Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport**.**

APPLICATION DETAILS:

Planning Application Number: P/20/2380/2

Highway Reference Number: 2020/2380/02/H/R3

Application Address: Barkby Road Queniborough Leicestershire

Application Type: Outline (with access)

Description of Application:

Further observations. Outline application for up to 150 dwellings, together with new open space, landscaping and drainage infrastructure, with all matters reserved accept for access.

GENERAL DETAILS

Planning Case Officer: Mark Pickrell

Applicant: David Wilson Homes

County Councillor: Cllr James Poland

Parish: Queniborough

Road Classification:

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted on an outline application for up to 150 dwellings, together with new open space, landscaping and drainage infrastructure, with all matters reserved accept for access. The site is located at Barkby Road Queniborough.

The Local Highway Authority (LHA) has been re-consulted on an outline application for up to 150 dwellings, together with new open space, landscaping and drainage infrastructure, with all matters reserved accept for access. The site is located at Barkby Road Queniborough.

The LHA previously provided comments on 15 March, 06 April and 08 July 2021.

These highway observations are based on a review of the following documents and drawings which have now been submitted:

- Transport Assessment prepared by ADC Infrastructure dated 18th June 2021; and
- Travel Plan prepared by ADC Infrastructure dated 18th June 2021

The following sections of this document form the LHA's observations on various aspects of the planning application.

Site Access

As part of the LHA's comments on 06 April 2021, the LHA requested for swept path analysis to be undertaken for the site access. This was required to be carried out and submitted to demonstrate that a large vehicle, i.e. a refuse vehicle, can enter and egress the site in a forward gear. The LHA also requested an independent Stage 1 Road Safety Audit (RSA1) to be carried out of the proposed site access design with an accompanying designer's response, along with an amended access design if required.

The site access has now been subject to an RSA1. The audit found three problems with the initial design. A Response Report has been produced, which is in Appendix D of the TA. Where necessary, changes to the design of the junction have been incorporated within Drawing ADC1659-DR-001-P3.

The RSA was carried out by Sevenairs Consulting Ltd on the proposed access junction layout on Barkby Road, Queniborough. The following drawings were the subject of the Road Safety Audit:

- ADC1659-DR-001-P2 – Proposed Access Junction Layout

The problems identified by the RSA1, along with the Designer's Response to those proposals and the LHA's view on each response are set out below.

Problem A-01 - Location Barkby Road:

- Summary: Skid Resistance – Poor skidding resistance may increase the risk of junction related collisions.
- Recommendation: It is recommended that with reference to DMRB CD236, bituminous material with a minimum PSV of 60 is used in the vicinity of the proposed junction (Site Category Q) across the full carriageway width. It is also recommended that inspection chamber covers in carriageway areas are provided with a similar skid resistance to that of the surrounding carriageway surface.
- Designer's Response: Agreed. The surfacing in the vicinity of the proposed site access will be improved where necessary, in accordance with DMRB CD236. This will form part of the detailed design. This is referred to in the revised drawing ADC1659-DR-001-P3.
- LHA View: The LHA consider the designer's response acceptable.

Problem A-02 - Location Barkby Road:

- Summary: Network Management – Junctions – Poor width provision for vehicles may increase the risk of head on or shunt collisions on the main carriageway or access.
- Recommendation : It is recommended that a swept path analysis is undertaken to inform the next stage of design in terms of suitable road widths at the junction mouth. This analysis should at very least allow a refuse vehicle to enter the proposed access road whilst another vehicle is waiting to exit the access.
- Designer's Response: Disagreed. Drawing ADC1659-DR-003-P1 shows that a large refuse vehicle can enter and exit the proposed development. However, it is standard practise for a large refuse vehicle to utilise both sides of an access carriageway when entering a development and, therefore, the need for two-way movements is rejected.
- The LHA consider the designer's response to be acceptable in this instance.

Problem A-03 - Location Barkby Road:

- Summary: Pedestrians – Poor width provision for pedestrians may increase the risk of collisions involving pedestrians stepping into the main carriageway.
- Recommendation: It is recommended that a clear footway width of 2.0m is provided along the frontage of the site between the proposed access and the existing footway to the north.
- Designer's Response: Agreed. As part of the detailed design stage, the proposed footway along the site frontage will be reviewed and street furniture will be relocated behind the proposed footway.
- The LHA consider the designer's response to be acceptable and are content the issue can be addressed during the detailed design stage.

