

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: 23/01177/FUL

Highway Reference Number: 2023/1177/04/H/R1

Application Address: Land At Crabtree Farm Hinckley Road Barwell Leicestershire

Application Type: Full

Description of Application: Re-consultation. Residential development of 45 dwellinghouses with garage and associated driveway, open space, landscaping, drainage and LEAP (Revised scheme 22/01053/FUL)

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 reconsulted 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 previously advised within its observations dated 27th March 2024 that 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.

The LHA advise that as per the previous response, submitted to the LPA on 27th March 2024, an identical response has been provided in respect of all four applications.

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

- Technical Note (TN) dated June 2024 and authored by Savoy Consulting
- White Ridge Architecture drawing number DWG-05

The LPA have advised the LHA that the proposals should be considered as a new application for 126 dwellings and assessed as such. It is therefore highlighted that despite previous planning approvals totalling 96 dwellings at the site, given the current four live planning applications represent a total of 126 dwellings, the residual cumulative impacts of the developments on the road network have not been assessed in accordance with Paragraph 115 of the NPPF (December 2023).

Furthermore, the LHA have also not established the cumulative impact of previous applications submitted and approved at the site, given the gradual way they have been submitted. Therefore, the requirements for any off-site works or contributions towards improvements at existing junctions cannot be confirmed at this stage.

Site Access

The LHA previously requested swept path analysis and details of appropriate visibility splays in line with recorded 85th percentile vehicle speeds for accesses onto Hinckley Road.

The Applicant has now undertaken an automatic speed survey at the location of street lighting column no. 79 to the west of the western access. The survey was undertaken between Friday 19th and Thursday 25th April 2024 under Leicestershire County Council (LCC) permit number 240415-0745000061-24538. This has indicated 85th percentile speeds of 35.9mph eastbound and 39.8mph westbound.

Based on the recorded 85th percentile speeds and Part 3, Table DG4 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) visibility splays of 2.4 x 65m should be provided in both directions. The Applicant has submitted White Ridge Architecture drawing number DWG-05 which details 2.4 x 65m visibility splays in each direction at the western access. Whilst the western splay is not shown in a straight line, the LHA accept that appropriate visibility can be achieved at that access. Visibility has not been shown at the eastern access; however the LHA is satisfied a similar splay could be achieved at that access.

Notwithstanding the above, the LHA previously advised the Applicant to provide a single point of access to the site off Hinckley Road and that 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). This would have the benefit of reducing the number of conflict points on a C classified road. Based on Part 3, Table DG1 of the LHDG, a single development of this scale would usually only require a single point of access to the site.

Unfortunately, the Applicant has not given this any consideration within the submitted TN. The LHA therefore encourages the Applicant to provide a single point of access to the site off Hinckley Road.

The LHA have no objection to the additional access points off Crabtree Road and Powers Road, given these are unclassified cul-de-sacs and would serve a low level of development.

Highway Safety

The LHA previously advised that the Applicant did not appear to have considered the latest five-year Personal Injury Collision (PIC) data within the vicinity of the site. Subsequently, the Applicant has obtained PIC data from LCC for between 1st January 2019 and 2nd January 2024.

The Applicant has identified two PIC's have occurred within their study area during the last five years, which were both recorded as slight in severity. The first PIC occurred at the junction of the A447 with Hinckley Road in December 2019 involving a collision between two vehicles at the crossroads. The second PIC occurred at the junction of Hinckley Road with St Mary's Avenue involving a single vehicle. The Applicant states that the proposed development would not have a material impact on road safety or the local highway network.

In addition to the two PIC's which have been identified by the Applicant, the LHA is aware of an additional PIC which occurred in May 2024 at the junction of Hinckley Road and Moat Way. This was recorded as slight and involved a collision between a vehicle and two parked vehicles.

Notwithstanding the additional PIC, the LHA is satisfied there are no specific patterns or trends in the PIC's which have occurred and that the proposals are unlikely to exacerbate an existing highway safety concern within the vicinity of the site access. PIC analysis will however need to be expanded to cover the additional study junctions detailed further below.

