered within the TS.

We require LCC to provide advice on the inclusion of committed developments, however, as a backstop, TEMPro will be used to allow for the committed development within the Local Plan period up to a future baseline year of 2027 (+5 year from application submission).

# 6. Junction Capacity Assessments

## 6.1 Junction Assessment

For completeness the following junctions are to be assessed within the TS:

- Old Gate Road / Seagrave Road priority T-junction

## 6.2 Scenarios

The following scenarios will be agreed with LCC. A suggested set of scenarios are outlined below:

- Year of application (2027) base flows + Committed Developments (TEMPro); and,
- Year of application (2027) base flows + Committed Developments + Proposed Development

All scenarios will be run for weekday AM and PM peak hours.

## 6.3 Mitigation Proposals (if required)

### Modelling

It is proposed that any mitigation proposals deemed necessary through the junction capacity assessment process will be undertaken to ensure that a nil detriment solution is reached. Mitigation proposals will be based at this stage on Ordnance Survey (OS) data and the extent of the highway boundary.

### Contributions

The level of contribution will be based on the nil detriment mitigation proposals as defined by the modelling process and through discussions with LCC highways officers.

# 7. Travel Plan

Based on the quantum of development proposed, it is not anticipated that a Travel Plan will be required to support the application. Though measures to support connectivity with the local area, will be detailed within the TS.

# 8. Summary

## 8.1 Summary

This Scoping Note has been prepared by 'ttc' to set out the proposed scope for the Transport Statement to support the application for which agreement is sought from the LHA.

The development site is allocated for 70 residential dwellings within the Draft Local Plan under Policy Reference HA68. The site benefits from direct frontage with Old Gate Road.

We look forward to understanding the LHA's views on the development proposals in due course.

| Issued by | Approved by |
| --- | --- |
| ……. | ……. |
| **Adrian Simms** | **James McGavin** |

## Third party disclaimer

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**PRE-APPLICATION DETAILS:**

District Reference Number: P/22/0228/2
Highway Reference Number: 2022/7363/02/HEN
Location: Land off Old Gate Road, Thrussington, Leicestershire.
Proposal:
Enquiry. (Advice) Provision of 70 dwellings and associated infrastructure.

**GENERAL DETAILS**

Planning Case Officer: Louise Winson
Applicant: via Charnwood Borough Council
Parish: Thrussington
Road Classification: Adopted Unclassified

**Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.**

**The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice**.

The Local Highway Authority (LHA) is in receipt of a scoping request for the erection of 70 dwellings and associated infrastructure to be located on land off Old Gate Road, Thrussington.

These highway comments are in response to the following document which has been submitted.

- Location Plan, drawing no. 22 5560 01; and
- Technical Note (TN) prepared by The Transportation Consultancy dated February 2022

The LHA understand that the development site is allocated for 60 residential dwellings within the Draft Local Plan under Policy Reference HA68.

The LHA can confirm a Transport Statement (TS) is required to support any future planning application due to the quantum of development proposed.

It would be worth making reference to the Leicestershire Highway Design Guide (LHDG) in the 'local Policy' section when a TS is produced and setting out how the proposals, including the site access design and parking, accord with it. The LHDG can be found at https://resources.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-highway-d

esign-guide.

Proposed Access Arrangements

It is proposed that the site is to be served by a new simple priority T-junction to be taken from the Old Gate Road.

Old Gate Road is an adopted unclassified road subject to a 30mph speed limit.

The LHA would request that a Stage 1 Road Safety Audit (RSA) and accompanying Designer's Response is submitted with the planning application, along with an amended scheme if necessary. This will enable the LHA to determine whether a safe and suitable access can be achieved at the site. Access arrangements should be demonstrated on a scaled drawing showing access width, gradient, radii and vehicular and pedestrian visibility splays. Vehicle visibility splays which should be based upon 85th percentile recorded speeds. The access should be designed in accordance with guidance found in Part 3 of the LHDG.

The Network Data & Intelligence team can be commissioned to undertake a speed survey on the Applicant's behalf. They can be contacted at ndi@leics.gov.uk.

Swept Path Analysis should also be undertaken which should demonstrate that a Phoenix 2-23 W 6x4 refuse wagon can enter and egress the site in a forward gear.

Internal Layout and Parking

Whilst no details of layout have been provided at this stage, the LHA advises that car parking and cycle parking should be proposed in accordance with LHDG.

If the site is to be adopted, which the LHA would expect given the scale of the proposals, it will need to be designed in accordance with 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-guidance.pdf.

Proposed Study Area

It is anticipated that the study area of the TS will comprise of the following junction:

- Old Gate Road / Seagrave Road priority T-junction.

Whilst this may be acceptable, the LHA would advise the Applicant that the study area should comprise any junctions forecast to experience an increase of 30 or more two-way trips in a peak hour as a result of the development and therefore the study area may change subject to revised trip rates and trip generation as requested later in this document.