The LHA have reviewed the submitted swept path assessment of the proposed access junction layout as demonstrated on drawing ADC1659-DR-003 Rev P1 and are satisfied the access can accommodate a refuse vehicle and it can enter and egress the site in a forward gear.

Highway Safety

In its previous comments dated 0 8April 2021, the LHA requested the most recent Personal Injury Collision (PIC) data for the last five years for the study area to be obtained and reviewed.

PIC data was purchased from LCC for the period between 1 January 2016 and 28 February 2021, and the reports of the PICs are included in Appendix C of the TA. The locations of the accidents are shown in Figure 4 below extracted from the TA.

Nine accidents were recorded during the study period; eight of these were classified as of 'slight' severity, however one was of serious severity.

Having reviewed the submitted PIC data, the LHA does not consider that there are any patterns of PICs which could be exacerbated by the proposed development.

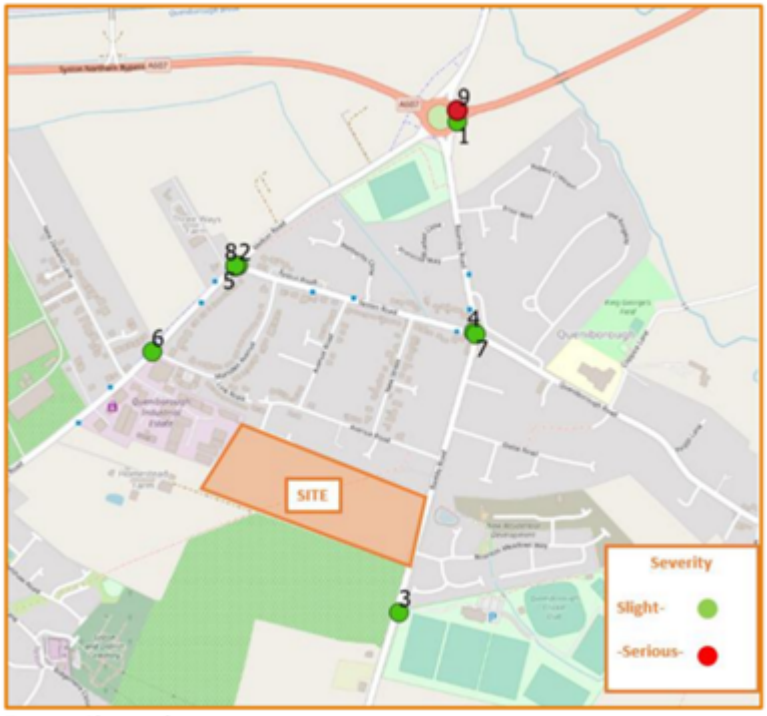

Figure 4: accident record

Trip Generation

To determine the likely traffic generation of the proposed development, the 'privately owned houses' category of the TRICS database was examined by the Applicant.

The TRICS outputs are in Appendix E of the TA, and the 85th percentile trip rates and resultant traffic generation are shown in the table which has been extracted from the TA below.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.177	0.523	0.700
	PM peak hour	0.478	0.248	0.726
vehicle trips (160 dwellings)	AM peak hour	28	84	112
	PM peak hour	76	40	116

The proposed residential development will result in an increase of up to 112 two-way vehicle trips in the AM peak hour and 116 two-way vehicle trips in the PM peak.

The LHA have reviewed the submitted trip rates and calculations and find them to be acceptable.

Vehicle Distribution and Assessment

In the original TA, traffic turning in and out of the proposed development was assigned at the access junction in the same proportions as recorded in the traffic count at the Barkby Road/Glebe Road junction. Similarly, in the original TA, at the remaining three junctions that form the study area, development traffic was assigned in the same proportions as recorded in the November 2017 traffic counts. The LHA stated in its response dated 06 April 2021 that it would require for the distribution to be calculated by using a Census 'travel to work' data based approach.

Therefore, to determine the likely distribution pattern of the proposed development traffic, the revised TA has made reference e to the National Census 'Location of Usual Residence and place of work method of travel to work' dataset (reference WU03EW).

The development site is within the 'Charnwood 15' MSOA. Therefore, the data was examined to identify where people living within the 'Charnwood 15' MSOA travel to for work. Their travel routes were estimated using Google Maps, and the proportion using each highway route was identified. This approach is considered appropriate by the LHA . A copy of the Census data is in Appendix F of the TA, and the resultant traffic distribution is shown on Figure 11 extracted from the TA below.

