

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: 25/01207/OUT

Highway Reference Number: 2025/1207/04/H

Application Address: Land To The East Of Ashby Road Ashby Road Hinckley Leicestershire

Application Type: Outline (with access)

Description of Application: Outline application for up to 103 dwellings (All matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Greg Hutton

County Councillor: Cllr Michael Mullaney

Parish:

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on an outline application for a residential development of up to 103 dwellings at land to the east of Ashby Road, Ashby Road, Hinckley. All matters other than access are reserved at this stage.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (Reference ADC3280-RP-F, dated 14th August 2025 and authored by ADC Infrastructure); and
- Framework Travel Plan (Reference ADC3280-RP-G, dated 14th August 2025 and authored by ADC Infrastructure)

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text. The LHA visited the site on 29th January 2026.

Site Access

Vehicular access to the site is proposed via a single point of access on to Ashby Road, an A classified road (A447) subject to a 40mph speed limit. The route forms part of Leicestershire County Councils (LCC's) Resilient Network¹, but not the Department for Transport's Major Road Network². Details of the site accesses are shown on ADC drawing number 3280 HGN XX DR CH 0103 S1 Rev. P02 available within the drawings section of the Transport Assessment (TA).

The proposed access would measure 5.50m wide, with 2.0m footways on both sides and a 6.0m junction radii.

The Applicant has undertaken two speed surveys on Ashby Road, which have been undertaken as part of Automatic Traffic Counts (ATC) between 2nd and 9th September 2024. The survey data is provided in Appendix D of the TA. The LHA hold records of survey permits for both ATC's and whilst the Applicant has not provided a location of each survey, the LHA believe these to be approximately 110m south of the access and 210m north of the access. Nevertheless, the LHA would ask the Applicant to provide a location plan of the surveys for clarification.

The Applicant has stated that the southern ATC which was closest to the site access has been used to measure speeds. The results of the speed survey indicated the following 85th percentile speeds:

- 41.8mph southbound
- 41.9mph northbound

The Applicant has stated that visibility splays of 2.4m x 120m could be provided in each direction at the site access and detailed these on the site access drawing. The visibility splay to the north of the proposed access passes through the existing bus layby as shown on the drawing.

Notwithstanding the above, the LHA is satisfied that if the splay was shown offset 1.0m away from the channel as required by [Figure 7](#) of the LHDG, the splay would be clear of the bus stop layby. Following a site visit, the LHA is also satisfied splays of at least 2.4m x 120m can be achieved in both directions, which based on [Table 6](#) of the LHDG would be suitable for recorded vehicle speeds of between 41 to 44mph.

After reviewing the site access drawings, the LHA provide the following comments:

Safety Audit

No Road Safety Audit (RSA1) has been provided, which should be included as part of this submission along with the designer's responses to any issues raised in the audit. Following provision of the RSA1, the LHA will be able to provide further comments on the access arrangements.

ADC drawing number 3280-ADC-HGN-XX-DR-CH-0103-S1 Site Access rev P02

- The 5.5m wide carriageway, with 6m corner radii, for the proposed access is in accordance with [Table 3](#) and [Table 9](#) of the LHDG for a development of up to 150 dwellings served from a single point of access (the development is for 110 dwellings). Nevertheless, given the absence of swept path analysis and the speed limit/ classification of Ashby Road (A447), the Applicant may need to increase the radii at the junction to ensure that refuse collection

¹ <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>

² <https://maps.dft.gov.uk/major-road-network/index.html>

vehicles for example can access the site without crossing the centreline of the carriageway.

- The 2m wide footways are in accordance with [Table 18](#) of the LHDG.
- Alongside the existing bus stop layby is pedestrian guard railing suggesting that there is a ditch at the back of the existing footway. The LHA is aware of a steep gradient between Ashby Road and the site. This would be affected by the proposed 2m wide footway between the layby and the proposed development access.

Any works affecting the ditches would require Ordinary Watercourse Consent from the Lead Local Flood Authority. Where an open watercourse or ditch is near the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of LCC's Ordinary Watercourse Regulation and Culvert Policy³.

- Given the above, the LHA also advises in accordance with [Table 3](#) of the LHDG, the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- For the proposed access, the LHDG requires [swept path analysis](#) to be undertaken for an 11.2m length refuse vehicle, fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. A note should be added to the drawing showing that vehicle speeds of 15kph have been used. Consideration may need to be given to the access width/ radii following swept path analysis.

Following provision of the above information, consideration will need to be given to [Policy 2](#) (access to the existing highway network) of the LHDG.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from LCC for the period between 1st January 2019 and 14th December 2024. This is summarised within paragraphs 2.10 and 2.11 of the TA, along with the study area which is included in Appendix E of the TA.

