

Harborough Local Plan Examination

Written Statement Matter 8

Prepared for:

Client: David Wilson Homes

Property: Land at Burnmill Farm, Market Harborough

Date: September 2018

INTRODUCTION 1.

- 1.1. This Position Statement has been prepared by Fisher German on behalf of David Wilson Homes in respect of its land interests Burnmill Farm, Market Harborough (Policy MH3: Burnmill Farm).
- 1.2. The site is the subject of a Full Planning application for the residential development of the site for 128 dwellings. The application (17/02020/FUL) was made in November 2017 and is anticipated to be reported to Planning Committee in September 2018. An update on the planning application will be provided to the Inspector ahead of the Hearing Sessions commencing.

MATTER 8: Site allocations 2.

8.1 Please will the Council provide details of the current planning status of each of the allocated sites.

- 2.1. As detailed in the introduction to this statement, the site is the subject of a Full Planning application for the residential development of the site for 128 dwellings. The application (17/02020/FUL) was made in November 2017 and is anticipated to be reported to Planning Committee in September 2018. An update on the planning application will be provided to the Inspector ahead of the Hearing Sessions commencing.

MH3: Burnmill Farm

8.13 How many dwellings are already served by Kingston Way and Bates Close? Is it sound to expect these roads to accommodate vehicle movements from a further 90 dwellings given their traffic calmed, winding, residential character? What effect would the allocation have on highway capacity and on the residential environment?

- 2.2. It is understood that the site capacity for the proposed allocation was reduced as a result of advice received from the Highways Authority. The Council's assessment of the land at Burnmill Farm (SHLAA Site Ref: A/MH/HSG/06), contained within the Site Assessment Companion Guide (dated May 2016), states:

"The site adjoins the built form of Market Harborough. The Highway Authority has indicated that a maximum of c.90 dwellings could be delivered on the site (due to capacity limitations) of Burnmill Road, subject to the usual Development Control process. The site is therefore considered suitable for residential development providing the capacity is limited as indicated by the Highway Authority".

- 2.3. No other evidence was made available which provided further detail on the Highways Authority's comments.
- 2.4. David Wilson Homes own evidence prepared in support of the planning application indicates that the site could actually deliver up to 150 dwellings within the capacity of the highway network.
- 2.5. The Transport Assessment which was prepared to support the planning application identifies the amount of traffic that is likely to arise from a proposed development of 144 dwellings on the site, and importantly in respect of this particular matter, assesses whether the surrounding highway network is suitable/has capacity to serve a development of this size. It should be noted that this position represents a worst-case scenario as the quantum of development has since been reduced to 128 dwellings to provide a lower density development.
- 2.6. The site is accessed off Kingston Way, which is a cul-de-sac accessed from Bates Close, which is another short cul-de-sac. Bates Close serves 18 dwellings and Kingston Way serves 48 dwellings. At present, there are 66 dwellings accessed via the Alvington Way/Bates Close T-junction. The carriageway width for these roads measures 5.5 m.

- 2.7. The then 6C's Design Guide (now replaced by the Leicestershire Highway Design Guide) states that residential access roads with a carriageway width of 5.5 m can serve up to 400 dwellings. A development of 144 dwellings combined with the existing 66 dwellings would result in 210 dwellings being accessed via the Bates Close/Kingston Way road, far less than the 6C's Design Guidance suggests is acceptable.
- 2.8. Furthermore, the Transport Assessment details that a proposed development of 144 dwellings would be expected to generate up to 107 two-way vehicle trips in a peak hour (based on an assessment of up to 150 dwellings). The impact of these additional trips was assessed at the B6027 Leicester Road/Alvington Way/Hillcrest Avenue roundabout and the Burnmill Road/Alvington Way T-junction. These junctions have been modelled using 2022 traffic flows, both with and without the proposed development. The assessments of both of these junctions confirmed that they have capacity to accommodate the additional development traffic without the need for mitigation.
- 2.9. Finally, the Transport Assessment found that there is no accident record on the highway network in the vicinity of the site. The additional development is unlikely to introduce an accident problem, and therefore no mitigation measures are necessary in this regard.
- 2.10. An update note from our highway consultants, specifically responding to the Inspector's question is included as Appendix 3 to this Statement.
- 2.11. Having regard to the above, it is clear that the Highway's Authority's concerns expressed previously, have been fully addressed. The proposed development of Burnmill Farm is not impacted by capacity issues of Burnmill Road and therefore it is no longer appropriate for proposed Policy H1, and associated Policy MH3 to limit the number of dwellings that can be delivered on the site.
- 2.12. This is supported by the Highway Authority's recent response to the planning application (Appendix 1) which confirms that the LHA is satisfied that the residual cumulative impacts of the proposed development can be mitigated and are not considered severe in accordance with the NPPF. There is therefore no justification for limiting the allocation at Burnmill Farm (MH3) to 90 dwellings.
- 2.13. It is noted that the response makes reference to the internal layout of the proposed scheme. David Wilson Homes are working with the LHA to resolve these comments.

8.14 What effect would the allocation have on the wider landscape?

- 2.14. A Landscape Baseline Study was prepared and submitted in support of the planning application to assess the landscape and visual impacts which would arise from the proposed development. The assessment advised that contextually, the site is contained at its northern boundary by tree belts that substantially screen the site in views to the north, making it both separate and distinct from the wider setting of farmland that defines the Burnmill Farm Scarp Slopes landscape character area. The Study confirmed that the site has the capacity to accommodate residential development at an approximate height of 9m above ground level without breaking the existing skyline defined by the tree belts.

- 2.15. A summary note prepared by Golby and Luck, Landscape Architects, expanding on the above and responding to the Inspector's question, is included as Appendix 2 to this Statement.
- 2.16. Further to the above, the Council has also commissioned its own independent review of the proposed development on the landscape by The Landscape Partnership. This seeks to ensure that the proposed development remains screened from view behind the existing tree belt on the northern boundary of the site. This is a matter of detail which David Wilson Homes have sought to address through the layout. Sections of this part of the development are currently being prepared to demonstrate the proposed relationship between the dwellings and the tree belt.
- 2.17. It should however be noted that neither the Council or The Landscape Partnership have questioned the principle of development of the site or raised any landscape issues that would suggest that the site is an unsuitable location for residential development.