Figure 11: vehicle distribution pattern of proposed development traffic to/from site

Figure 11 demonstrates, 43% of the development traffic will route to/from the south via Barkby Road, whilst 57% of traffic will route north to/from the Barkby Road/Queniborough Road/Syston Road/Rearsby Road crossroads.

Of the 57% of development traffic routing to/from the crossroads, 2% will route west along Syston Road, 51% will route north to/from the Queniborough roundabout, and 4% will route east along Queniborough Road.

The LHA has spot-checked the distribution and assignment calculations and is content that these are appropriate for use.

Assessment Traffic Flows

Based on the increase in traffic as a result of the proposed development, the study area for assessment consists of the following junctions:

- Proposed site access;
- Rearsby Road/Queniborough Road/Barkby Road/Syston Road crossroads;
- Queniborough Roundabout; and
- Syston Road/Melton Road T-junction.

The LHA are satisfied with the proposed study area.

Observed traffic flows

Traffic flows at the junctions were obtained from traffic counts undertaken on Tuesday 07 November 2017. The surveyed morning and evening peak hour traffic flows are shown in Diagrams 1 and 2 in Appendix G of the TA.

Growth factors

As part of the previous Transport Assessment, an assessment year of 2023 was used. In accordance with guidance the required assessment year for the local road network is five years after the registration of the planning application. Therefore, the observed traffic flows were growthed to 2026 levels using TEMPRO (version 7.2, dataset 72). TEMPRO gives the following growth rates for 'all roads' in the Charnwood 015 MSOA:

• 2017 to 2026 AM = 1.1097 PM = 1.1105

These growth rates were applied to the observed traffic flows. The '2026 base' traffic flows are shown in Diagrams 7 and 8 in Appendix G of the TA for the AM and PM peak hours.

The LHA have reviewed the submitted growth rates and consider them to be acceptable.

Committed Development

In accordance with guidance, traffic flows associated with any committed developments should be included within the 2026 assessment year traffic flows.

The following committed developments listed below have been considered to understand the cumulative impacts on the local highway network.

- Queniborough Lodge – Shield Engineering Ltd (planning application P/13/1696/2);
- The Millstones – David Wilson Homes (P/14/0393/2);
- Barley Fields – Davidsons Homes (P/14/0708/2) and (P/15/1799/2); and
- North East of Leicester Sustainable Urban Extension (SUE) (P/13/2498/2).

The Queniborough Lodge development was granted consent in January 2015 for the erection of 125 dwellings, on land to the west of Melton Road. Appendix H of the TA shows the traffic flows forecast of the Queniborough Lodge development. The application has lapsed. Nevertheless, its traffic flows are included, to present a robust worst case.

The Millstones was granted consent in October 2014 for the erection of 101 dwellings and cemetery, on land to the north of Millstone Lane. Appendix H of the TA shows the traffic flows forecast for the Millstones development. They do not show traffic increases at the study area junctions for this Transport Assessment. That is because the traffic increases were not material and so those junctions were not considered. Hence, the traffic from that development is accounted for by the TEMPRO growth factors. Moreover, that development was largely occupied when the

traffic counts were carried out in November 2017, and so the traffic movements by its residents would already be included.

Davidsons' Barley Fields development gained reserved matters consent in February 2017 for 101 dwellings, on land to the east of Barkby Road. The forecast amount of traffic generated by the development at the study area junctions is in Appendix H of the TA. Again, that development was partially developed at the time of the traffic counts in November 2017, and thus there is an element of double counting.

The North East of Leicester SUE was granted consent in August 2016 for an SUE consisting of up to 4500 dwellings, up to 13ha of employment land, two local centres and a school. Appendix H shows the traffic flows forecast for that development. Delivery of that development has been slow, and no houses are yet occupied. Including all its traffic produces a robust worst case assessment.

The traffic flows generated by these committed developments for the morning and evening peak hours are shown in Diagrams 9 and 10 in Appendix G

2026 Without Development traffic flows

The flows generated by the committed developments (Diagrams 9 and 10) were added to the '2026 base' flows (Diagrams 7 and 8) to give the '2026 Without Development' traffic flows (Diagrams 11 and 12 in Appendix G).

2026 With Development traffic flows

The traffic flows generated by the proposed development (Diagrams 5 and 6) were combined with the '2026 Without Development flows' (Diagrams 11 and 12) to give the '2026 With Development' traffic flows shown on Diagrams 13 and 14 in Appendix G.

The LHA have reviewed the traffic flow diagrams and are satisfied with the traffic flows.

