

**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.

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**APPLICATION DETAILS**

Planning Application Number: 24/01156/OUT

Highway Reference Number: 2024/1156/04/H

Application Address: Land South East Of Tesco Ltd London Road Hinckley Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning permission for residential development (all matters reserved except for access)

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**GENERAL DETAILS**

Planning Case Officer: Sullivan Archer

Applicant: Mr Collins

County Councillor: Cllr Stuart Bray

Parish: Hinckley

Road Classification: Class B

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**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 by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council, on an outline planning application at Land South East of Tesco Ltd., London Road, Hinckley. This application is for a residential development (all matters reserved except for access). Whilst not in the application description, the Transport Statement (Lennon Transport Planning, reference PN/0357/23/24) indicates that this application is for the erection of two houses and two apartments.

The LHA acknowledges the relevant planning history at the site which is noted below:

- *16/00869/FUL – Erection of a 2.7 metre close boarded fence (retrospective) – Approved December 2016*
- *21/01296/FUL – Formation of new vehicular access with dropped kerbs – Withdrawn March 2022*
- *22/00489/FUL - To install a dropped kerb to access the site – Withdrawn June 2022*

It is noted that the LHA advised refusal for both of the withdrawn planning applications, citing the following reasons:

1. *The Applicant has failed to demonstrate that safe and suitable form of site access can be achieved for all highway users, contrary to paragraph 110 of the National Planning Policy Framework (2021) and the Leicestershire Highway Design Guide.*
2. *The proposal, if permitted, could lead to an unacceptable increase in turning traffic using an access onto a busy, Class B road where the turning manoeuvres could be an additional source of danger to all road users, which would not be in the interests of highway safety and contrary to Policy IN5 of the Leicestershire Highway Design Guide and paragraph 110 of the National Planning Policy Framework (2021).*

In addition, officers from the LHA visited the location of the proposed site access on 11<sup>th</sup> February 2025.

The Transport Statement indicates that the existing site has been informally used for open storage, and that historically two terraced houses occupied the site, although the LHA has no formal confirmation of this.

It should be noted that a revised version of the [Leicestershire Highway Design Guide](#) (LHDG) has now been published. These observations make reference to this revised version of the LHDG.

### **Access**

Access to the site is from London Road (B4669) which is a classified B road subject to a 30mph speed limit.

With regards to the principle of the proposed access, the LHA would draw the applicant's attention to the Highway Development Management (HDM) Policy 2 in the LHDG, 'access to the existing highway network', which replaces Policy IN5 from the previous LHDG. HDM Policy 2 states that:

*'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'*

The policy context goes on to state:

*'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk-based approach to assessing the impact of proposals on new connections or alterations to the existing road network.'*

*The council encourages early engagement to discuss issues related future accesses onto the network.*

*In consideration of safety and efficient operation, the council will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and accident records alongside other relevant transport information provided by the developer.*

*Where necessary data is unavailable this must be provided to the council by the developer. Please refer to the council's Data Collection section.*

*Where access is acceptable to the council in principle, the council will expect its layout to comply with LHDG design guidance. The council will advise refusal of any planning application that raises severe concerns regarding road safety. Approval for a new access (and any associated development) will also depend on the planning authority where planning permission is required.'*

It is noted that London Road (B4669) is on Leicestershire's Resilient Network. Data from an automatic traffic counter (ATC) survey has been submitted which demonstrates recorded 85th percentile speeds of 29.6mph southeast bound and 25.8mph northwest bound. This data also indicates that the seven-day average vehicle count along this section of road is 20,903 vehicles in both directions. The peak hour breakdowns are as follows:

- AM (08:00 – 09:00): Northwest bound – 789, southeast bound - 726
- PM (17:00 – 18:00): Northwest bound – 823, southeast bound - 703

Personal injury collision (PIC) data is covered in the 'highway safety' section below.

Given the above, whilst this section of London Road (B4669) is shown to be heavily trafficked, given the scale and type of development proposed the LHA does not consider the principle of the proposed access would result in an unacceptable road safety and operational concerns.

The Illustrative Site Plan (James Fleming, drawing number 2024-12 113 revision A) in Appendix 3 of the Transport Statement indicates that the amended access would consist of a bellmouth with kerbed radii and no continuous footway. Given the type and scale of development proposed, the access should consist of a continuous kerb line and footway with a dropped crossing in accordance

with [Table 13](#) of the LHDG. The LHA therefore requests that the proposed access is re-designed accordingly.

The access would have a width of 5 metres for at least the first 5 metres behind the highway boundary. This would be in accordance with Table 13 of the LHDG for a residential development serving up to 25 dwellings.

Whilst not demonstrated on a scaled plan, the LHA is content that 2 metre by 2 metre pedestrian visibility splays could be provided on both sides of the access in accordance with Table 13 of the LHDG.

Visibility splays of 2.4 metres by 43 metres have been demonstrated to the northwest of the access, and 2.4 metres by 37 metres to the southeast of the access. These have been drawn in accordance with [Figure 7](#) of the LHDG. As mentioned above, data from an ATC survey demonstrates recorded 85<sup>th</sup> percentile speeds of 29.6mph southeast bound and 25.8mph northwest bound. The LHA confirms that a permit was issued for this survey. Using the recorded 85<sup>th</sup> percentile vehicle speeds data, the LHA has calculated that splay lengths 42 metres and 35 metres is required for the northwest and southeast respectively to accord with [Table 6](#) of the LHDG. This would also accord with the applicant's calculations. The demonstrated splays would therefore be satisfactory, but they will need to be drawn from a setback of 2.4m on a revised plan.

### **Highway Safety**

Seven PICs have been recorded within 500 metres of either side of the site access along London Road (B4669) in the last five years. Of these, two were classified as 'serious' in severity whilst five were classified as 'slight' in severity. The LHA notes that one of the PICs (classified as 'slight') occurred at the location of the site access, although having reviewed the circumstances of this incident the LHA is satisfied that this is an isolated incident with no connection to the site access.

For all other incidents, has considered the circumstances of the above PICs and considers that there are no spatial trends / patterns in the observed data. The LHA is therefore satisfied that there are no existing highway safety issues in the vicinity.

### **Layout**

The LHA understands that the internal layout of the site is not to be considered under this outline planning application and as such the LHA has not considered the indicative layouts. The LHA would require turning facilities in accordance with the LHDG to ensure all vehicles can leave the site in a forward gear.

**Date Received**  
**7 January 2025**

**Case Officer**  
**Daniel Putnam**

**Reviewer**  
**BD**

**Date Issued**  
**14 February 2025**