

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: 23/01184/FUL

Highway Reference Number: 2023/1184/04/H

Application Address: Land At Crabtree Farm Hinckley Road Barwell Leicestershire

Application Type: Full

Description of Application:

Residential development of 16 dwellinghouses with associated garages, driveway, open space, landscaping, drainage and LEAP

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: BCL

County Councillor: Ross Hills

Parish: Barwell

Road Classification: Class C

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) have been consulted by the Local Planning Authority (LPA), Hinckley and Bosworth Borough Council (HBBC), on the following four full applications at land at Crabtree Farm, Hinckley Road, Barwell. All four applications are from the same Applicant.

- 23/01175/FUL - Residential development of 51 dwellings with associated access and parking (revised scheme of 21/00695/FUL)
- 23/01177/FUL - Residential development of 45 dwellinghouses with garage and associated driveway, open space, landscaping, drainage and LEAP (Revised scheme 22/01053/FUL)
- 23/01184/FUL - Residential development of 16 dwellinghouses with associated garages, driveway, open space, landscaping, drainage and LEAP
- 23/01186/FUL - Residential development of 14 dwellinghouses with associated garages, driveway, open space, landscaping, drainage and LEAP

The LHA advise that an identical response has been provided in respect of all four applications.

The LHA is aware of a number of planning applications at the overall site during recent years, the first being application reference 18/00279/OUT for the erection of up to 25 dwellings, provision of open space and change of use of land for new cemetery and associated shelter. A number of additional planning applications have been submitted since, with the number of dwellings gradually increasing at the overall site.

Currently, 96 dwellings have been granted planning permission at the overall site as part of previous application references 21/00695/FUL and 22/01053/FUL. All four current applications appear to have been submitted by the same applicant and at the same time and fall fully within the same overall site as the two permitted applications. It is presumed by the LHA that if all four current applications were granted planning permission by the Local Planning Authority, that the previous two permitted applications would not be built.

The LHA advises that a Transport Assessment would ideally be submitted to cover a single planning application for the total 126 dwellings at the site which are currently being applied for through the four individual planning applications. This would include a comprehensive site access strategy considering a single point of access from Hinckley Road and a comprehensive overall site layout. Nevertheless, the LHA are aware the overall proposals represent an increase of 30 dwellings over and above those permitted at present.

However, the Applicant has submitted a Transport Statement (TS) dated November 2023 and authored by Savoy Consulting for each individual application. Each individual TS considers the impact of each individual application. No cumulative assessment of the full 126 dwellings has been undertaken. Given the sizes of the proposed separate developments, individual Transport Statements are sufficient to support these.

Site Access

In total, four points of vehicle access are proposed to serve the combined 126 dwellings. It should be noted that all four submitted Transport Statements include the relevant access design. Whilst each TS says that swept path analysis is provided within Appendix A, this is not available for any of the applications and is therefore required.

The two main points of access are situated off Hinckley Road, a C classified road subject to a 30mph speed limit. The western access would serve a total of 59 dwellings (applications 23/01177/FUL and 23/01186/FUL) while the eastern access would serve a total of 54 dwellings (part of those proposed as part of application 23/01175/FUL and all of application 23/01184/FUL). Six dwellings would also be served via an extension from Crabtree Road and seven via an extension from Powers Road; these are the remaining dwellings proposed as part of application 23/01175/FUL.

The Applicant refers to traffic surveys undertaken by Mode Transport Planning as part of the original application for 25 dwellings and a cemetery. The LHA advises that the survey data which was undertaken between Monday 19th and Sunday 25th February 2018 is now out of date as it is significantly over three years old. Furthermore, the situation along Hinckley Road has changed, with the traffic calming measures being removed.

The LHA advises that appropriate visibility for the speed of passing traffic under the current situation must be demonstrated in the event the speed cushions are not replaced. This should be by means of an automatic (not handheld radar) speed survey in the vicinity of each access. Whilst

the Applicant has stated visibility splays have been provided on the basis of a 37mph design speed, the LHA require evidence that these would be appropriate.

The Applicant is advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Whilst the LHA acknowledge that the four points of access may have been accepted as part of previous applications, given the lack of detailed access drawings and up to date speed survey information for these four new applications, the LHA is unable to comment on the site access arrangements further at this time. Furthermore, as a TS is required for application 23/01175/FUL, this must be based on up to date information.

Notwithstanding the comments above, the LHA would advise the LPA that the Applicant should provide a single point of access on to Hinckley Road to serve the site as a whole, reducing the number of conflict points on the network. This would need to be accompanied by a Stage 1 Road Safety Audit with a Designer's Response to any problems raised and a revised access drawing provided (if necessary).

Highway Safety

Notwithstanding the previous applications, as part of a TA or TS, the LHA require an analysis of Personal Injury Collisions (PICs) for an identified study area, including all study junctions surrounding the site.