Junction Capacity Assessments

Proposed Site Access

The proposed site access will be a priority-controlled T-junction on Barkby Road. A model of the junction was built using Junctions 8 PICADY software. The model was tested using the 2026 traffic flows. The results are summarised in the table below extracted from the TA and the PICADY outputs are in Appendix I of the TA.

peak		Site Access (left turn)	Site Access (right turn)	Barkby Road (right turn)
2026 With Development				
AM	RFC	8%	9%	3%
	max queue (veh)	0.09	0.09	0.03
	max delay (secs)	6.11	8.51	6.32
PM	RFC	4%	4%	8%
	max queue (veh)	0.04	0.04	0.08
	max delay (secs)	6.01	8.49	7.02

The LHA are satisfied that the junction will operate well within its practical.

Queniborough Roundabout

Queniborough Roundabout is a five-arm priority controlled roundabout. A model of the roundabout was built using Junctions 8 ARCADY software with geometries extracted from Appendix 7 of the Transport Assessment for the Davidsons development (P/14/0708/2). The model was tested using the 2026 traffic flows. The results are summarised in the table below extracted from the TA and the ARCADY outputs are in Appendix K of the TA.

peak		Melton Rd (north) (Arm 1)	A607 (east) (Arm 2)	Rearsby Rd (Arm 3)	Melton Rd (south) (Arm 4)	A607 (west) (Arm 5)
2026 Without Development						
AM	RFC	53%	59%	71%	32%	66%
	max queue (veh)	1.13	1.43	2.33	0.48	1.92
	max delay (secs)	7.91	5.47	13.52	3.99	6.16
PM	RFC	32%	56%	61%	33%	67%
	max queue (veh)	0.47	1.24	1.52	0.49	1.98
	max delay (secs)	5.15	4.74	9.72	3.82	6.15
2026 With Development						
AM	RFC	54%	59%	76%	33%	67%
	max queue (veh)	1.15	1.45	2.99	0.49	1.99
	max delay (secs)	8.06	5.55	16.28	4.11	6.32
PM	RFC	33%	56%	63%	33%	69%
	max queue (veh)	0.49	1.29	1.67	0.50	2.19
	max delay (secs)	5.31	4.90	10.31	3.87	6.59

The roundabout has sufficient practical capacity on all arms in all scenarios.

Melton Road/Syston Road T-junction

The Syston Road/Melton Road T-junction is a priority controlled T-junction. Diagrams 5 and 6 of the TA highlight, the development would only add three vehicles to the junction in a peak hour and there would not be a material increase in traffic. The LHA therefore agrees that detailed capacity assessment of the junction is not required.

Rearsby Rd/Queniborough Rd/Barkby Rd/Syston Rd crossroads - existing layout

The Rearsby Road/Queniborough Road/Barkby Road/Syston Road junction is a crossroads junction.

A model of the crossroads was built using Junctions 8 PICADY software and was tested using the 2026 traffic flows, with and without the proposed developments. The results are summarised in the table below and the PICADY outputs are in Appendix J of the TA.

peak	Stream	Max queue (veh)	Max delay (secs)	RFC (%)
2026 Without Development				
AM	Barkby Road (left turn and straight ahead)	2.00	29.92	68%
	Barkby Road (right turn and straight ahead)	1.55	35.65	62%
	Queniborough Road (right turn)	0.70	9.85	41%
	Rearsby Road (left turn and straight ahead)	23.09	185.03	108%
	Rearsby Road (right and straight ahead)	10.32	239.76	105%
	Syston Road (right turn)	0.18	7.72	15%
PM	Barkby Road (left turn and straight ahead)	1.84	28.54	66%
	Barkby Road (right turn and straight ahead)	1.53	31.44	62%
	Queniborough Road (right turn)	0.63	9.55	38%
	Rearsby Road (left turn and straight ahead)	10.52	96.70	97%
	Rearsby Road (right and straight ahead)	6.00	142.57	95%
	Syston Road (right turn)	0.16	7.43	13%
2026 With Development				
AM	Barkby Road (left turn and straight ahead)	5.69	76.02	90%
	Barkby Road (right turn and straight ahead)	4.35	92.59	87%
	Queniborough Road (right turn)	0.71	9.90	41%
	Rearsby Road (left turn and straight ahead)	29.89	231.55	113%
	Rearsby Road (right and straight ahead)	12.73	283.14	109%
	Syston Road (right turn)	0.18	7.76	15%
PM	Barkby Road (left turn and straight ahead)	2.78	41.11	76%
	Barkby Road (right turn and straight ahead)	2.25	45.47	71%
	Queniborough Road (right turn)	0.63	9.55	38%
	Rearsby Road (left turn and straight ahead)	23.02	185.68	108%
	Rearsby Road (right and straight ahead)	10.94	234.89	105%
	Syston Road (right turn)	0.16	7.45	14%

The table above demonstrates that in the worst case AM peak hour movement, the existing junction layout will operate at 108% of capacity without the development, deteriorating to 113% with the development in place. As considered later in this response, mitigation has been explored to determine whether the impact of the development can be mitigated.

