

Dear David

**NCC APPLICATION REFERENCE: FR3/4054
TOP WIGHAY FARM, ANNESLEY ROAD, LINBY**

Thank you for sending the most recent comments through from your applicant (Via), which we have sent through to our independent highway & transportation consultant, Bancroft Consulting, for them to review. Our comments are as follows:

1. **Residential trip rates** – Our concerns remain here, in that we are being asked to accept trip rates and a future commitment to sustainable transport infrastructure to justify access proposals. I believe the Transport Assessment should be submitted for consideration alongside the application so that there is a firm obligation to deliver the necessary level of opportunities. Without this, confidence is diminished in the traffic conditions being assessed ever coming to fruition.
2. **Assessment Year** – It is not clear where the 2.5% and 10% increases quoted have been calculated and this should be set out for ease of understanding. I remain of the view that these significant highway improvements should be designed to satisfactorily accommodate predicted traffic conditions on completion of the development. Background traffic conditions would clearly increase with a resulting impact on capacity at each location, so this must be addressed properly if full compliance with Paragraph 109 of the National Planning Policy Framework is to be achieved.
3. **Build out Rates** – Interesting statement about completion by 31 December 2029. In Bancroft Consulting's experience this represents an exceptionally ambitious target and we do not have confidence in the applicants plans. Perhaps they would be willing to accept a condition on any consent restricting development to this date? If not then I do not believe it unreasonable for the applicant to provide further junction modelling of the more likely 2039 'opening year' scenario. We would expect these results to demonstrate how both junctions would operate satisfactorily within the limits of capacity.
4. **Pedestrian and Cyclist Provision** – The response does not address our concerns over how the potential future desire lines, which will involve a considerable level of movement, shall interact with the proposed infrastructure. The inclusion of additional crossings, wider footways, or even advanced cycle stop lines at the signal junction would have a significant effect on the current layout and subsequent capacity. It may be too late to rectify this situation once a line has been drawn around the accesses and land allocated for other uses – so the matter must be addressed properly now.
5. **Lack of Supporting Information** – The Road Safety Audit report, along with associated Design Team Responses, should be made available for review before any decision is made on this application.
6. **Vehicle Tracking** – The applicants response is asking LPC to base highway safety risk assessment on the historical activity within the network. This is unacceptable in our view as it overlooks how traffic conditions will change significantly in the area following implementation of the pending major development proposals. It must be reasonable for any access to a newly developed commercial/industrial scheme to be able to safely accommodate predicted traffic movements? I believe LPC has a right to insist that any new infrastructure seeks to minimise the risk of future conflict issues, as raised within my last comments. This is another reason why the proposed infrastructure must be viewed alongside a detailed Transport Assessment to fully understand the proposed change in conditions.

7. **Bus Stops** – The issue of bus stop locations is not only important from a sustainability point of view, but also highway safety as pedestrians from the development will need to have safe and suitable access to any future location – which may have implications for the junction layouts and corresponding capacity calculations. Highway safety must not be overlooked in considering planning applications.

Bancroft Consulting has raised valid concerns. Could I suggest that we have a formal meeting where these pertinent points can be discussed?

Kind regards

Denise Ireland
Chair Linby PC