

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: 24/00610/OUT

Highway Reference Number: 24/0610/04/H/R4

Application Address: Cadent Brick Kiln Street Hinckley Leicestershire LE10 0NA

Application Type: Outline (with access)

Description of Application: Re-consultation. The erection of up to 195 dwellings (including affordable housing). All matters are reserved except access together with landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Kerry Andrews

County Councillor: St Marys ED - Cllr Stuart Bray

Parish:

Road Classification: Adopted Unclassified

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

The Local Highway Authority advice is that, 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 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for the erection of up to 195 dwellings. The proposals are located at Cadent, Brick Kiln Street, Hinckley. All matters other than access are reserved at this stage.

The LHA previously advised within its detailed observations dated 15th August 2024 that the following additional information was required to be submitted by the Applicant for the LHA to give the proposals further consideration:

- Swept path analysis confirming a 15kph design speed;
- Further consideration of the pedestrian refuge location on Coventry Road; and
- Analysis of the developments trip distribution using the Pan Regional Transport Model, along with detailed junction capacity assessments.

The Applicant has subsequently submitted the following additional information with the view to resolving the LHA's previous comments:

- Highways and Transport Addendum Report ([AR] dated June 2025 and authored by TTC).

Site Access

Brick Kiln Street Access

The LHA previously requested that swept path analysis was undertaken at a 15kph vehicle speed and that the speed used is confirmed on the drawing, the LHA also request further consideration is given to the pedestrian refuge on Coventry Road as it appears there is very little room for driver error when turning right out of Brick Kiln Street onto Coventry Road as the vehicle appeared very close to the refuge.

The Applicant has amended the site access details as requested, with the revised details shown on ttc drawing number 210891-01 Rev. B. included within Appendix C of the AR. Swept path analysis of a refuse collection vehicle ingressing and egressing the site in all directions at a speed of 15KPH has also been provided. This is welcomed by the LHA.

It should be noted that in accordance with Local Transport Note 1/20 Clause 7.2.5 carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles. This will need to be considered further at detailed design and alongside the existing situation with the existing refuge.

The drawings shows that there is insufficient space for refuse collection vehicles to enter and exit the junction simultaneously. It is advised that enough intervisibility is achievable, between the driver of a vehicle attempting to turn left into the access road and a vehicle approaching the access road give way line, in order to avoid collisions. The LHA do however appreciate the historic use of the site and the likelihood of two larger vehicles undertaking such manoeuvres at the same time would be low.

Overall, the LHA considers the access to be acceptable and advises that the Applicant should be aware of the informatives detailed further below in respect of the access design.

Trinity Vicarage Road Access

The LHA previously advised the submitted masterplan drawing (DGL Ltd drawing number DGL_230929_5830.001) details that the Trinity Vicarage Road access would potentially be used as an emergency access. It is also detailed within the Transport Assessment that a pedestrian/ cycle link would be provided.

The LHA advises that an emergency access would not be required under the site-specific circumstances, however, a pedestrian/ cycle link to the site would be welcomed and encouraged to provide improved permeability to the proposed development/ surrounding area. The Applicant would need to ensure that this was designed to prevent vehicular access to the site. The LHA advises that details of a scheme can be secured by an appropriately worded condition.

The proposed pedestrian/ cycle links to St George's Avenue and Clarendon Park would also be welcomed to improve permeability between the site and the surrounding area.

Highway Safety

The LHA previously advised it considered the proposals were unlikely to exacerbate an existing highway safety concern on the network. The LHA are aware of one additional Personal Injury Collision (PIC) which has occurred within the study area since the previous observations were issued on 15th August 2024. This occurred on Coventry Road approximately 45m east of the site access and was recorded as serious in severity. The PIC involved a reversing vehicle and a pedestrian. Whilst regrettable, the additional PIC does not show a pattern or trend in PIC's in the area and would not change the LHA's previous advice.

Trip Generation and Distribution

Trip Generation

The LHA previously accepted the Applicants TRICs trip rates for both the former employment use and proposed residential use of the site. This demonstrated the proposed residential use would likely result in a reduction in traffic travelling to/ from the site in both the AM and PM peaks as well as throughout the day. The dominant flow of traffic however would change with a higher level of departures from and lower level of arrivals to the site in the AM peak and the opposite in the PM peak, which is to be expected for a residential site, as opposed to an employment site.