Off-Site Implications

Proposed Footway

As demonstrated on drawing number ADC1659-DR-001 Rev P1, a 2m footway adjoining with the existing footway on the western side of Barkby Road is proposed. The LHA would welcome this.

Rearsby Rd/Queniborough Rd/Barkby Rd/Syston Rd crossroads – proposed layout with mitigation

Drawing ADC1659-DR-002-P2 has been produced, which shows a 1.2m wide traffic island on the southbound approach to provide separation between entry and exot traffic. The island has been designed in accordance with an LCC standard detail for a non-pedestrian island.

The eastern footway would be rerouted behind the existing row of trees to provide pedestrian connectivity between Rearsby Road and Queniborough Road. A new section of footway would also be provided on the western side of Rearsby Road to facilitate pedestrian connectivity to the existing zebra crossing, to the north of the junction. The TA sets out that the road widening has been purposefully minimised to avoid damaging impact on the root protection areas of the trees.

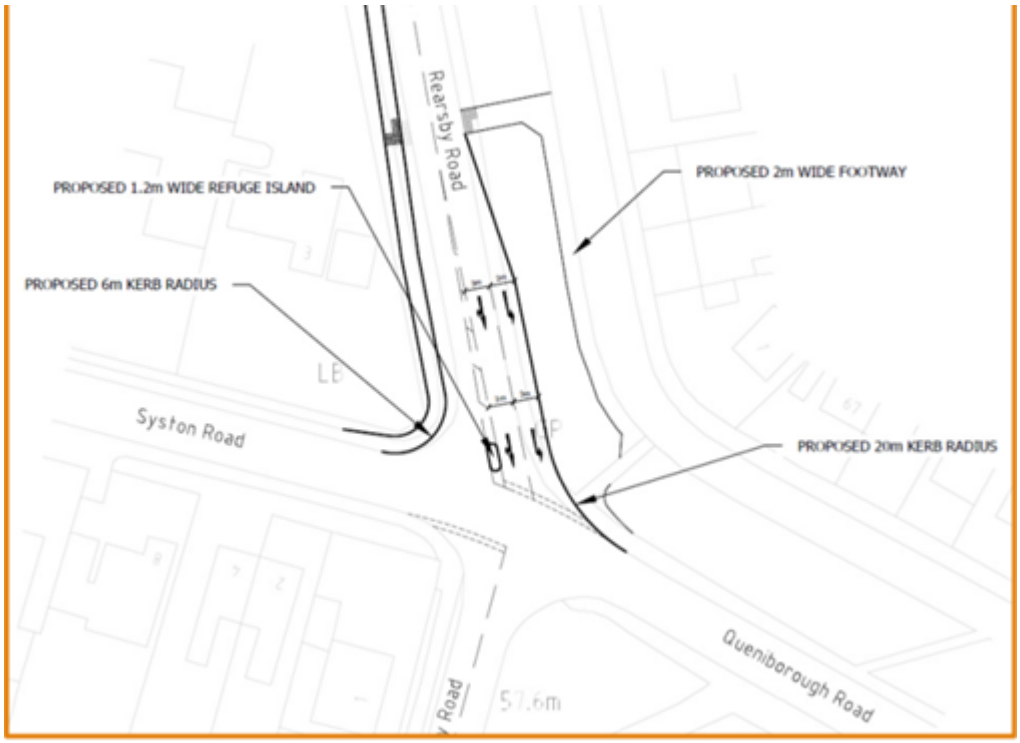

Figure 15: proposed mitigation scheme at the Queniborough crossroads **(ADC1659-DR-002-P2)**

A model of the proposed crossroads with the mitigation scheme in place was built using Junctions 8 PICADY software and was tested using the 2026 With Development traffic flows. The results are summarised in the table below extracted from the TA and the PICADY outputs are in Appendix J of the TA.

