

From: Ben T Dutton <Ben.Dutton@leics.gov.uk>
Sent: 08 April 2026 15:52:09 UTC+01:00
To: "Lauren McCullagh" <lauren.mccullagh@harrislamb.com>; "Peter Barron" <Peter.Barron@leics.gov.uk>
Cc: "Simon Hawley" <simon.hawley@harrislamb.com>; "Tim Hartley" <Tim.Hartley@hinckley-bosworth.gov.uk>; "Edward Stacey" <Edward.Stacey@hinckley-bosworth.gov.uk>; "callum thornton-baker" <davidbaker@redboxsecurities.com>; "Philip Taylor" <philip.taylor@savoy-consulting.co.uk>
Subject: RE: Submission of Rebuttal to Local Highway Authority Position Statement - Appeal Refs. 6002755, 6002756, 6002757 & 6002758 (Crabtree Farm)

External Email

Dear Lauren,

The Local Highway Authority (LHA) previously reviewed the following drawings which were referred to in my 24th March 2026 email:

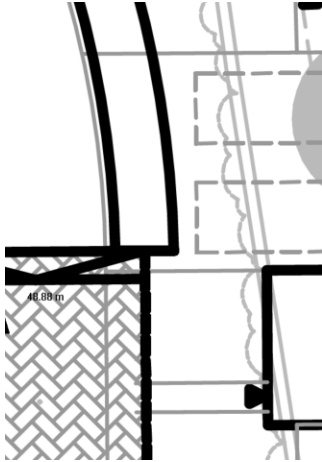
- Geoff Perry Associates Limited drawing number A951 005 Rev. P (Overall Site Layout)
- Savoy Consulting drawing number DWG-Rev. C (Internal Road Layout)
- Savoy Consulting drawing number DWG-02 Rev. C (Refuse Vehicle Swept Path Analysis)
- Savoy Consulting drawing number DWG-03 Rev. C (Refuse Vehicle Swept Path Analysis)
- Savoy Consulting drawing number DWG-04 Rev. C (Refuse Vehicle Swept Path Analysis)
- Savoy Consulting drawing number DWG-05 Rev. C (Site Visibility Splays)

Whilst we would usually only review site layouts either as a result of formal consultation from the Local Planning Authority as part of a live planning application or as part of pre-application advice, in this instance given the appeal we have continued to review the proposals in the interests of all parties. This is currently at much shorter timescales than would usually apply give the limited timescales.

Following a review of the latest drawings (attached), I can advise that the internal road network would still not be considered suitable for adoption. As per previous advice however, this would not be a reason for the LHA to refuse the proposals and the internal road network could remain in private ownership. The LHA maintain its advice that the issues below could be resolved at the S38 stage, however potentially some changes could require a S73 application to be submitted.

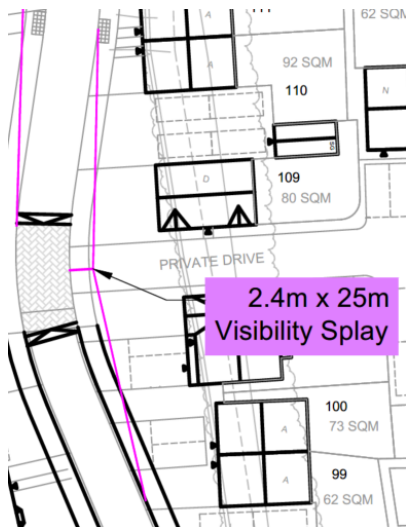
Drawing: Internal Road Layout Plan DWG-01 Rev D

1. The LHA do not require bend widening on the speed reducing bends “S” bend and would expect to see an inside kerb radii of 6m with no overrun area on these two bends. This can be finalised as part of the s38 design review. However, there are a number of bends which are on both the western and eastern side of the development which appear to bend through at more than 20 degrees, thus the requirement for bend widening at such locations. As the carriageway widths will need to be widened at such locations, which could impact on individual plots so this would need to be resolved at the planning stage.
2. For roads to be adopted by LCC, they must serve a minimum of six residential dwellings which the stub road between Plots 24 and 41 does not, nor can it be classed as a required turning head as this facility is provided as the end of the shared surface. If designed accordingly a vehicle crossover arrangement should allow access for any necessary, refuse vehicle access. The footway construction should be strengthened in this location to allow large vehicles to overrun and not cause damage. With regards to the speed table, this is not located in an acceptable location as the feature is too close to the speed ramp into the shared surface which is approximately 20m apart and should be designed at 60m spacings.
3. Noted that the speed table ramp is now located at the start of the shared surface, which is acceptable. However, a 20m spacing between the two raised speed table features is not acceptable as discussed above and therefore the speed table outside of plot 15 will be required to be relocated
4. Shared surface areas now have a speed table ramp provided at the entrance and are acceptable.
5. Speed table ramps need to be located 1m away from private drive dropped kerbs to allow suitable construction, for example the arrangement below could not be constructed. The footways should also extend approximately 2m within the shared surface to allow suitable pedestrian access.