The Applicants PIC analysis using Crashmap considers PICs which occurred in 2018 and advises that no further PIC's have occurred within the last five years. It is unclear what five year period has been considered by the Applicant, given PICs have been referenced from May/ June 2018, which is over five years ago. The LHA therefore require the time period covered by the PIC analysis and advise this may be out of date. The LHA hold PIC data up to late 2023 which can be obtained from NDI@leics.gov.uk if required.

The LHA therefore cannot comment further on the highway safety implications of the development proposals at this time.

Trip Generation

As part of a TA or TS, the Applicant is required to consider the level of trips which could be generated by the proposed development. In addition, consideration as to how these would be distributed on to the network is required.

The Applicant has based trip rates for all four developments on those previously accepted by the LHA as part of previous applications for residential developments. The TS's submitted for applications 23/01186/FUL, 23/01175/FUL and 23/01184/FUL cover the impact of 51, 16 and 14 dwellings respectively, however the TS for application 23/01177/FUL covers 70 dwellings, which considers the proposed 45 dwellings as well as 25 consented dwellings. It is unclear why an additional 25 dwellings have been considered in that TS.

The LHA advises that on the basis of the Applicants trip rates, for a combined 126 dwellings the following approximate number of trips would be generated:

- 80 two way trips in the AM peak, consisting of 20 arrivals and 60 departures
- 76 two way trips in the PM peak, consisting of 53 arrivals and 23 departures

When broken down to individual accesses, and using the higher AM peak trips, the following trips would be generated:

- Western Hinckley Road access - 37 two way trips
- Eastern Hinckley Road access - 34 two way trips
- Crabtree Road - 4 two way trips
- Powers Road - 4 two way trips

Trip distribution has been based on vehicles passing the site from the Automatic Traffic Count data collected in 2018 as part of a previous application, instead of census data. The LHA advise that the trip distribution for the development should be based on census data. Traffic count data is likely to pick up through traffic in the area and may not therefore be representative of residents living in the area. Furthermore, the Applicants traffic count data is considered to be out of date. The Applicant should therefore undertake a revised trip distribution and assignment analysis for the proposals.

Junction Capacity Assessments/ Off-Site Implications

As detailed above, the combined proposals are likely result in over 30 two way trips being generated at both the western and eastern accesses on to Hinckley Road. As such, the LHA advise that capacity assessments should be undertaken for both junctions for both the AM and PM peaks in order for the Applicant to demonstrate they would operate with sufficient capacity.

Consideration would also need to be given to the level of traffic generated by committed developments in the area, including:

- Westfield Farm (14/01279/OUT): 350 Dwellings, 0.6 ha of employment and expansion of community facilities;
- Lane North-East of Triumph Motorcycle Limited (15/00188/OUT) – 850 dwellings, 500m2 retail units, a primary school and community facilities;
- 21/00135/OUT: 140 dwellings, Land North of Hill Top Farm, Hill Top, Earl Shilton;
- 20/00916/FUL: 50 dwellings, Ashby House, Hill Top Farm, Hill Top, Earl Shilton; and
- 12/00295/OUT: Barwell SUE up to 2,500 dwellings, Land West Of Barwell Ashby Road Barwell Leicestershire; (approved subject to S106).

As well as the following developments which would need to be considered as a sensitivity test:

- 20/01225/FUL: 81 dwellings, Land West of Clickers Way, Earl Shilton;
- 21/01511/OUT: Earl Shilton SUE, up to 1000 dwellings, 5.3 hectares for employment uses comprising a mix of B2, B8 and E(g) uses, a primary school/education uses (F1), retail floor space (E) and hot food takeaway (Sui Generis);
- 23/00330/OUT: Earl Shilton SUE - up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis);
- 22/00277/OUT: (appeal submitted) and 23/01037/OUT (live): 239 dwellings, Land East of The Windmill Inn Brascote Lane Newbold Verdon Leicestershire;
- 23/01229/OUT: Land East Of The Common Barwell, 95 dwellings.

Traffic counts of the site access junction would need to be no more than three years old and would need to be factored up to 2024 levels using TEMPro traffic growth factors as well as the future year of 2029.

The LHA have capacity concerns in respect of the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction as the LHA are aware this is reaching or exceeding capacity during the peak hours and a number of PICs have occurred within the last five years. The LHA consider

that a proportion of vehicle trips from the proposed four developments are likely to travel through this junction during the AM and PM peaks. Leicestershire County Council are investigating a potential improvement scheme for the junction and it is likely that as part of the proposed developments, a contribution towards an improvement scheme which is in proportion to the impact and scale of the development proposed, may be required.

Internal Layout

The LHA has reviewed the following drawing numbers:

- Geofff Perry Associates Ltd drawing number A591 009 for application 23/01175/FUL
- Geofff Perry Associates Ltd drawing number A591 010 for application 23/01177/FUL
- Geofff Perry Associates Ltd drawing number A591 012 for application 23/01184/FUL
- Geofff Perry Associates Ltd drawing number A591 011 for application 23/01186/FUL

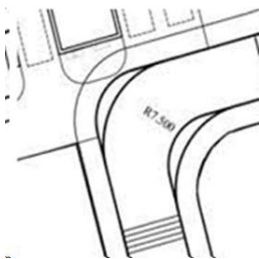
It should be noted that as part of application 23/01184/FUL, Leicestershire County Council would not consider the side roads suitable for adoption and these would need to remain private, consideration has been given to the main spine roads through the centre of the site in the comments below.