APPENDIX 1

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



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

APPLICATION DETAILS:

Planning Application Number: 17/02020/FUL

Highway Reference Number: 2017/2020/03/H/R1

Application Address: Land At Burnmill Farm Kingston Way Market Harborough Leicestershire

Application Type: Full

Description of Application:

Re-consultation. (Reduction in no. of dwellings). Erection of 128 dwellings with associated access, landscaping, open space, and drainage infrastructure

GENERAL DETAILS

Planning Case Officer: Chris Brown

Highway Case Officer: David Hunt

Applicant: David Wilson Homes (East Midlands)

County Councillor: Dr Sarah Hill CC

Parish: Market Harborough

Road Classification: Adopted Unclassified

Date of Highway Response: 3 September 2018

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 residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018 (NPPF), subject to the Conditions and Contributions as outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) provided initial highway observations to the LPA on 17 January 2018 on the layout for the erection of 142 dwellings on land at Burnmill Farm, Kingston Way, Market Harborough. Since those observations, the Applicant has amended the application which is now for 128 dwellings with associated access, landscaping, open space, and drainage infrastructure.

The LHA has considered the impact, based on a manually assessed Transport Assessment (TA), with information obtained from the 2011 Census Data and traffic survey data from November 2016.

Harborough Town Centre strategy

The Market Harborough Town Centre Transport Strategy defines the key transport strategies and supporting evidence for the Harborough District Council Local Plan up to 2031. The Town Centre Study and its defined transport improvements will enable the transport network to satisfactorily facilitate growth, such as this development site, up to 2031 and beyond.

One of the core objectives of the Town Centre Study is to ensure and advance the economic prosperity of this vibrant market town. As part of the forecast future growth development testing and as part of previous planning permissions, such as the Harborough Strategic Development Area (SDA), contributions and funding has enabled the delivery of many network improvements following testing through the LLITM WebTAG compliant model. Further study development and scheme refinement work continues on the transport improvements utilising advanced micro-simulation.

As Market Harborough continues to grow, in order to meet future local housing and employment needs, pressures on the local road network increase. The current Local Plan makes it clear that transport measures need to be considered to deal with the impact of development in the town.

In 2015 Leicestershire County Council and Harborough District Council approved work to explore in more detail current and future transport issues, identify possible transport solutions and develop a transport strategy for the town. The study was completed in July 2016 and looked at vehicle movements to help understand how the transport network is being used. It also looked at where the greatest levels of congestion occurred on the network; and where these will occur in the future, taking into account known future growth.

The work to date has outlined some initial ideas and proposals, which aim to help address current and potential future transport issues in the town and help the town continue to thrive as it expands in the future. Market Harborough is an attractive and prosperous town with a host of facilities, services and amenities to offer and thus a key attractor for both private car and sustainable travel movements.

It is intended that the transport strategy will not only assist with the implementation of Harborough District Council's new Local Plan, but it will also ensure that the County Council continues to deliver an efficient transport network and develop well planned infrastructure to support economic

and population growth ambitions in the town.

Site Access

Although the Leicestershire Highways Design Guide (LHDG) advises that “normally no more than 150 from a single point of access”. It goes on to say that the LHA will “consider developments in excess of this single-access limit on a site-by-site basis” and that residential access roads with a carriageway width of 5.5 metres can serve up to 400 dwellings.

The Applicant is proposing the site will be accessed via an extension to Kingston Way. In total there will be 194 dwellings accessed off this one point of access including 128 dwellings from this development, 48 from Kingston Way and 18 dwellings off Bates Close. Based on the information submitted the LHA cannot demonstrate that the additional dwellings will create a severe impact on the highway.

The site access as shown on ADC Infrastructures Drawing Ref: ADC1543/001 P3 would measure 5.5 metres in width with 2 metre footways on both sides to tie into the existing footway provision. The existing dwellings served from the new stretch of road would be provided with dropped kerb accesses.

Whilst the LHA is satisfied that a safe and suitable access to the site can be provided to serve the proposed development, the site access drawing would effectively create a crossroads with the existing farm track and does not take into account the possibility of farm vehicles and residential vehicles meeting. The LHA believe this conflict could be removed by banning left / right movements for residential traffic into and out of the proposed development and also banning left / right movements for agricultural traffic.

This would require the Applicant to submit a bespoke design based on the site specific circumstances for this application but would also ensure residential traffic does not use the farm track to access/egress the site.

Construction Access

Whilst not a material planning consideration, the LHA has concerns in respect of construction traffic accessing the site through an existing residential area (Alvington Way, Bates Close and Kingston Way). The Applicant has investigated the possibility of construction traffic gaining access to the site via an existing farm track off Burnmill Road in a document entitled “Assessment of temporary construction access”. This document considers the following:

- Width of the existing farm track and the possibility of creating passing bays along the route
- Visibility of the existing farm track access
- Surfacing
- Swept path analysis of a construction vehicle accessing/egressing the existing farm track access

The Applicant has concluded that it is not possible to create passing bays for construction vehicles, adequate visibility at the access, and achieve swept paths for construction vehicles.

However, the Applicant has not provided any clear evidence in respect of the above conclusion i.e.

- No scale drawings of existing access showing achievable visibility splays (including the vertical alignment of Burnmill Road)
- No details in respect of land ownership/rights of access that would preclude creation of passing bays along the route
- No scale tracking drawings
- No investigation of changing the existing access alignment to facilitate construction vehicle movements

Highway Safety

The Applicant has checked the Crashmap database on Alvington Way, at the B6047/Alvington Way/Hillcrest Avenue roundabout and the Burnmill Road/Alvington Way T-junction in the last consecutive five-year period between 2011 and 2015. However the LHA does not accept the use of Crashmap data to assess any highway safety issues due to the limitations with the data.

To ensure that the most up-to-date statistical baseline with regards to collision data has been analysed, the LHA has reviewed its own Personal Injury Collision (PIC) database for the period 1st January 2013 to 30 April 2018 in the analysis area. This has confirmed that there have been no PICs on the links analysed by the Applicant and therefore the LHA would not seek to resist the application on highway safety grounds.

Trip Generation

Whilst the Emerging Local Plan for Harborough identifies the application site for 90 dwellings the Applicant has calculated a trip rate from the TRICS database and then tested the impact of the development based on the original application for 142 dwellings. Following the reduction in the scale of development the LHA has updated the trip generation for 128 dwellings and compared it to the Local Plan allocation of 90 dwellings. The comparison is shown in Table 1 below:

Table 1: Vehicle Trip Rates and Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate per dwelling	0.177	0.523	0.700	0.439	0.274	0.713
Vehicle Trips (90 dwellings)	16	47	63	40	25	65
Vehicle Trips (128 dwellings)	23	67	90	56	35	91
Difference	7	20	27	16	10	26

The table above shows that based on the number of dwellings being applied for and the quantum outlined in the Emerging Local Plan there will be an additional 27 (2-way) vehicle trips in the AM and an additional 26 (2-way) vehicle trips in the PM peak.