Traffic Surveys

The LHA understand that Traffic surveys will be commissioned on:

- Old Gate Road (Automatic Traffic Count (ATC); and,
- Old Gate Road / Seagrave Road priority T-junction (Manual Classified Count (MCC))

The Applicant is advised that a permit is required to carry out any traffic count / speed surveys on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service and a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Traffic counts required for junction capacity assessments should be undertaken in a traffic neutral month.

The LHA can confirm that NTM adjusted growth factors obtained from TEMPro for the Mid Layer Super Output Area; Charnwood 008 are considered appropriate.

Highway Safety

Personal Injury Collision (PIC) data should be obtained and reviewed for any PICs which have occurred within 500m of the site access in the last five years. The NDI team can be contacted for PIC data at ndi@leics.gov.uk.

Trip Rates & Traffic Generation

Table 5.1 below which has been extracted from the TN summarise the calculated trips rates and traffic generation for both the AM and PM peak hour which have been obtained from the TRICS database (version 7.8.4).

**Table 5.1 Trip Rates & Traffic Generation (70 dwellings)**

| | Trip Rate | | | Traffic Generation | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| AM Peak Hour 08:00 – 09:00 | 0.149 | 0.321 | 0.47 | 10 | 22 | 32 |
| PM Peak Hour 17:00 – 18:00 | 0.287 | 0.148 | 0.435 | 20 | 10 | 30 |

Table 5.1 demonstrates that up to 32 and 30 two-way trips could be generated by the proposed development in the AM and PM peak hour.

The LHA note that the trip rates appear to be lower than expected and therefore required this to be reviewed. It may be appropriate to use person trip rates from the TRICS database and then apply a vehicle driver mode share from the 20011 census for the local resident population.

The proportion of trips by each mode should also be calculated using the 2011 National Census 'Method of travel to Work' data applied o person trips.

Trip Distribution

The Applicant considers that there are three primary options for travelling to and from the Site. It is considered that the majority of departing journeys will be made toward the A46(T) via:

- North – Old Gate Road;
- West – Seagrave Road; and,
- South – Ratcliffe Road

The Applicant should note that the 2011 Census journey to work dataset should be used to distribute and assign the traffic on to the network.

Committed Developments

The Applicant is advised to contact Charnwood Borough Council for a definitive list of committed developments in the local area. These will be required to be added to the TEMPro growthed assessment year flows.

Junction Capacity Assessments

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2022), along with a future year 5 years following on from the base year (e.g. 2027). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of the planning application.

If relevant, to enable traffic flow scenarios to be checked when an application is submitted, the following is required:

-Full traffic survey results as well as summary diagrams;
-Peak hour and, if appropriate, PCU calculations;
-Full explanation of all calculations;
-Fully explained and traceable details of committed development flows;
-Full explanation of trip distribution and assignment; and
-Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

-Models should be validated against observed conditions;
-Scale plans of junction geometries used for model input should be provided for review;
-Details of any signal specifications used;
-Full model outputs in PDF format;
-Actual model files; and

-If other model types are used, such as micro-simulation modelling, the requirements would differ.

For all scheme proposals on the Local Highway Network (such as any mitigation/improvement proposals), the following will be required:

-A Stage 1 Road Safety Audit and satisfactory Designer's Response;
-Scale design drawings in both AutoCAD and PDF format;
-Details of design methodology (e.g. explanation of standards applied, choice of junction type);
-Recorded free-flow design speeds will need to be demonstrated to define the SSD/visibility splay requirements;
-Pedestrian crossing assessments if appropriate;
-Any other models or supporting calculations; and
-It would be beneficial if the boundaries of the land under the control of the applicant and the extent of publicly adopted highway were shown on the site access drawings.

At this stage, the LHA can advise it is likely to require 2 x 6 month bus passes and 1 x travel pack per dwelling to be secured via a Section 106 Agreement.

Additional contributions or obligations may be required following detailed consideration of any future application.

| Date Received | Case Officer | Reviewer | Date issued |
|---|---|---|---|
| **8 April 2022** | **Suraj Dave** | **AW** | **6 May 2022** |

# Appendix B
# Proposed Layout


# SCHEDULE OF ACCOMMODATION

## MAIN SITE

**Affordable Housetypes**

| Housetype | No of Stories | No of Beds | No of People | NOSS | M4(2) | HQ | No of Units Mid | End / Semi | Det' | Total | Gross Internal Area (Plasterboard to plasterboard of perimeter walls) ft² (rounded) | m² | Unit Totals Gross Internal Area ft² (rounded) | m² |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type "B" * | 2 | 2 | 4 | no | no | Yes | 6 | 8 | 0 | 14 | 721 ft² | 66.98 m² | 10094 ft² | 937.72 m² |
| The Saddler | 2 | 2 | yes | no | no | | 0 | 0 | 1 | 1 | 763 ft² | 70.87 m² | 763 ft² | 70.87 m² |
| Type "D" * | 2 | 3 | 5 | no | no | yes | 1 | 4 | 0 | 5 | 892 ft² | 82.86 m² | 4460 ft² | 414.30 m² |
| SUB TOTALS | * East Midlands Range | | | | | | 7 | 12 | 1 | 20 | | | 15317 ft² | 1422.89 m² |