peak	Stream	Max queue (veh)	Max delay (secs)	RFC (%)
2026 With Development				
AM	Barkby Road (left turn and straight ahead)	5.61	75.21	90%
	Barkby Road (right turn and straight ahead)	4.29	91.24	87%
	Queniborough Road (right turn)	0.71	9.90	41%
	Rearsby Road (left turn and straight ahead)	26.22	203.75	110%
	Rearsby Road (right turn and straight ahead)	11.49	257.32	108%
	Syston Road (right turn)	0.18	7.76	15%
PM	Barkby Road (left turn and straight ahead)	2.76	40.79	76%
	Barkby Road (right turn and straight ahead)	2.23	44.99	71%
	Queniborough Road (right turn)	0.63	9.55	38%
	Rearsby Road (left turn and straight ahead)	18.38	151.14	104%
	Rearsby Road (right turn and straight ahead)	9.29	196.87	103%
	Syston Road (right turn)	0.16	7.46	14%

Whilst the junction would operate beyond its practical capacity on two of the movements, the LHA agrees with the findings of the TA that the mitigation scheme produces a greater than nil-detriment mitigation when compared with the existing junction layout. In the worst case morning peak hour, the delay on Rearsby Road reduces from 283 seconds per vehicle without the development, to 257 seconds with the development and the mitigation scheme. The queue on Rearsby Road reduces from 43 vehicles to 37 vehicles.

Travel Plan

The LHA have reviewed the submitted Travel Plan prepared by ADC Infrastructure dated 18 June 2021 and can confirm that the principle measures and targets within the Travel Plan are acceptable.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawing ADC1659-DR-001 Rev P2 have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

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

2. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted

to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

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

3. No part of the development shall be occupied until such time as the offsite works shown on drawing number ADC1659-DR-002-P2 and ADC1659-DR-001 have been implemented in full.

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

4. The development hereby permitted shall be carried out in accordance with the Travel Plan ADC1659-C which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

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

5. No development shall take place until a scheme for the treatment of the Public Right(s) of Way has been submitted and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction, fencing, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers (attached for information). Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

REASON: to protect and enhance Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

6. The Public Footpath should comprise of 2-meter wide tarmacadam surface with 1-meter wide grass verges either side in accordance with the County Council's Guidance Notes for Developers.

REASON: to provide an all-weather route in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

7. Where a Public Right of Way crosses a Carriageway, drop kerbs should be installed at the crossing points.

REASON: to improve access for all in the interests of protecting and enhancing Public Rights of Way and access and providing better facilities for users in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

8. No trees or shrubs should be planted within 1 metre of the edge of the Public Right(s) of Way. Any trees or shrubs planted alongside a Public Right of Way should be non-invasive species.

Reason: to prevent overgrowth of the path in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

9. Prior to construction, changes to existing boundary treatments running alongside the Public Right of Way, must be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

REASON: in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

10. Prior to first occupation any existing Public Right of Way furniture within the development boundary should be improved or removed if appropriate, in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

REASON: to improve access for all in the interests of protecting and enhancing Public Rights of Way and access and providing better facilities for users in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

11. Prior to the completion of the development, a signing scheme in respect of the Public Right(s) of Way, should be formulated by the developer and approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

REASON: to ensure the path is easy to follow through the development in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

12. Improvements to Public Footpath I84 between the development site and Avenue Road.

REASON: to improve access for all in the interests of protecting and enhancing Public Rights of Way and access and providing better facilities for users in accordance with Paragraph 100 of the National Planning Policy Framework (2021).

Contributions

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

a) Travel Packs; to inform new residents from first occupation what sustainable travel choices are

in the surrounding area (can be supplied by LCC at £52.85 per pack).

b) Six month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £510.00 per pass).

c) Appointment of a Travel Plan Co-ordinator from commencement of development until 5 years after first occupation. The Travel Plan Co-ordinator shall be responsible for the implementation of measures, as well as monitoring and implementation of remedial measures.

d) This travel plan will be monitored by LCC officers for the five-year duration of its life. Fees for this service are set at £6,000 for a full travel plan.

e) Improvements to Public Footpath I84 between the development site and Avenue Road.

f) Raised kerb provision at the nearest two bus stops Syston Rd (adjacent Barkby Rd) – 260007805 and at Syston Road (opposite Avenue Rd) - 260007804 at a cost of £3,500 per stop to support modern bus fleets with low floor capabilities.

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

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at https://resources.leicestershire.gov.uk/lhdg

- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk

- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.

- Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.

- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.

- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.

- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received	Case Officer	Reviewer	Date issued
15 July 2021	**Suraj Dave**	**AW**	**27 August 2021**