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). 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>). Currently, the LHA advise the internal layouts are not suitable for adoption. The following amendments are required below in order for the LHA to consider the adoptability of the roads further.

- Plot numbers should be added to the design plan as these aid with providing design comments.
- For the internal road layout to be considered for adoption a 2m footway will be required from the access to its connection to the proposed internal footway at the location highlighted in yellow below.



- The footway detailed below passes through proposed private land. The footway design will need to be amended to resolve this issue.



- Two footway/ vehicle dropped crossing transition strips (VA) are required within turning heads- The plans will need amending to detail 2m VA transition strips within the turning head at the connection to the private drive shown below.



- It is noted there are areas where drivers could potentially drive along a shared private drive in order to access Crabtree Road from the development site and vice versa. While the LHA would welcome pedestrian/ cycle permeability, the Applicant should detail what permanent measures would be in place to prevent vehicular access and abuse of this route.



- For clarity, the road, footway and service margin widths that are proposed within the development should be detailed on a revised drawing.
- The current design layout fails to provide the required bend widening on the carriageway bends within the development. The plans should therefore be amended to detail bend widening. For further information on bend widening please refer to Part 3, Para. 3.33 of the LHDG.
- The layout should be amended to provide speed control in order to maintain a 20mph design speed. Further information on speed control can be found in Part 3, Section DG4, Para. 3.48 onwards of the LHDG.
- The location of dropped crossing points should be detailed on a revised drawing.
- 25m forward visibility around bends in the proposed adopted roads should be detailed on a revised drawing. Forward visibility must be contained within the highway boundary.

- 25m visibility splays should be detailed at all junctions within the development on a revised drawing. It should be noted these splays must be contained within the highway boundary.
- Turning head radii should be detailed on a revised plan. Further information can be found in Part 3, Para. 3.36 onwards of the LHDG.
- Swept path analysis detailing the movement of a large refuse vehicle as used by Hinckley and Bosworth Borough Council throughout the internal road network, junctions and turning heads is required. Further information on junction design can be found in Part 3, Para. 3.28 of the LHDG.
- It should be noted gradients should conform to the standards set out in Part 3, Table DG1 of the LHDG.

The Applicant has not provided adoptable turning heads at the end of Crabtree Road and Powers Road. It is considered these private parking/ turning areas may be used by other users of the highway as a turning facility as there isn't currently a turning head at the end of either road. The LHA advise that given this, while the provision of turning heads to adoptable standards would be welcomed, it would be difficult for the LHA to insist on these being provided by the Applicant. The issue of any unauthorised turning within the private drives would ultimately be a matter for the landowner/ residents of the new dwellings to resolve.

The Applicant has recently submitted Geoff Perry Associates Ltd drawing number A591 005 Rev D detailing the four application sites as a whole. The LHA advise any future submission for the site layout should continue to detail the site as a whole as this would aid the reviewing process.

Parking provision

The LHA can advise both the single garage, as well as the internal garage for house type E are considered to be acceptable.

While a number of plots which require three parking spaces have the spaces provided in a tandem arrangement, which is discouraged by the LHA, these plots are generally located off the proposed adopted highway. The LHA therefore consider it is unlikely these plots would generate a considerable amount of on-street parking.

Overall, the LHA therefore considers parking provision within the overall site to be acceptable.

It is noted however that 1m x 1m pedestrian visibility splays have not been detailed from the back of the footway where driveways / shared private drives meet the pedestrian footway as per Part 3, Figure DG20 of the LHDG.

Transport Sustainability

Given the overall scale of the four developments combined, the LHA would welcome an overarching Travel Plan.

Closing

The LHA advise that the submitted Transport Statements in support of the four applications is considered to be out of date. Notwithstanding the planning history, given the Applicant has chosen to submit new applications at the site, the LHA consider these should be considered on their own merits.

Furthermore, the four applications total 126 dwellings at the site and given they have been submitted at the same time and by the same Applicant, the LHA advise the LPA if it is possible to consider all four applications as part of a single planning application, a Transport Assessment and Travel Plan are required. The LHA advise the LPA the only way to consider the full cumulative impact of the total 126 dwellings on the surrounding network would be as part of a TA and TP.

The LHA advise at least the following information is required in respect of the proposals:

- Provision of detailed site access and swept path analysis drawings;
- Details of appropriate visibility splays based on an up to date speed survey;
- Consideration should be given to the provision of a single point of access on to Hinckley Road
- Analysis of PIC data for an identified study area;
- Trip distribution analysis for the site, based on 2011 Census data;
- Capacity assessments of at least the site access;
- Amendments to the internal layout of the proposals as detailed above; and
- Potentially, provision of a Travel Plan.

Date Received
19 December 2023

Case Officer
Ben Dutton

Reviewer
AW

Date issued
27 March 2024