The development trips have been assigned to the wider surrounding highway network on the basis of information extracted from the 2011 Census Middle Super Output Area (MSOA) ref. Harborough 007 (E02005373), which includes the proposed development site at Burnmill Farm. This shows the following breakdown of trips:

- Route 1: B6047 Leicester Road 64%
- Route 2: Burnmill Road 36%

The LHA has checked the trip generation and distribution of the development trips as shown in Diagrams 3-5 of the submitted TA and consider them to be satisfactory.

Background Growth

The Applicant completed traffic surveys in November 2016 and applied background traffic growth and additional traffic from committed developments in the area (reproduced below)

- 11/00112/OUT, 13/01483/OUT & 12/00044/FUL – Land at Airfield Farm, Market Harborough – 1,500 dwellings in total.
- 13/00930/FUL – Land at Waterfield Place, Market Harborough – 24 dwellings
- 15/00746/OUT – Land at Farndon Road, Market Harborough – 230 dwellings
- 15/01801/OUT – Land off Welham Lane, Great Bowden – 50 dwellings
- 15/01425/OUT – Land off Berry Close, Great Bowden – 70 dwellings.

The Applicant has also analysed the trip distribution for the site currently pending consideration for up to 600 dwellings at Overstone Park, Market Harborough (15/02006/OUT). Given the location of the site to the south east of Market Harborough town centre, the LHA is satisfied that the traffic flows from that development will have dispersed sufficiently so as not to cause severe impacts at the junctions analysed as part of this application. As such sufficient additional growth will be included within the TEMPRO rates which are referenced below.

To ensure a robust assessment the Applicant has interrogated the TEMPRO database and applied growth rates from 2016 (date of traffic surveys) to 2022 (five years post planning application). The growth factors are reproduced in Table 2 below:

Table 2: TEMPRO Growth Factors

	Weekday Morning Peak Period (07:00 – 10:00)	Weekday Evening Peak Period (16:00 – 19:00)
Growth Factor (2016 – 2022)	1.0884	1.0887

Based on the evidence received the Applicant's approach to the trip rates/generation, distribution and future growth is considered to be satisfactory to test the impact of the proposed development.

Highway Impact Assessment

Based on the trip generation and distribution outlined above the impact on the highway network has been investigated at the following junctions within the TA:

1. Site Access / Fleckney Road
2. B6047 Leicester Road/Alvington Way/Hillcrest Avenue roundabout
3. Burnmill Road/Alvington Way T-junction

The Applicant has tested the impact of their development using appropriate junction modelling programmes for both the AM and PM peak periods in the following scenarios:

- 2017 Base Year (representing a validated base)
- 2022 Forecast Year (representing application year + 5 years) without the proposed development
- 2022 Forecast Year (representing application year + 5 years) with the proposed development

The results of the capacity assessments at junctions 1 to 3 above show that the junctions operating within capacity in the 2022 without development scenario. When the development traffic is added there is still sufficient capacity so no mitigation is required.

The impact of the development on the queues and delays at the junction is considered negligible in the context of National Planning Policy Framework (NPPF). Therefore the LHA does not consider a mitigation scheme is required for any of the junctions in the area of interest.

Notwithstanding the above, the LHA would advise the LPA that this development should provide a contribution towards the improvements identified in the Harborough Town Centre strategy as considered appropriate by Harborough District Council in consultation with Leicestershire County Council.

Internal Layout

The LHA advice would typically advise a development of this scale be offered for adoption as publicly maintainable highway. Following the initial highway observations the Applicant has submitted a revised layout to the LPA on 23 July 2018 as shown on David Wilson Homes drawing ref: S7404/100/01 Rev J which the LHA has carried out another design check on. Further comments on the internal layout are outlined below.

- Details would be required regarding the new farm access and the type of vehicles/frequency of use to access the farm. This information may have a significant impact upon the geometry and construction of road 1.
- Clarification will be required from the Applicant as to whether the blocked paved areas are to be ramped or not. If the blocked paved areas are to be ramped then the plan shows lengths of roads that show speed control measures that seem to be too close together. However if the blocked paved areas are not going to be ramped then the plan shows lengths of roads that would exceed the appropriate distance between speed control measures. All Speed Control

measures will need to be accordance to Leicestershire Highways Design Guide (LHDG)
Section DG5:Speed Control

- The turning head adjacent to plots 50 and 56 is not necessary for the arrangement of the road, we would prefer to see this removed and a footway crossover included here.
- Notwithstanding the forward visibility for Plots 45/48 and 82/105 shown on drawing ref: ADC1543/004/ Rev P1 the Applicant should ensure that forward visibility throughout the site is 25 metres on bends, junctions, highway and footways. Visibility Envelope must be within the highway in accordance with the LHDG part 3, DG1. As the layout stands there will be issues with visibility outside plots 118, 112 and on public open space
- The LHA would like to see the 2 metre footways to continue along the carriageway adjacent to the public open space opposite plots 57 to 59. The Footpath link that runs through the public open space wouldn't be considered for adoption.
- Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) in the LHDG
- It should be noted that the LHA is unable to comment on drainage proposals as gully positions have not been shown. All drainage should be in accordance with LHDG part 3 DG 12. It must be ensured that surface water from private land does not run or pool in the public highway.

Whilst the Applicant has tracked a refuse vehicle as shown on drawing ref: ADC1543/003/ Rev P1, the Applicant will need to clarify with the Local Waste Authority that the type of vehicle tracked is the size and type used.

Parking Provision

As outlined in the initial observations in January 2018 each of the plots has a sufficient number of parking spaces, although the size of some of the spaces being provided as part of the development is 2.4 metres x 5 metres which is below the guidance in the LHDG.

The Applicant has confirmed that the size of the single and double garages have the minimum dimensions as set out in the LHDG (3 metres x 6 metres for single garages, and 6 metres x 6 metres for double garages) to ensure that they are useable, and that each property has sufficient parking provision.

Following the initial highway observations the Applicant has redesigned the layout of plots 21, 54, 80, 89 92, 99, 100 and 105 so there is a better relationship between the parking spaces and front doors.

The above response on the internal layout details amendments which would be required as part of the highway adoption process. However, the LHA considers the parking provision for the proposed development to be acceptable.

Sustainable Modes of Transport

There are a number of facilities and amenities in the local area and in Market Harborough including schools, employment, retail and leisure within the 500 metres desirable walking distance, 1,000 metres (acceptable walking distance and 2,000 metre maximum walking distance. The general level of pedestrian infrastructure is good and allows safe movement of pedestrians and journeys by foot.

The typical cycle catchment area of 5 kilometres is shown in Figure 5 of the submitted TA and catches local villages such as Lubenham and Foxton. From the site Burnmill Raod connects into Harborough leisure route 4, whilst there are other on-street cycle lanes along the B6047.