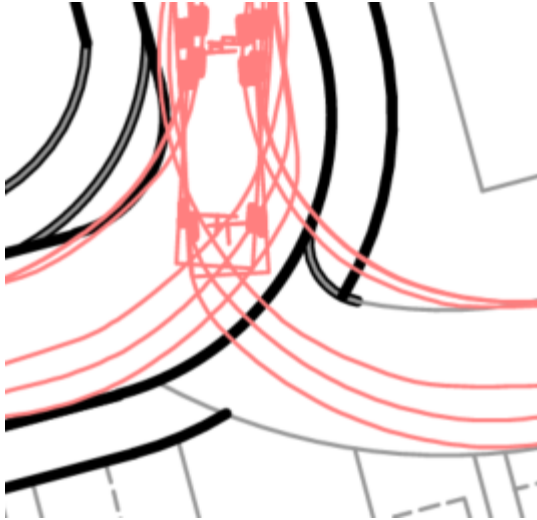
Drawing: Site visibility Splays DWG-05 Rev D

1. To clarify the visibility splays need to be as per the LHDG and offset 1m from the kerf face, as this will determine any additional areas required for LCC adoption, for example the image below (between Plots 101 and 109) currently shows visibility splay areas falling within private land, which is not acceptable and would need to be put forward for adoption; however, these areas will be reduced or potentially removed if the visibility splays are drawn correctly. Forward visibility splays have not been shown and these will need to fall fully within the extents of the highway.



Drawing: Refuge Vehicle Swept Path Analysis DWG-02, 3 & 4 Rev D

2. Tracking shows some overrun into private gardens and will need to be rectified.



General comments

- Whilst it does not form part of the adoptable highway it is worth noting that Private drives should accord to table 13 of the LHDG.

Notwithstanding the above, the LHA is willing to continue to work with the Appellant and the LPA to deliver an adoptable layout for the proposed development subject to resources being available.

Kind regards

Ben Dutton

Transport Planner

Highway Development Management

Leicestershire County Council

E-mail: ben.dutton@leics.gov.uk

Tel: 0116 305 8258

Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter

From: Lauren McCullagh <lauren.mccullagh@harrislamb.com>

Sent: 07 April 2026 15:03

To: Peter Barron <Peter.Barron@leics.gov.uk>; Ben T Dutton <Ben.Dutton@leics.gov.uk>

Cc: Simon Hawley <simon.hawley@harrislamb.com>; Tim Hartley <tim.hartley@hinckley-bosworth.gov.uk>; Edward Stacey <edward.stacey@hinckley-bosworth.gov.uk>; callum thornton-baker <davidbaker@redboxsecurities.com>; Philip Taylor <philip.taylor@savoy-consulting.co.uk>

Subject: Submission of Rebuttal to Local Highway Authority Position Statement - Appeal Refs. 6002755, 6002756, 6002757 & 6002758 (Crabtree Farm)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Peter, Ben,

I am emailing to make you aware of the submissions below which contain a rebuttal and revised highways plans in response to the Highway Authority's Position Statement that was received on 26th March.

The Core Documents List and "Plans requested to be approved" lists were also updated accordingly and submitted.

Kind regards,

Lauren

Lauren McCullagh

Senior Planner

DDI 0121 213 6050

SWITCHBOARD

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From: Lauren McCullagh <lauren.mccullagh@harrislamb.com>

Sent: 02 April 2026 12:17

To: North3 <north3@planninginspectorate.gov.uk>

Subject: Submission of Rebuttal to Local Highway Authority Position Statement - Appeal Refs. 6002755, 6002756, 6002757 & 6002758 (Crabtree Farm)

Good afternoon,

Please find attached a letter to the Planning Inspectorate (E18) which sets out details of the rebuttal to the Local Highway Authority's Position Statement, which was received only recently on 26th March.

The Letter (E18) and Rebuttal (E19) sets out further details of this submission. The five highway plans which were previously submitted have been subject to minor revisions and are contained in the zip folder – these are titled with Core Documents references in order to relate to each of the four appeals.

The Core Documents List and "Plans requested to be approved" lists (I5, I6, I7, I8) have been updated accordingly.

These submissions are in respect of appeals referenced 6002755, 6002756, 6002757 & 6002758 (Crabtree Farm).

I would be grateful if you could confirm receipt.

Kind regards,

Lauren McCullagh BA (Hons) MA MRTPI

Senior
Planner

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