Trip Distribution

The LHA previously advised given the scale and location of the proposed development, the use of LCC's Pan Regional Transport Model (PRTM) was necessary to assess the impact of the development on the surrounding highway network as opposed to Census data.

The Applicant has now liaised with Leicestershire County Council's Network Data & Intelligence (NDI) Team in order to undertake the necessary PRTM work. The LHA have been involved in discussions regarding the PRTM work with the Applicant, NDI Team and National Highways throughout the process.

As part of the PRTM assessment, the model accounts for committed development traffic and background traffic growth. The PRTM Forecasting Report assessed the following scenarios:

- 2024 'Do Nothing'.
- 2024 'with Cadent Gas'.
- 2030 'Do Nothing'.
- 2030 'Do Something' (100% Development)

To produce the 'Do Nothing' and 'with Cadent Gas' scenarios, the forecasts have been run through the full PRTM modelling suite, which includes a highway, public transport and variable demand model. As a result, the scenario incorporates the response of travel demand to forecasted changes in travel cost and development of transport infrastructure over time.

In producing the 2030 'Do Something' scenario, the predicted trips generated by the proposed development have been added to the 2030 'Do Nothing' highway demand matrices using the agreed parent-zone distribution and assigned in the PRTM highway model.

It should be noted that the 2024 'with Cadent Gas' scenario has been considered to indicate how the trips generated by the former office use would have distributed around the network. This enables a comparison to be carried out between the existing and proposed uses. However, the Applicant has stated it should be noted that this has only been presented for information purposes,

and the true test of the development impact is by comparing the 2030 'Do Nothing' scenario with the 2030 'Do Something' scenario.

The trip distribution for the proposed development traffic indicates that a large proportion of traffic stays within Hinckley Town Centre. Approximately one third of the traffic routes to/from the M69 Junction 1, along Rugby Road. Approximately 10% of traffic is expected to route to/from the north along the B4667, with a similar amount heading east through Hinckley Town Centre. Between 5% - 10% of traffic is expected to/from the west along the B4666. The Applicant has provided a detailed review of the forecast flow change within Part 3.4 of the AR. This is accepted by the LHA.

Junction Capacity Assessments

The Applicant previously identified that 30 or more additional two-way trips (e.g. 15 arrivals and 15 departures) would occur at the following junctions:

1. Site Access (Brick Kiln Street)/B4666 (Coventry Road) Priority T-junction;
2. Granville Road/B4666 (Coventry Road) Priority T-junction;
3. Granville Road/Rugby Road (B590) Priority T-junction;
4. B590/ B4666 (Coventry Road)/B4667 Signal Junction;
5. B590/Rugby Road Signal Junction;
6. B590/Brunel Road West Signal Junction; and
7. Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction.

The Applicant has suggested that junction capacity assessments would usually be limited to the area of influence identified by PRTM (shown in Figure 3.5 of the AR) where traffic flows are forecast to change by more than 5% and 30 Passenger Car Units in the AM or PM peaks. This has identified junctions 1 and 4 only. The Applicant has considered junctions 4, 5 and 6 as a linked signalled junction as part of one capacity assessment.

The Applicant has considered the following junction modelling scenarios:

- 2024 'Do Nothing'.
- 2030 'Do Nothing'.
- 2030 'Do Something' (100% Development).

As the PRTM is a strategic model it is not validated at a junction turning flow level, the stand-alone models have been based on observed traffic flows using the data collected in April 2024 and November 2023 and previously accepted by the LHA.

Outputs from the PRTM have then been used to growth up observed counts to the future 2030 'Do Nothing' and 2030 'Do Something' scenarios. To do this, the Applicant provided the base flows to LCC's NDI team to enable them to undertake the furnishing process to create the flows for the junction models / capacity assessments. This is accepted by the LHA.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of junctions 1, 2, 3, 4, 5 and 6 are not predicted to exceed 0.85 with the development in place in 2030. The LHA is satisfied these junctions will operate within capacity. However, the LHA's comments below in respect of Junctions 4-6 should be noted. Further consideration has been given to junction 7 as outlined further below.

Junctions 4-6: B4667/ Coventry Road, B590/ Rugby Road and B590/ Brunel Road

The LHA has reviewed the model and noted a number of errors, which it has corrected. The LHA can confirm that with the amendments in place the junction would still operate efficiently, however capacity would be increased. The LHA therefore do not require the Applicant to update the junction modelling under the site-specific circumstances.