Public Transport

There are two bus services that could serve the proposed development. The Centrebus service 44 runs hourly Monday to Saturday between Fleckney and Foxton. Whilst there are no formal bus stops on Alvington Way there are hail and ride stops for users adjacent to Coales Gardens. The alternative service 33 loops between Market Harborough, Great Bowden and Little Bowden and also serves the Robert Smyth Academy (for 11-19 year olds).

The LHA would advise the LPA that there is an opportunity for the Applicant to provide hail and ride stops closer to the proposed development on Alvington Way between Burnmill Road and Bates Close. The location of these stops can be agreed following discussions with the Applicant as part of a Section 106 agreement.

For longer distance trips there is a railway station in Market Harborough to larger conurbations including London, Leicester and Nottingham. Therefore the LHA consider that there are realistic alternatives to car journeys to key facilities in the town and for longer distance trips.

Travel Plan

In line with the scale of the proposed development the Applicant has submitted a Travel Plan to reduce the number of single occupancy car journeys. The LHA would look for the Travel Plan Co-ordinator to actively encourage sustainable modes of travel and to ensure targets set out in the Travel Plan are met.

The LHA is content for the submission of a Travel Plan to be conditioned and discharged at a later date, as part of any planning permission should the LPA approve the Application. Notwithstanding the LHA would ask the LPA to include a £6,000 monitoring fee as part of a Section 106 agreement.

Conclusion

A review of the site plan demonstrates a layout that is not currently suitable to be adopted but one which the LHA would not seek to resist on highway grounds. The LHA understands the adoptability of a residential layout is not a material planning consideration and whilst the LHA would work with the developer and encourage them to pursue an adoptable layout, it is ultimately a process the developer must progress. It is expected that the Applicant will continue to work

towards this during detailed design and the Section 38 process if the LPA are minded to approve the planning application.

In summary the LHA is satisfied that the proposed development will not have a severe impact on the highway in accordance with NPPF.

Conditions

1. No development shall commence on site (including any site clearance/preparation works), until a Construction Method Statement has been submitted to the Local Planning Authority for approval in writing. Details shall provide the following, which shall be adhered to throughout the construction period.
 - a) the parking of vehicles of site operatives and visitors;
 - b) loading/unloading and storage of plant, materials, oils, fuels, and chemicals
 - c) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
 - d) wheel washing facilities and road cleaning arrangements;
 - e) measures to control the emission of dust during construction;
 - f) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
 - g) measures for the protection of the natural environment;
 - h) hours of construction work, including deliveries and removal of materials;
 - i) full details of any piling technique to be employed, if relevant;
 - j) location of temporary buildings and associated generators, compounds, structures and enclosures
 - k) routeing of construction traffic
 - l) full details of any floodlighting to be installed associated with the construction of the development

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

2. Notwithstanding the submitted details shown on ADC Infrastructure drawing ref: ADC1543/001 P3 access to the proposed development will be 5.5 metres wide with 2 metre wide footways on both sides to tie in with the existing footway provision on Kingston Way and include measures to prevent conflict between development traffic and existing farm traffic.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2018).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with David Wilson Homes drawing ref: S7404/100/01 Rev J. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2018).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2018).

5. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2018).

6. The development hereby permitted shall not be occupied until such time as the private access drives (and any turning spaces) have been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework

7. No part of the development hereby permitted shall be first occupied until a Residential Travel Plan 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 (2018).

S106 Contributions / Obligation

1. A contribution towards improvements to the Market Harborough Town Centre Transport Strategy as considered appropriate by Harborough District Council in consultation with Leicestershire County Council.

Justification: The improvements to the highway network within the town centre of Market Harborough to simplify traffic movements in The Square and minimise levels of congestion.

2. Two new bus stops on Alvington Way between Burnmill Road and Bates Close to include the following:

Raised and dropped kerbs to allow level access; to support modern bus fleets with low floor capabilities at £3500 per stop

Information display cases at new bus stops at £120 per stop

New Flag and Pole at £50 and £120 per stop

Justification: To inform new residents of the nearest bus services in the area.

3. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area. These can be provided through Leicestershire County Council at a cost of £52.85 per pack. If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which may involve an administration charge.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

4. 6 month bus passes, two per dwelling (2 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) £360.00 per pass. NOTE it is very unlikely that a development will get 100% take-up of passes, 25% is considered to be a high take-up rate).

Justification: To encourage residents to use bus services as an alternative to the private car.

5. 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.

Justification: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the Planning Application.

6. A Residential Travel Plan monitoring fee of £6,000 for Leicestershire County Council's Travel Plan Monitoring System.

Justification: 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.

****Please note that the exact monetary values will need to be agreed prior to the signing of the Section 106 agreement****

Informative

1. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
2. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. 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>

If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email road.adoptions@leics.gov.uk in the first instance.

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

APPENDIX 2



Proposed Housing Allocation MH3: Burnmill Farm

Landscape Note

Client: David Wilson Homes East Midlands

Date: September 2018

Ref: GL0852



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1 INTRODUCTION

1.1 The following note has been prepared by Jonathan Golby BA Hons (1st) Grad Dip LA (Dist) MA CMLI who is a Chartered Member of the Landscape Institute and founding Director of Golby + Luck Landscape Architects that is a Registered Practice with the Landscape Institute. This note has been prepared in response to the Matters and Issues for Examination – Harborough Local Plan 2011 to 2031 set out in relation to the Local Plan Examination by Planning Inspector Jonathan Bore BA MRTPI Dip UD. More specifically this note relates to the proposed housing allocation MH3: Burnmill Farm and the question raised by the Inspector at paragraph 8.14:

“What effect would the allocation have on the wider landscape?”

- 1.2 A full planning application has been submitted in relation to this allocation (application ref: 17/02020/FUL) by David Wilson Homes East Midlands for the erection of 127 dwellings with associated access, landscaping, open space, and drainage infrastructure.
- 1.3 This note should be read in conjunction with:

- Harborough District Council – Market Harborough Landscape Character Assessment and Landscape Capacity Study (2009);
- Harborough District Council – Area of Separation Review (2017); and
- Golby + Luck Burnmill Farm, Market Harborough - Landscape Baseline Study (2017);
- The Landscape Partnership Review of Landscape and Visual Aspects, Burnmill Farm, Market Harborough (March 2018); and
- The Landscape Partnership Review of Landscape and Visual Aspects, Burnmill Farm, Market Harborough (March 2018 – Comments on Applicant's Revised Scheme August 2018 added August 2018); and