The LHA advise that the PIC analysis does not include incidents which occurred during 2025 and, regrettably, a fatal PIC which occurred at the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction in October 2024. The LHA therefore request that the Applicant updates the PIC to reflect the current situation.

Trip Generation and Distribution

Trip Generation

In order to establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours, the Applicant has used the same TRICs trip rates as those accepted by the LHA as part of application references 24/00264/OUT (Land North Of Normandy Way, Hinckley – 415 dwellings) and 23/00432/OUT (Land North Of A47 Normandy Way and East Of Stoke Road, Hinckley – 475 dwellings). The LHA therefore considers the vehicular trip rates shown in Table 1 to be acceptable and consistent with those accepted as part of nearby, recent developments. Whilst the Applicant has provided trip rates for 110 dwellings as opposed to 103, this would not significantly alter the results with a reduction of approximately four and five two

³ <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>

way trips in the AM and PM peaks respectively.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
vehicle trip rates (per dwelling)	AM peak hour	0.148	0.425	0.573
	PM peak hour	0.409	0.244	0.653
vehicle trips (110 dwellings)	AM peak hour	16	47	63
	PM peak hour	45	27	72

Table 1: Vehicular trip rates (110 dwellings).

Trip Distribution

To distribute the development traffic through the network, the Applicant has used LCC's [Pan Regional Transport Model](#) (PRTM). Given the scale of development, the applicant has based the assessment using an existing zone (detailed below) and network conditions calculated by the Applicant, with the modelling outputs provided in Appendix H of the TA.

The Applicant has used Parent Zone 6154 to ascertain trip distribution, which the LHA can confirm was based on residential trips as opposed to hospital trips, given where the trips are shown to be loaded onto the network. The results of the PRTM assessment indicate around 80% of development trips are forecast to primarily route to and from the south of the development along Ashby Road (A447) in both the AM and PM peaks, with the remaining traffic routing to the north.

At the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction, just under 40% of trips would route ahead to Ashby Road (B4667), whilst the remaining trips would split between the west and eastbound sections of Normandy Way (A47).

The LHA accepts the PRTM modelling and trip distribution proposed by the Applicant.

Junction Capacity Assessments

Following the trip distribution exercise, the Applicant has identified that over 30 additional two-way trips (e.g. 15 arrivals and 15 departures) are likely to be generated as a result of the proposals at the following junctions:

1. Proposed Site Access
2. A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction

Given that PRTM is a strategic model which is not validated on turning counts, its results need to be applied to recent junction turning survey results to develop turning flows which are suitable for detailed junction assessment. To establish the baseline traffic levels at the junctions, the Applicant undertook an ATC of junction 2 on Thursday 5th September 2024. The LHA holds records of a survey permit at the junction which covers this date and the survey was undertaken in a traffic neutral month. The ATC is therefore accepted.

The traffic counts and modelled flows were provided to LCC's NDI Team to undertake a furnishing process and produce the future model scenarios. The furnished matrices are available in Appendix I of the TA.

The following scenarios have been tested, which are accepted by the LHA:

- 2024 'Observed'

- 2030 'Do Nothing'
- 2030 'Do Something'

The results of the modelling indicate that the site access would operate with spare capacity, whilst the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction would operate with negative reserve capacity in both the 2030 'do nothing' and 'do something' scenarios. The Applicant has stated within paragraph 7.8 of the TA that they would be willing to provide a contribution towards a future mitigation scheme at the junction. LCC are currently in the process of designing a scheme of mitigation to reduce congestion caused by wider growth in the area.

The LHA request the Applicant provides the junction modelling files for review, after which further comments will be provided on junction capacity.

Off-Site Implications

A signal-controlled Toucan crossing is proposed on the A447 opposite the pedestrian/cycle access into the development. The Applicant has stated the choice of a controlled crossing is due to the vehicle speeds, and traffic volumes along Ashby Road. The location has been chosen to minimise interaction with the private drives opposite the site, and to ensure that 120m visibility can be achieved to the primary signal head in each direction. Improvements are also proposed to the existing western footway in the form of widening the existing footway to 2.0m and providing a 3.0m wide cycleway. Details of the off-site works are shown on ADC drawing number 3280-ADCHGN-XX-DR-CH-0103-S1 Rev. P02.

As per the site access arrangements, the proposals have not been subject to a RSA1 and a Designer's Response has not been provided to any comments raised. This is therefore required for further comment by the LHA. At this stage however, the LHA advises the following points:

- For the toucan crossing, the Applicant should confirm on the drawing that the visibility requirements as per the Traffic Signs Manual⁴ (TSM), Chapter 6, Table 15-1 have been met.
- A width of 3.2m is shown for the Toucan Crossing. This meets the minimum width of 3.0m as per TSM Chapter 6 para 20.1.5, although 4.0m is the recommended width that should be provided.
- At this stage, there is concerns that the signal heads could be too close to the existing highway tree and could be obscured by the tree canopy over time. This should therefore be considered by the Applicant along with any impact on the highway tree.
- No levels are shown for the proposed cycleway, it is advisable at this stage for the Applicant to detail that the cycleway could meet the crossfall requirements of Local Transport Note 1/20⁵.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the LHDG if they wish for the internal development roads to be put forward for adoption.

