

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: 23/00574/REM

Highway Reference Number: 2023/0574/04/H

Application Address: Land To The West Of Normandy Way Hinckley Leicestershire

Application Type: Reserved Matters

Description of Application:

Approval of reserved matters (appearance, landscaping, layout and scale) pursuant to condition 2 of outline planning permission 15/00188/OUT for the residential development of 97 dwellings (Phase 4).

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Sally Smith

County Councillor: Cllr David Bill MBE

Parish: Hinckley

Road Classification: Class A

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) are in receipt of a consultation for the approval of reserved matters of outline planning permission (ref: 15/00188/OUT). The proposals are for a residential development of 97 dwellings at land to the west of Normandy Way, Hinckley. Appearance, landscaping, layout and scale are to be determined. It is understood the proposals represent Phase 4 of the overall development.

Internal Layout

In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>). It should also be noted that the adoptability of the roads depends on whether the main development spine road (Lapwing Drive) is also formally adopted by Leicestershire County Council in due course.

The LHA has reviewed Nineteen47 drawing number RM-601 Rev B and can advise that currently, the internal layout is not considered suitable for adoption. Whilst the LHA does not consider the layout to be unsafe, and therefore would not seek to object to the application, the Applicant will need to make the amendments below should they wish for the internal layout to be considered for adoption. The road network would otherwise need to remain private. This could be problematic given the wider proposals suggest the main roads could become through routes to the wider development.

- It would be of benefit to add road numbers to the design plan as these assist with providing design comments.
- For clarity the road, footway and service margin widths which are proposed within the development should be detailed.
- Further speed control should be designed into the layout, to maintain a 20mph design speed. Further information on speed control can be found in Part 3, Section DG4, Para. 3.48 of the LHDG.
- Access roads, access ways and any shared surfaces to be installed on site should be clearly identified.
- The turning head radii should be detailed on a revised plan, further information relating to design standards can be found in Part 3, Para. 3.36 onwards of the LHDG.
- The junction radii to be installed on site at all junctions within the development should also be detailed on a revised plan. Further information relating to junction radii can be found in Part 3, Table DG5 of the LHDG.
- 25m forward visibility through the bend on the spine road shown below should be detailed on a revised plan. It should be noted this must be contained within the highway boundary.



- 25m visibility splays should be detailed at all junctions within the development on a revised plan. Please note these must be contained within the highway boundary.
- The drawing details two trees are to be put forward for adoption and two areas of additional footway or grass verge are to be put forward for adoption.

The highway authority will not adopt trees or grass verges in isolation, therefore the Applicant should amend the road layout to run the footway adjacent to the carriageway and include the areas at the back of the highway boundary into the frontage curtilage of the properties 101 -102 (which fall outside the red line boundary) and 80 to 82.



- The junction design shown below appears to show block paved over run areas. These areas are not required to facilitate the safe use of this junction. The junction will need to be redesigned to LCC's required formal junction design.



- For a road to be considered for adoption it must provide direct frontage access to six properties or more. The road shown below fails to comply with this requirement, the design should be amended to resolve this issue.



- At present, the section of road shown below appears not to connect to another internal road, therefore a turning head will need to be design into the road layout to ensure vehicles can manoeuvre safely, as detailed in the LHDG.



- It should be noted gradients should conform to the standards set out in Table DG1: General geometry of residential roads (internal) in the LHDG.

Parking provision

- After reviewing the parking provision, the LHA advises the number of parking spaces proposed for each plot is considered to be in accordance with Part 3, Paragraph 3.151 of the LHDG.
- Garages (where provided) are designed in accordance with Part 3, Para. 3.200 of the LHDG.
- Some parking is considered to be remote from the front door of the associated plot, for example Plots 70 and 90, which could lead to an increase in on-street or inconsiderate parking. The LHA request that parking for these plots is re-considered and located closer to the plot or gates and paving provided from the parking area to the rear of the property.
- It should be noted that a large number of four bed plots which require three parking spaces have been provided in a tandem arrangement. This is discouraged by the LHA as it can lead to an increase in on-street parking. The LHA therefore requests that the parking arrangements for the four bed properties are reviewed, with a view to reducing the number of plots with tandem parking spaces.
- The LHA request that 1m x 1m pedestrian visibility splays are detailed on the drawing where private drives and shared private drives meet an adopted footway.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Nineteen47 drawing number RM-601 Rev B. 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 (2021).

2. Any dwellings that are served by private access drives (and any turning spaces) shall not be occupied until such time as the private access drive that serves those dwellings has been provided in accordance with Figure DG20 of the Leicestershire Highway Design Guide. The private access drives should be 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 (2021).

3. The development hereby permitted shall not be occupied until such time as 1 metre by 1 metre pedestrian visibility splays have been provided on both sides of the private driveways or shared private drive serving each plot. Nothing within these splays shall be higher than 0.6 metres above the level of the back of the footway/verge/highway and, once provided, these splays shall be so maintained in perpetuity.

Reason: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2021).

4. 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 (2021).

5. 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 (2021).

6. Notwithstanding the submitted plans, any garage doors shall be set back from the highway boundary a minimum distance of 5.5 metres for sliding or roller/shutter doors/ 6.1 metres for up-and-over doors / 6.5 metres for doors opening outwards and thereafter shall be so maintained.

Reason: To enable a vehicle to stand clear of the highway whilst the garage / car port doors are opened/closed, to protect the free and safe passage of traffic, including pedestrians, in the public highway, to ensure that adequate off street parking provision is available to reduce the possibility of on street parking problems locally and in accordance with the National Planning Policy Framework (2021).

Informative

- 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.
- The proposed road layout does not conform to an acceptable standard for adoption and therefore it will not be considered for adoption and future maintenance by the Local Highway Authority. The Local Highway Authority will, however, serve Advance Payment Codes in respect of all plots served by (all) the private road(s) within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please note that the Highway Authority has standards for private roads which will need to be complied with to ensure that the Advanced Payment Code may be exempted and the monies returned. Failure to comply with these standards will mean that monies cannot be refunded. For further details please email road.adoptions@leics.gov.uk. Signs should be erected within the site at the access advising people that the road is a private road with no highway rights over it.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
22 June 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 July 2023