2 SUMMARY OF LIKELY LANDSCAPE EFFECTS

- 2.1 Allocation MH3 is identified as Land Parcel 1 and the eastern part of Land Parcel 2 within the Harborough District Council – Market Harborough Landscape Character Assessment and Landscape Capacity Study (2009) (the Capacity Study). Land Parcel 1 is identified as having a medium-high capacity to accommodate change in the form of residential development, and Land Parcel 2 is identified as having a medium capacity. The Capacity Study identifies a number of key issues relating to Allocation MH3 that include:
- The retention of the tree belts along the northern boundary;
 - The retention of the hedgerow between Fields 1 and 2;
 - The study confirms there are no views that need to be considered as part of the development strategy, both into and out from the site;
 - There are no routes through the site that need to be considered;
 - Note is made for the need to reinforce the tree belt at the northern boundary of Land Parcel 2; and
 - Buildings heights should respond to the setting of the site and avoid development that would break the skyline
- 2.2 Allocation MH3 is not covered by any landscape designation that would suggest an increased value, or sensitivity to change. The submitted landscape baseline report has reviewed the allocation and its local setting against the factors indicative of a valued landscape set out under Box 5.1 of the GLVIA and confirmed that the allocation does not form part of a valued landscape. The allocation is not covered by any statutory or non-statutory designation that would prohibit its development for residential purposes.
- 2.3 The findings of the landscape baseline report confirm that the development of the allocation for residential development would materially change the immediate setting of farmland to housing with associated highways and open space. However, the contained setting of the site restricts any wider adverse effect on the character of the landscape that would be of significance to the planning and allocation process.
- 2.4 The baseline report also contains a number of representative views with accompanying sections that illustrate the relationship between the site, the proposed development, its existing wooded buffers and the wider landscape to the north associated with the Burnmill Scarp Slopes landscape character area (LCA). The landscape baseline report confirms



that any landscape effects of significance to the planning and allocation process are restricted to the public highway and residential views associated with the existing settlement edge. However, this part of the settlement comprises modern housing where adopted residential amenity standards can be applied to secure a suitable transition between old and new housing.

2.5 Wider views of the development from the landscape to the north will be substantially screened by the intervening wooded tree belts at the northern and eastern boundaries of the site.

2.6 The scale of development within the site remains a key consideration. The Capacity Study notes:

"It may be possible to accommodate two storey buildings to the south of the Land Parcel with bungalows along the northern edge of the plateau if it cannot be proven that two storey buildings will be screened from view."

2.7 Whilst the baseline setting has changed, and the boundary vegetation has matured over the last 8 years since the publication of this study in 2009, it remains important that the development proposal remains screened from view behind the existing tree belt.

2.8 It should be noted that the applicant is preparing more detailed sections to test the latest development layout as proposed under application 17/02020/FUL.

2.9 This is a matter of detail that will be resolved as part of the application process. At no point during the application process has Harborough District Council (or their consultant Landscape Architects – The Landscape Partnership) questioned the principle of development in this location or raised any landscape issue that would suggest this site is an unsuitable location for residential development.

2.10 In summary, the proposed MH3 allocation is considered in landscape terms an appropriate location for residential development. This is a finding reflected in the supporting evidence base that has been prepared by external Chartered Landscape Architects on behalf of the Local Authority. A full planning application is being progressed in consultation with the Local Authority and at no point has the principle of development in this location been in question, or any landscape issues raised that alter the suitability/capacity of the site to accommodate residential development.



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APPENDIX 3

DAVID WILSON HOMES (EAST MIDLANDS)

MH3: BURNMILL FARM

LOCAL PLAN EXAMINATION
MATTER 8.13

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

project number: ADC1543			report reference: ADC1543-RP-D-v2
version	date	author	comments
1		David Cummins	internal draft
2	07/09/2018	David Cummins	first issue to the client team

Introduction

1. The Harborough Local Plan 2011 to 2031, Matters and Issues for Examination, includes a question about site allocation MH3: Burnmill Farm. It says:

8.13 How many dwellings are already served by Kingston Way and Bates Close? Is it sound to expect these roads to accommodate vehicle movements from a further 90 dwellings given their traffic calmed, winding, residential character? What effect would the allocation have on highway capacity and on the residential environment?
2. ADC Infrastructure Limited prepared the Transport Assessment that supported the planning application for Burnmill Farm. The Transport Assessment examined a development of 142 dwellings, although the consultation process has resulted in a final layout showing 128 dwellings. We therefore respond on this matter on behalf of David Wilson Homes (East Midlands).

Existing characteristics

3. The development site is shown below. Kingston Way and its side roads accommodates 48 dwellings. Bates Close serves 18 dwellings. The road has a 5.5m wide carriageway with footways on both sides. There are speed humps along its length. There are no parking restrictions, and there is no significant on-street parking.



Design Guidance

4. Leicestershire County Council's *Highway Design Guide* sets out their adoptable standards. The Design Guide says that a residential road with a 5.5m wide carriageway can serve up to 400 dwellings. It says that normally no more than 150 houses should be served from a single point of access, but developments in excess of that limit will be considered on a case by case basis.

5. The Design Guide says that roads serving up to 1,000 houses should have a 20mph design speed. That means that a speed control feature is required every 60m.

Conformity to the Design Guide

6. The proposed development would include 128 houses. Thus, the total served from Kingston Way would be 194 (128+48+18). This number is well below the 400 house limit for a 5.5m wide carriageway.
7. 194 dwellings would exceed the normal 150 house threshold for a single point of access. However, there are numerous examples throughout Leicestershire where such layouts have been accepted and operate safely and effectively, and that is because the circumstances do not create problems. The 150 limit is largely a design criteria, to prevent lengthy straight cul-de-sacs where residents at the far end are remote from the connecting road, increasing their walking distances and making buses access difficult. That would not be the case at Burnmill Farm, as the layout of the development parallels Kingston Way and provides connectivity to Burnmill Road via the footpath. David Wilson Homes' new residents will have no further to walk than the existing residents of Kingston Way.
8. In terms of the traffic calming, the speed control measures on Kingston Way comply with the Design Guide, and would be seen on newly built estates throughout Leicestershire where speed control is required. In their layout, David Wilson Homes seek to control speeds by 90 degree bends, feature squares and short lengths of straight road. There is no reason why further development cannot be served from an existing road with speed control in the form of road humps.

Highway capacity and the residential environment

9. As noted above, a road with a 5.5m wide carriageway can serve up to 400 dwellings. Thus, Kingston Way can accommodate the existing and new residents.
10. The Transport Assessment submitted in support of the planning application included trip rates per dwelling. Applying those trip rates to 128 dwellings, the worst case would be the evening peak hour between 5 and 6pm, when there would be 56 cars arriving and 35 cars departing the new development. These are modest increases over the course of an hour, equivalent to less than one arrival a minute.
11. Kingston Way includes footways on both sides, separating pedestrians from traffic, and traffic humps to control speeds. The existing environment for residents of Kingston Way would not be adversely affected.