⁴ <https://assets.publishing.service.gov.uk/media/5df0e29fed915d15f42c4820/dft-traffic-signs-manual-chapter-6.pdf>

⁵ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

The Applicant should also note the requirement to provide some [visitor parking](#) as part of the planning layout if planning permission is granted.

Building Line

The red line boundary of the site includes Building and Improvements lines which are safeguards laid down under statute to protect a width on one or both sides of the existing highway to facilitate future highway improvements. The presence Building and Improvement lines does not give grounds for a highways reason for refusal in accordance with Paragraph 116 of the National Planning Policy Framework (2024), however development within the safeguarded land may be unlawful under S73(6) and S74(5) of the Highways Act 1980, irrespective of the granting of planning permission. The Applicant should contact the Highway Authority for further information via hre@leics.gov.uk.

Highway Trees

The LHA is aware of an area of highway trees close to the location of the proposed pedestrian/ cycle access to the site. Consideration should be given to what impact the proposals could have on this tree group, as well as any other highway tree along Ashby Road which could be affected by the footway/ Toucan crossing proposals. The LHA would require remuneration for the loss of any highway tree. The Applicant should contact Leicestershire County Council's forestry team at forestry@leics.gov.uk for further information.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and can advise the following:

Walking isochrones have been presented and show a good number of amenities available within the maximum preferred walking distance. Cycling isochrones have also been presented and show a further range of settlements and amenities available within the preferred maximum. It is noted that the Applicant would provide internal footways that connect with the pedestrian/cycle access, as well as electric vehicle charging and cycle parking.

It is noted that the closest bus stops to the site are on the A447, just north of the proposed site access and are served by frequent bus services. The LHA welcomes footway improvements to the southbound bus stop. The LHA request that the Applicant investigates provision of hardstanding and raised kerbs to the northbound bus stop.

The nearest railway station is in Hinckley which provides journeys to cities such as Leicester and Birmingham regularly. The station can be accessed via the 148 and 158 bus, cycling or car. There is no note on the availability of car or cycle parking at the station.

Trip generation rates have been presented, and two targets have been chosen, both of which are acceptable. To achieve these targets several measures will be put in place to encourage modal shift. These include, induction visits, promotional of national event days and travel packs.

To monitor the travel plan, the Applicant will undertake travel surveys within three months of first occupation and send reports to LCC annually for a period of five years.

Whilst the LHA welcome the submitted Travel Plan and several of the measures proposed, the following amendments are suggested and therefore it is not accepted at this time:

- It is requested that hardstanding and raised kerb be implemented at the northbound stop.

- The Applicant should provide a commitment to providing application forms for two six-month bus passes within the Travel Pack to encourage sustainable travel to and from the site. Currently Arriva and Stagecoach offer the most frequent services past the site. The cost of a bus pass for an Arriva service is £632.50 per pass, and £604.80 for a Stagecoach service. Centrebus services also run past the site.
- The Applicant should add information on car and cycle parking at Hinckley Train Station.
- The Applicant should investigate further measures and initiatives that can be used to encourage sustainable travel over a number of years. Below is a list of suggested activities that could be incorporated:
 - Walking: Organised led walks to show leisure/commuting routes, provision of walking maps and other materials and signposting to websites such as Choose How You Move and The Ramblers.
 - Cycling: Learn to ride session for adults, Dr Bike checks and Bicycle User Groups (BUGs).
 - Public Transport: Provision of public transport information in local hubs, on the development website and in Welcome Packs, including links to www.traveline.info, and www.bustimes.org.
 - Consider car sharing and car clubs.

The LHA would require a Travel Plan Monitoring fee of £6,000 and appointment of a Travel Plan Co-Ordinator as part of a Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would also be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

Construction Access and Construction Traffic

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 LCC 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. It is therefore strongly advised the Applicant provides details of any construction access, should it not be in accordance with the proposed site accesses, at this stage.

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities.

Closing

Based on the above, in summary, the following information should be submitted to the LPA for consideration by the LHA:

- Amendments to the site access design and off-site works as detailed further above;
- A RSA1 of the site access proposals and off-site works, along with a Designer's Response to any problems raised;
- Updated PIC analysis using up to date data;
- Provision of the junction modelling files for the study junctions;
- Consideration of the impact of the development on any highway trees;
- Amendments to the Travel Plan as detailed; and
- Potentially consideration of the construction traffic access given the requirement for planning permission, should this differ from the site access.

Date Received
13 January 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
6 May 2026