

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: 24/00264/OUT

Highway Reference Number: 2024/0264/04/H/R3

Application Address: Land North Of Normandy Way Hinckley Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only).

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Simon Atha

County Councillor: Hollycroft ED - Ann Pendlebury CC

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 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) has been re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on an outline (with access) application for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure. The site is located at land north Of Normandy Way, Hinckley.

The LHA previously provided formal comments dated 20th June 2025 requesting further information in relation to the site access, personal injury collision (PIC) data.

This second set of highway observations are in response to the following documents which have been submitted to the Local Planning Authority (LPA) Hinckley and Bosworth Borough Council:

- Proposed Site Access Layout, drawing no. 001 Rev H;
- Impacts without PRTM flow diagram uploaded to the HBBC planning website on 18th June 2025; and
- Correspondence to National Highways dated 16th June 2025

Site Access

The LHA are now content that drawing 001 Rev H has been updated to address the previous concerns.

The exit kerb radii are in accordance with the requirements of the DMRB CD116 para 3.29.1 and 3.29.3.

The direct taper length of 15m meets the requirements of DMRB CD123 Table 5.22.

Highway Safety

The LHA have reviewed the latest available PIC data (Five-year period) and consider that the proposed development should not exacerbate the existing highway safety situation.

Travel Plan

As mentioned previously, the Travel Plan lacks detail of specific initiatives to encourage and increase active travel rates. For example, the action plan could note National sustainability days/weeks e.g., cycle to workday. This should be supported by events throughout the life of the plan that enable and encourage active travel, Dr Bike, bike maintenance sessions and cycle training courses could be considered along with led walks, walking groups etc.

Overall, the plan shows a good level of commitment but would benefit from additions to the travel plan to make it more robust.

Off-Site Implications

As previously mentioned in the LHA's comments dated 20th June 2025, it was established that the developments traffic would have an impact at the A47/A447 junction because of the junction capacity assessment undertaken which tested the junction with a LCC mitigation scheme in place.

The Pan Regional Transport Modelling assessment also shows strategic impact along A47 corridor both south towards A5 Longshoot Dodwells and north along A47 towards Leicester.

On the basis of the above, the LHA has agreed a total strategic highway contribution with the Applicant based on the developments impact. The LHA will use the contribution towards delivering necessary highway improvements along the A47 corridor and it will be used to deliver network improvements in line with LCC's wider delivery strategy and network priorities. The contribution amount is calculated on the basis of the site's proportionate impact at these junctions calculated as a proportion of the total scheme costs. The delivery strategy therefore is to pool contributions to provide comprehensive improvements to account for the severe cumulative impact of this and other planned and speculative growth coming forward whilst adhering to a CIL compliant obligation request.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum detail 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 Proposed Site Access Layout, drawing number 001 Rev H have been implemented in full. Visibility splays once provided 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 ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, 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).

3. No part of the development shall be occupied until such time as the offsite works shown on Proposed Site Access Layout, drawing number 001 Rev H have been implemented in full.

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).

4. 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).

5. No dwelling hereby approved shall be occupied unless and until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority. The Public Transport Strategy shall include details of upgrades of the Ashby Road bus stops to include shelters with seating and Real Time Information timetables.

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).

Obligation

1. A Construction Traffic Routing Agreement to be submitted to and approved in writing by the Local Highway Authority. During the period of construction, all traffic to and from the site shall use the agreed route at all times.

Justification: To ensure that all construction traffic associated with the development does not use unsatisfactory roads to and from the site.

Contributions

To comply with Government guidance in the National Planning Policy Framework (NPPF) and Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets and mitigating the impacts of the development

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). 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.

Advised Trigger: 100% of contribution paid Prior to Commencement of Development.

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

2. Six-month bus passes, two per dwelling (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. This can be supplied through LCC at (average) £445.00 per pass.

Advised Trigger: 25% of total obligated contribution paid Prior to 1st Occupation.

Remaining 75% of total obligated contribution paid prior to occupation of 25% of total development, except payment may be deferred by agreement with the County Council.
Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use.

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

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.

4. A total contribution of £1,515,341.71 towards strategic improvements along the A47 corridor.

Advised Trigger: 100% of contribution paid Prior to 1st Occupation.

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

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 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://resources.leicestershire.gov.uk/lhdg>.

Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.

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

The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk.

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.

A Public Right of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980. If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required. 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://resources.leicestershire.gov.uk/lhdg>.

Date Received
23 June 2025

Case Officer
Suraj Dave

Reviewer
HH

Date issued
22 July 2025