Leicestershire County Council consultation response

12. Leicestershire County Council's formal consultation response to the planning application is dated 3 September 2018 (**Appendix A**). Overall they conclude that "*the residual cumulative impacts of [the] development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018, subject to the Conditions and Contributions as outlined in this report.*"
13. On the specific issue of serving 194 dwellings from the single point of access, under the heading Site Access, they state: "*Based on the information submitted the LHA cannot demonstrate that the additional dwellings will create a severe impact on the highway.*"

14. In addition, Leicestershire County Council raise no objections about the use of Kingston Way to serve additional dwellings even though it has road humps. They raise no objections about the capacity of the road. They raise no objections about the residential environment.

Summary and conclusions

15. The proposed development would accord with Leicestershire County Council's guidelines. It has been tested through a planning application and the County Council's formal response is not to object. Providing access to the development from Kingston Way is a safe and suitable method of providing for the needs of all users.

APPENDIX A

LCC'S CONSULTATION RESPONSE 3 SEPTEMBER 2018

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



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

APPLICATION DETAILS:

Planning Application Number: 17/02020/FUL

Highway Reference Number: 2017/2020/03/H/R1

Application Address: Land At Burnmill Farm Kingston Way Market Harborough Leicestershire

Application Type: Full

Description of Application:

Re-consultation. (Reduction in no. of dwellings). Erection of 128 dwellings with associated access, landscaping, open space, and drainage infrastructure

GENERAL DETAILS

Planning Case Officer: Chris Brown

Highway Case Officer: David Hunt

Applicant: David Wilson Homes (East Midlands)

County Councillor: Dr Sarah Hill CC

Parish: Market Harborough

Road Classification: Adopted Unclassified

Date of Highway Response: 3 September 2018

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 residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018 (NPPF), subject to the Conditions and Contributions as outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) provided initial highway observations to the LPA on 17 January 2018 on the layout for the erection of 142 dwellings on land at Burnmill Farm, Kingston Way, Market Harborough. Since those observations, the Applicant has amended the application which is now for 128 dwellings with associated access, landscaping, open space, and drainage infrastructure.

The LHA has considered the impact, based on a manually assessed Transport Assessment (TA), with information obtained from the 2011 Census Data and traffic survey data from November 2016.

Harborough Town Centre strategy

The Market Harborough Town Centre Transport Strategy defines the key transport strategies and supporting evidence for the Harborough District Council Local Plan up to 2031. The Town Centre Study and its defined transport improvements will enable the transport network to satisfactorily facilitate growth, such as this development site, up to 2031 and beyond.

One of the core objectives of the Town Centre Study is to ensure and advance the economic prosperity of this vibrant market town. As part of the forecast future growth development testing and as part of previous planning permissions, such as the Harborough Strategic Development Area (SDA), contributions and funding has enabled the delivery of many network improvements following testing through the LLITM WebTAG compliant model. Further study development and scheme refinement work continues on the transport improvements utilising advanced micro-simulation.

As Market Harborough continues to grow, in order to meet future local housing and employment needs, pressures on the local road network increase. The current Local Plan makes it clear that transport measures need to be considered to deal with the impact of development in the town.

In 2015 Leicestershire County Council and Harborough District Council approved work to explore in more detail current and future transport issues, identify possible transport solutions and develop a transport strategy for the town. The study was completed in July 2016 and looked at vehicle movements to help understand how the transport network is being used. It also looked at where the greatest levels of congestion occurred on the network; and where these will occur in the future, taking into account known future growth.

The work to date has outlined some initial ideas and proposals, which aim to help address current and potential future transport issues in the town and help the town continue to thrive as it expands in the future. Market Harborough is an attractive and prosperous town with a host of facilities, services and amenities to offer and thus a key attractor for both private car and sustainable travel movements.

It is intended that the transport strategy will not only assist with the implementation of Harborough District Council's new Local Plan, but it will also ensure that the County Council continues to deliver an efficient transport network and develop well planned infrastructure to support economic

and population growth ambitions in the town.

Site Access

Although the Leicestershire Highways Design Guide (LHDG) advises that “normally no more than 150 from a single point of access”. It goes on to say that the LHA will “consider developments in excess of this single-access limit on a site-by-site basis” and that residential access roads with a carriageway width of 5.5 metres can serve up to 400 dwellings.

The Applicant is proposing the site will be accessed via an extension to Kingston Way. In total there will be 194 dwellings accessed off this one point of access including 128 dwellings from this development, 48 from Kingston Way and 18 dwellings off Bates Close. Based on the information submitted the LHA cannot demonstrate that the additional dwellings will create a severe impact on the highway.

The site access as shown on ADC Infrastructures Drawing Ref: ADC1543/001 P3 would measure 5.5 metres in width with 2 metre footways on both sides to tie into the existing footway provision. The existing dwellings served from the new stretch of road would be provided with dropped kerb accesses.

Whilst the LHA is satisfied that a safe and suitable access to the site can be provided to serve the proposed development, the site access drawing would effectively create a crossroads with the existing farm track and does not take into account the possibility of farm vehicles and residential vehicles meeting. The LHA believe this conflict could be removed by banning left / right movements for residential traffic into and out of the proposed development and also banning left / right movements for agricultural traffic.

This would require the Applicant to submit a bespoke design based on the site specific circumstances for this application but would also ensure residential traffic does not use the farm track to access/egress the site.

Construction Access

Whilst not a material planning consideration, the LHA has concerns in respect of construction traffic accessing the site through an existing residential area (Alvington Way, Bates Close and Kingston Way). The Applicant has investigated the possibility of construction traffic gaining access to the site via an existing farm track off Burnmill Road in a document entitled “Assessment of temporary construction access”. This document considers the following:

- Width of the existing farm track and the possibility of creating passing bays along the route
- Visibility of the existing farm track access
- Surfacing
- Swept path analysis of a construction vehicle accessing/egressing the existing farm track access

The Applicant has concluded that it is not possible to create passing bays for construction vehicles, adequate visibility at the access, and achieve swept paths for construction vehicles.

However, the Applicant has not provided any clear evidence in respect of the above conclusion i.e.

- No scale drawings of existing access showing achievable visibility splays (including the vertical alignment of Burnmill Road)
- No details in respect of land ownership/rights of access that would preclude creation of passing bays along the route
- No scale tracking drawings
- No investigation of changing the existing access alignment to facilitate construction vehicle movements

Highway Safety

The Applicant has checked the Crashmap database on Alvington Way, at the B6047/Alvington Way/Hillcrest Avenue roundabout and the Burnmill Road/Alvington Way T-junction in the last consecutive five-year period between 2011 and 2015. However the LHA does not accept the use of Crashmap data to assess any highway safety issues due to the limitations with the data.