Junction 7: Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction.

The Applicants modelling indicates in the 2030 'do nothing' scenario, the junction is predicted to operate at capacity with several arms operating with degrees of saturation above 90% in both the AM and PM peak periods

In the 2030 'Do Something' scenario, when development traffic is added to the network the junction is predicted to continue to operate at capacity, however the increase in queues and delays at the junction is minimal. During the AM peak, the overall PRC decreases from -1.8% to -2.1%. The largest increase in queues is one vehicle on any one arm.

The LHA accepts that there would be a negligible increase in delay at the junction. Furthermore, the LHA has noted some differences between the submitted model and LCC's own "as-built" LINSIG model. However, when importing the flows from the submitted model into LCC's own model, the results show improved capacity.

Based on the above, the LHA could not justify any capacity improvement scheme at the junction.

Strategic Highway Network

The Applicant has considered the volume of traffic which would travel through both the B4666 Coventry Road/ A5 Watling Street/ A47 Normandy Way (Dodwells Roundabout) and A5 Watling Street/ A47 The Long Shoot (Longshoot Junction). Both junctions do not fall within the area of influence for the site and would have no more than six two way trips travelling through at peak times in either the AM or PM peaks.

The LHA note National Highways have advised they do not consider the proposals would have a severe impact on the strategic network on 16th July 2025. Given the Longshoot Junction falls outside of the Leicestershire boundary, the LHA will not comment on that junction, however it is accepted the proposals would not have a severe impact on the Dodwells Roundabout.

Off-Site Implications

Following the provision of updated capacity assessments, the LHA are satisfied the proposals would not have a severe impact on the operation of the surrounding highway network.

Internal Layout

As advised previously, the internal layout of the development is not for consideration at this stage, therefore the LHA has not reviewed this in detail. It is advised that given the scale of the proposed development, the internal roads should be designed in accordance with the LHDG and put forward for adoption by LCC, should the LPA grant planning permission for the proposals. Further information on LCC adoption policy can be found here:

<https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/highway-adoption-policy>

Transport Sustainability

The LHA previously requested a full Travel Plan for the site and amendments to the submitted Framework Travel Plan. A revised Travel Plan has not been submitted, however the LHA can confirm that this can be conditioned. The LHA therefore advise the previous comments in respect of the Travel Plan remain in full.

The LHA would require one travel pack (currently £52.85 per pack if supplied by LCC, or a £500 fee to review a pack provided by the Applicant) and two x application forms for six month bus passes (currently £605 per pass for an Arriva service) per dwelling to inform new residents of sustainable travel options in the area and encourage modal shift.

Construction Traffic Management Plan

The LHA advise a Construction Traffic Management Plan will need to be agreed with the LPA prior to construction of the site. Given the location of the site, the LHA would strongly advise construction traffic accesses the site from Brick Kiln Street and does not use Trinity Vicarage Road.

Conditions

1. 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.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on ttc drawing number 210891-01 Rev. B have been implemented in full.

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 (2024).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 x 43.8 metres in a westerly direction and 2.4 x 45.1m in an easterly direction metres have been provided at the site access. These 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 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 (2024).

4. No part of the development shall be occupied until such time as a scheme to close the existing Trinity Vicarage Road access to vehicular traffic and provide a pedestrian/ cycle connection and a timetable for its provision has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall then be implemented in full in accordance with the agreed timescales.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

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 (2024).

6. 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 gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

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 (2024).

7. No part of the development hereby permitted shall be first occupied until an amended full 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 (2024).

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 highway safety, encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. 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 per plot). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

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

Suggested trigger point: Prior to the occupation of the first dwelling.

2. 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 an average of £605 per pass for an Arriva service).

Reason: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 25% of total obligated contribution paid prior to the occupation of the first dwelling. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

3. STARS for (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

Reason: 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.

Suggested trigger point: Prior to the occupation of the first dwelling.

Informatives

Site access detailed design requirements

- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected please provide the response letter, estimate of works and plan of the works.
- For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow into the highway.

- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement.

Other informatives

- 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://www.leicestershirehighwaydesignguide.uk/>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, 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. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

Date Received
25 July 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 August 2025