Trip Generation

Whilst the LHA accepts the trip rates, further information on trip distribution was required. The Applicant has now undertaken trip distribution analysis using 2011 Census data. The LHA accepts the trip distribution analysis which suggests approximately 65% of traffic generated by the development will travel to/ from the west and 35% to/ from the east respectively.

Given the level of traffic generated by the overall site and the fact that the impact of development of the site has never been assessed by the Applicant as part of previous applications, the LHA advise that the trip distribution analysis should be expanded to cover a wider area, including the Hinckley Road/ A447 Ashby Road/ Rogues Lane crossroads given approximately 46 two way trips head towards this junction in both peak hours and the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction, given the LHA are aware of capacity issues at this junction during peak hours.

Junction Capacity Assessments/ Off-Site Implications

The LHA previously requested the Applicant undertake a capacity assessment at both the western and eastern accesses onto Hinckley Road for the Applicant to demonstrate the access could operate within capacity.

The Applicant undertook a traffic count as part of the speed survey and based the capacity assessments on the average weekday traffic flows between 08:00 – 09:00 and 16:00 – 17:00. It should be noted that eastbound traffic flows were higher between 16:00 – 17:00 than between 17:00 – 18:00.

The 2024 traffic counts have been factored up to 2029 levels using TEMPro traffic growth factors, which are accepted by the LHA. The Applicant has then compared the 2024 base + development and 2029 base + development scenarios.

The LHA previously advised several committed and live developments in the area required consideration by the Applicant, including the Barwell Sustainable Urban Extension (12/00295/OUT) and 850 dwellings at Land North-East of Triumph Motorcycles (15/00188/OUT). In addition, it was advised several live developments were considered as part of a sensitivity test, including Earl Shilton SUE and 239 dwellings at Land East of The Windmill Inn, Brascote Lane, Newbold Verdon (23/01037/OUT). All but application reference 23/01229/OUT (Land East Of The Common Barwell, 95 dwellings) have now been granted planning permission.

The Applicant has not considered any of the committed or live developments previously listed by the LHA.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of both junctions onto Hinckley Road not predicted to exceed 0.85 with the development in place in 2029 and indicate that they would both operate with considerable spare capacity and minimal delays. Nevertheless, given the committed developments in the area have not been included in the assessment, consideration of these is required along with consideration of a single point of access. In addition, as the cumulative impact of the site as a whole on the wider highway network has never been assessed by the Applicant, the LHA request capacity assessments of at least the Hinckley Road/ A447 Ashby Road/ Rogues Lane crossroads given the level of traffic likely to travel through this at peak times and the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction given the LHA's capacity concerns at that junction.

Internal Layout

The Applicant has submitted White Ridge Architecture drawing number DWG-05 which provides details of the overall site layout for the four planning applications. The LHA advise that whilst it appears a 2.0m wide footway has been provided along the western access to the site, the previous comments raised by the LHA within the 27th March 2024 observations remain in full and do not appear to have been addressed by the Applicant.

Given the above, the internal layout for the site is therefore not considered suitable for adoption by Leicestershire County Council. The LHA advise that the Applicant must revise the internal layout of

the site at this stage, should they wish for the internal spine roads to be adopted by Leicestershire County Council, as this may affect the location of plot types.

Transport Sustainability

The LHA previously suggested that a Travel Plan was submitted to cover the overall site. Disappointingly, this has not been provided by the Applicant. When considering the proposals as a development for 126 dwellings, such a document is required.

Closing

The LHA advise that when considering the impact of 126 dwellings based on the advice provided by the LPA, the following additional information should be submitted by the Applicant to the LPA for consideration by the LHA:

- The LHA strongly advise the Applicant should consider and provide a single point of access to the site on to Hinckley Road, the design of which should also subject to a Stage 1 Road Safety Audit;
- Analysis of PIC data for all study junctions;
- Additional capacity assessments of at least the Hinckley Road/ A447 Ashby Road/ Rogues Lane and the A47 Normandy Way / A447 Ashby Road / B4667 Ashby Road signalised junction, as well as a single point of access onto Hinckley Road;
- Consideration of committed developments within the capacity assessments;
- Amendments to the internal layout of the proposals as detailed above; and
- Provision of a Travel Plan for the site.

Date Received
18 July 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 September 2024