To ensure that the most up-to-date statistical baseline with regards to collision data has been analysed, the LHA has reviewed its own Personal Injury Collision (PIC) database for the period 1st January 2013 to 30 April 2018 in the analysis area. This has confirmed that there have been no PICs on the links analysed by the Applicant and therefore the LHA would not seek to resist the application on highway safety grounds.

Trip Generation

Whilst the Emerging Local Plan for Harborough identifies the application site for 90 dwellings the Applicant has calculated a trip rate from the TRICS database and then tested the impact of the development based on the original application for 142 dwellings. Following the reduction in the scale of development the LHA has updated the trip generation for 128 dwellings and compared it to the Local Plan allocation of 90 dwellings. The comparison is shown in Table 1 below:

Table 1: Vehicle Trip Rates and Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	2-way	In	Out	2-way
Trip Rate per dwelling	0.177	0.523	0.700	0.439	0.274	0.713
Vehicle Trips (90 dwellings)	16	47	63	40	25	65
Vehicle Trips (128 dwellings)	23	67	90	56	35	91
Difference	7	20	27	16	10	26

The table above shows that based on the number of dwellings being applied for and the quantum outlined in the Emerging Local Plan there will be an additional 27 (2-way) vehicle trips in the AM and an additional 26 (2-way) vehicle trips in the PM peak.

The development trips have been assigned to the wider surrounding highway network on the basis of information extracted from the 2011 Census Middle Super Output Area (MSOA) ref. Harborough 007 (E02005373), which includes the proposed development site at Burnmill Farm. This shows the following breakdown of trips:

- Route 1: B6047 Leicester Road 64%
- Route 2: Burnmill Road 36%

The LHA has checked the trip generation and distribution of the development trips as shown in Diagrams 3-5 of the submitted TA and consider them to be satisfactory.

Background Growth

The Applicant completed traffic surveys in November 2016 and applied background traffic growth and additional traffic from committed developments in the area (reproduced below)

- 11/00112/OUT, 13/01483/OUT & 12/00044/FUL – Land at Airfield Farm, Market Harborough – 1,500 dwellings in total.
- 13/00930/FUL – Land at Waterfield Place, Market Harborough – 24 dwellings
- 15/00746/OUT – Land at Farndon Road, Market Harborough – 230 dwellings
- 15/01801/OUT – Land off Welham Lane, Great Bowden – 50 dwellings
- 15/01425/OUT – Land off Berry Close, Great Bowden – 70 dwellings.

The Applicant has also analysed the trip distribution for the site currently pending consideration for up to 600 dwellings at Overstone Park, Market Harborough (15/02006/OUT). Given the location of the site to the south east of Market Harborough town centre, the LHA is satisfied that the traffic flows from that development will have dispersed sufficiently so as not to cause severe impacts at the junctions analysed as part of this application. As such sufficient additional growth will be included within the TEMPRO rates which are referenced below.

To ensure a robust assessment the Applicant has interrogated the TEMPRO database and applied growth rates from 2016 (date of traffic surveys) to 2022 (five years post planning application). The growth factors are reproduced in Table 2 below:

Table 2: TEMPRO Growth Factors

	Weekday Morning Peak Period (07:00 – 10:00)	Weekday Evening Peak Period (16:00 – 19:00)
Growth Factor (2016 – 2022)	1.0884	1.0887

Based on the evidence received the Applicant's approach to the trip rates/generation, distribution and future growth is considered to be satisfactory to test the impact of the proposed development.

Highway Impact Assessment

Based on the trip generation and distribution outlined above the impact on the highway network has been investigated at the following junctions within the TA:

1. Site Access / Fleckney Road
2. B6047 Leicester Road/Alvington Way/Hillcrest Avenue roundabout
3. Burnmill Road/Alvington Way T-junction

The Applicant has tested the impact of their development using appropriate junction modelling programmes for both the AM and PM peak periods in the following scenarios:

- 2017 Base Year (representing a validated base)
- 2022 Forecast Year (representing application year + 5 years) without the proposed development
- 2022 Forecast Year (representing application year + 5 years) with the proposed development

The results of the capacity assessments at junctions 1 to 3 above show that the junctions operating within capacity in the 2022 without development scenario. When the development traffic is added there is still sufficient capacity so no mitigation is required.

The impact of the development on the queues and delays at the junction is considered negligible in the context of National Planning Policy Framework (NPPF). Therefore the LHA does not consider a mitigation scheme is required for any of the junctions in the area of interest.

Notwithstanding the above, the LHA would advise the LPA that this development should provide a contribution towards the improvements identified in the Harborough Town Centre strategy as considered appropriate by Harborough District Council in consultation with Leicestershire County Council.

Internal Layout

The LHA advice would typically advise a development of this scale be offered for adoption as publicly maintainable highway. Following the initial highway observations the Applicant has submitted a revised layout to the LPA on 23 July 2018 as shown on David Wilson Homes drawing ref: S7404/100/01 Rev J which the LHA has carried out another design check on. Further comments on the internal layout are outlined below.

- Details would be required regarding the new farm access and the type of vehicles/frequency of use to access the farm. This information may have a significant impact upon the geometry and construction of road 1.
- Clarification will be required from the Applicant as to whether the blocked paved areas are to be ramped or not. If the blocked paved areas are to be ramped then the plan shows lengths of roads that show speed control measures that seem to be too close together. However if the blocked paved areas are not going to be ramped then the plan shows lengths of roads that would exceed the appropriate distance between speed control measures. All Speed Control

measures will need to be accordance to Leicestershire Highways Design Guide (LHDG)
Section DG5:Speed Control

- The turning head adjacent to plots 50 and 56 is not necessary for the arrangement of the road, we would prefer to see this removed and a footway crossover included here.
- Notwithstanding the forward visibility for Plots 45/48 and 82/105 shown on drawing ref: ADC1543/004/ Rev P1 the Applicant should ensure that forward visibility throughout the site is 25 metres on bends, junctions, highway and footways. Visibility Envelope must be within the highway in accordance with the LHDG part 3, DG1. As the layout stands there will be issues with visibility outside plots 118, 112 and on public open space
- The LHA would like to see the 2 metre footways to continue along the carriageway adjacent to the public open space opposite plots 57 to 59. The Footpath link that runs through the public open space wouldn't be considered for adoption.
- Gradients should conform to the standards set out in Table DG1: General geometry of residential road (internal) in the LHDG
- It should be noted that the LHA is unable to comment on drainage proposals as gully positions have not been shown. All drainage should be in accordance with LHDG part 3 DG 12. It must be ensured that surface water from private land does not run or pool in the public highway.