**Open Market Housetypes**

| Housetype | No of Stories | No of Beds | No of People | NOSS | M4(2) | | No of Units Mid | End / Semi | Det' | Total | Gross Internal Area (Plasterboard to plasterboard of perimeter walls) ft² (rounded) | m² | Unit Totals Gross Internal Area ft² (rounded) | m² |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| The Joiner | 2 | 2 | | no | no | no | 1 | 4 | 0 | 5 | 668 ft² | 62.03 m² | 3338 ft² | 310.15 m² |
| The Turner | 2 | 3 | | yes | no | no | 0 | 8 | 0 | 8 | 906 ft² | 84.14 m² | 7245 ft² | 673.12 m² |
| The Tenterer | 2 | 3 | | 1B4P | no | no | 0 | 0 | 2 | 2 | 970 ft² | 90.13 m² | 1940 ft² | 180.26 m² |
| The Mason | 2 | 3 | | yes | no | no | 0 | 0 | 6 | 6 | 1043 ft² | 96.89 m² | 6257 ft² | 581.34 m² |
| The Sawyer | 2 | 3 | | yes | no | no | 0 | 0 | 2 | 2 | 1061 ft² | 98.60 m² | 2123 ft² | 197.20 m² |
| The Cutler | 2 | 4 | | yes | no | no | 0 | 0 | 6 | 6 | 1312 ft² | 121.85 m² | 7869 ft² | 731.10 m² |
| The Sawyerr | 2 | 4 | | yes | no | no | 0 | 0 | 5 | 5 | 1338 ft² | 124.31 m² | 6690 ft² | 621.55 m² |
| The Philosopher | 2 | 4 | | yes | no | no | 0 | 0 | 4 | 4 | 1489 ft² | 138.30 m² | 5955 ft² | 553.20 m² |
| The Weaver | 2 | 4 | | yes | no | no | 0 | 0 | 5 | 5 | 1667 ft² | 154.89 m² | 8336 ft² | 774.45 m² |
| The Watchmaker | 2 | 5 | | yes | no | no | 0 | 0 | 5 | 5 | 2211 ft² | 205.39 m² | 11054 ft² | 1026.95 m² |
| SUB TOTALS | | | | | | | 1 | 12 | 35 | 48 | | | 60809 ft² | 5649.32 m² |

| | | | |
|---|---|---|---|
| TOTALS | | 68 | 76126 ft² 7072.21 m² |
| Gross Site Area | | | 6.84 Acres 2.77 Hect |
| Non Developable Area | | | 0.29 Acres 0.12 Hect |
| SUDs | | | 0.00 Acres 0.00 Hect |
| Public Open Space Area | | | 1.53 Acres 0.62 Hect |
| Combined Non Developable | | | 1.83 Acres 0.74 Hect |
| Total Nett Area | | | 5.02 Acres 1.06 Hect |
| Total Nett Density (Plots per) | | | 13.55 Acre 32.95 Hect |
| Total Nett Coverage (ft2/Acre) | | | 15,170 |

## NET AREA

## LEGEND

- APPLICATION BOUNDARY
- 1.8M CLOSE BOARD FENCING
- FF 1.8M FEATURE FENCE
- SW 1.8M SCREEN WALL
- RAILINGS FEATURING BRICK PIER
- PROPOSED CHIMNEY
- PROPOSED HA UNITS
- DUCTING FOR POTENTIAL ELEC' GATES
- BCP BIN COLLECTION POINT
- PROPOSED BLOCK PAVING
- INDICATIVE TREES/LANDSCAPING
- PROPOSED 600MM BOXED HEDGELINE
- TREES TO BE REMOVED
- EXISTING TREES TO REMAIN
- HIPPED ROOF PLOTS
- HOME OFFICE/GYM ABOVE GARAGE

NORTH

1:500 SCALE

10m 50m

| Rev | Date | Description | Drawn | Check |
|---|---|---|---|---|
| G | 19.07.22 | Layout Amended/Updated. | DJW | - |

**CLIENT:** BELLWAY EAST MIDLANDS

**DRAWING NUMBER:** SK12-G

**PROJECT:** OLD GATE ROAD, THRUSSINGTON

**SCALE @ A1:** 1:500

**DRAWING:** FEASIBILITY SKETCH LAYOUT

DRAWN: - DATE: MAY '22

CHECKED: - DATE: MAY '22



# SK12-G / FEASIBILITY SKETCH LAYOUT