Whilst the Applicant has tracked a refuse vehicle as shown on drawing ref: ADC1543/003/ Rev P1, the Applicant will need to clarify with the Local Waste Authority that the type of vehicle tracked is the size and type used.

Parking Provision

As outlined in the initial observations in January 2018 each of the plots has a sufficient number of parking spaces, although the size of some of the spaces being provided as part of the development is 2.4 metres x 5 metres which is below the guidance in the LHDG.

The Applicant has confirmed that the size of the single and double garages have the minimum dimensions as set out in the LHDG (3 metres x 6 metres for single garages, and 6 metres x 6 metres for double garages) to ensure that they are useable, and that each property has sufficient parking provision.

Following the initial highway observations the Applicant has redesigned the layout of plots 21, 54, 80, 89 92, 99, 100 and 105 so there is a better relationship between the parking spaces and front doors.

The above response on the internal layout details amendments which would be required as part of the highway adoption process. However, the LHA considers the parking provision for the proposed development to be acceptable.

Sustainable Modes of Transport

There are a number of facilities and amenities in the local area and in Market Harborough including schools, employment, retail and leisure within the 500 metres desirable walking distance, 1,000 metres (acceptable walking distance and 2,000 metre maximum walking distance. The general level of pedestrian infrastructure is good and allows safe movement of pedestrians and journeys by foot.

The typical cycle catchment area of 5 kilometres is shown in Figure 5 of the submitted TA and catches local villages such as Lubenham and Foxton. From the site Burnmill Raod connects into Harborough leisure route 4, whilst there are other on-street cycle lanes along the B6047.

Public Transport

There are two bus services that could serve the proposed development. The Centrebus service 44 runs hourly Monday to Saturday between Fleckney and Foxton. Whilst there are no formal bus stops on Alvington Way there are hail and ride stops for users adjacent to Coales Gardens. The alternative service 33 loops between Market Harborough, Great Bowden and Little Bowden and also serves the Robert Smyth Academy (for 11-19 year olds).

The LHA would advise the LPA that there is an opportunity for the Applicant to provide hail and ride stops closer to the proposed development on Alvington Way between Burnmill Road and Bates Close. The location of these stops can be agreed following discussions with the Applicant as part of a Section 106 agreement.

For longer distance trips there is a railway station in Market Harborough to larger conurbations including London, Leicester and Nottingham. Therefore the LHA consider that there are realistic alternatives to car journeys to key facilities in the town and for longer distance trips.

Travel Plan

In line with the scale of the proposed development the Applicant has submitted a Travel Plan to reduce the number of single occupancy car journeys. The LHA would look for the Travel Plan Co-ordinator to actively encourage sustainable modes of travel and to ensure targets set out in the Travel Plan are met.

The LHA is content for the submission of a Travel Plan to be conditioned and discharged at a later date, as part of any planning permission should the LPA approve the Application. Notwithstanding the LHA would ask the LPA to include a £6,000 monitoring fee as part of a Section 106 agreement.

Conclusion

A review of the site plan demonstrates a layout that is not currently suitable to be adopted but one which the LHA would not seek to resist on highway grounds. The LHA understands the adoptability of a residential layout is not a material planning consideration and whilst the LHA would work with the developer and encourage them to pursue an adoptable layout, it is ultimately a process the developer must progress. It is expected that the Applicant will continue to work

towards this during detailed design and the Section 38 process if the LPA are minded to approve the planning application.

In summary the LHA is satisfied that the proposed development will not have a severe impact on the highway in accordance with NPPF.

Conditions

1. No development shall commence on site (including any site clearance/preparation works), until a Construction Method Statement has been submitted to the Local Planning Authority for approval in writing. Details shall provide the following, which shall be adhered to throughout the construction period.
 - a) the parking of vehicles of site operatives and visitors;
 - b) loading/unloading and storage of plant, materials, oils, fuels, and chemicals
 - c) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
 - d) wheel washing facilities and road cleaning arrangements;
 - e) measures to control the emission of dust during construction;
 - f) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
 - g) measures for the protection of the natural environment;
 - h) hours of construction work, including deliveries and removal of materials;
 - i) full details of any piling technique to be employed, if relevant;
 - j) location of temporary buildings and associated generators, compounds, structures and enclosures
 - k) routeing of construction traffic
 - l) full details of any floodlighting to be installed associated with the construction of the development

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

2. Notwithstanding the submitted details shown on ADC Infrastructure drawing ref: ADC1543/001 P3 access to the proposed development will be 5.5 metres wide with 2 metre wide footways on both sides to tie in with the existing footway provision on Kingston Way and include measures to prevent conflict between development traffic and existing farm traffic.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2018).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with David Wilson Homes drawing ref: S7404/100/01 Rev J. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2018).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2018).

5. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2018).

6. The development hereby permitted shall not be occupied until such time as the private access drives (and any turning spaces) have been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework

7. No part of the development hereby permitted shall be first occupied until a Residential Travel Plan 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 (2018).

S106 Contributions / Obligation

1. A contribution towards improvements to the Market Harborough Town Centre Transport Strategy as considered appropriate by Harborough District Council in consultation with Leicestershire County Council.

Justification: The improvements to the highway network within the town centre of Market Harborough to simplify traffic movements in The Square and minimise levels of congestion.

2. Two new bus stops on Alvington Way between Burnmill Road and Bates Close to include the following:

Raised and dropped kerbs to allow level access; to support modern bus fleets with low floor capabilities at £3500 per stop

Information display cases at new bus stops at £120 per stop

New Flag and Pole at £50 and £120 per stop

Justification: To inform new residents of the nearest bus services in the area.

3. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area. These can be provided through Leicestershire County Council at a cost of £52.85 per pack. If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which may involve an administration charge.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

4. 6 month bus passes, two per dwelling (2 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) £360.00 per pass. NOTE it is very unlikely that a development will get 100% take-up of passes, 25% is considered to be a high take-up rate).

Justification: To encourage residents to use bus services as an alternative to the private car.

5. 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.

Justification: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the Planning Application.

6. A Residential Travel Plan monitoring fee of £6,000 for Leicestershire County Council's Travel Plan Monitoring System.

Justification: 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.

****Please note that the exact monetary values will need to be agreed prior to the signing of the Section 106 agreement****

Informative

1. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
2. If the roads within the proposed development are to be offered for adoption by the Local Highway Authority, the Developer will be required to enter into an agreement under Section 38 of the Highways Act 1980. Detailed plans will need to be submitted and approved, the Agreement signed and all sureties and fees paid prior to the commencement of development. 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>

If an Agreement is not in place when the development is commenced, the Local Highway Authority will serve Advanced Payment Codes in respect of all plots served by all the roads within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please email road.adoptions@leics.gov.uk in the first instance.

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