

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: 24/00610/OUT

Highway Reference Number: 2024/0610/04/H/R1

Application Address: Cadent Brick Kiln Street Hinckley Leicestershire LE10 0NA

Application Type: Outline (with access)

Description of Application: Re-consultation. The erection of up to 195 dwellings (including affordable housing). All matters are reserved except access together with landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Kerry Andrews

County Councillor: Cllr Stuart Bray

Parish:

Road Classification: Adopted Unclassified

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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for the erection of up to 195 dwellings. The proposals are located at Cadent, Brick Kiln Street, Hinckley. All matters other than access are reserved at this stage.

The LHA have reviewed the following documents which have been submitted by the Applicant in support of the proposals:

- Transport Assessment authored by TTC (reference 210891-01 dated 31st May 2024)
- Framework Travel Plan authored by TTC (reference 210891-02 dated 31st May 2024)

The LHA is aware of application reference 21/00875/HYB, which was a hybrid planning application comprising of outline permission for the demolition of the existing buildings and erection of up to 110 dwellings accessed from St George's Avenue and associated infrastructure (access only) and

full planning permission for the demolition of existing buildings and provision of 73 car parking bays for the retained office buildings. That application was withdrawn by the Applicant on 15th March 2023. The LHA advised further information was required in respect of the proposals within its observations dated 30th September 2021, however it was stated:

'While the LHA currently has no major concerns with the proposals, additional information is requested in respect of the parking arrangements within the site and how a situation whereby the redundant offices could remain in occupation while car parking spaces are removed could be avoided....'

The LHA are aware the office blocks have since been demolished and the site has been cleared.

Site Access

Vehicular access to the site would be off Brick Kiln Street, an adopted, unclassified road subject to a 30mph speed limit. Brick Kiln Street connects to Coventry Road, a B classified road (B4666) subject to a 30mph speed limit. The proposed site access arrangements are shown in TTC drawing number 210891-01 Rev. A contained in Appendix E.

The Applicant intends to upgrade Brick Kiln Street to a 6.75m wide carriageway with 2.0m footways on either side. To accommodate the widening of the carriageway and footway the, Brick Kiln Street/Coventry Road junction would be realigned approximately 4.0m to the west of the existing access. This would also enable a 10.0m radii to be provided at the junction.

In order to ascertain visibility at the access is appropriate, a speed survey has been undertaken to the west of the site access, which indicates 85th percentile speeds of 30.6mph eastbound and 31.2mph westbound. This was undertaken as part of an Automatic Traffic Count to the west of the site access between Tuesday 7th November – Monday 13th November 2023 and the LHA can confirm a permit was obtained from Leicestershire County Council (LCC) to undertake the survey. The Applicant has calculated speeds based on off peak hours between 10:00 – 12:00 and 14:00 – 16:00, however as these are higher than the 24-hour average, the LHA is satisfied visibility splays are measured on robust vehicle speeds.

Visibility splays have been based Manual for Streets 2 guidance, with 2.4 x 43.8m available in a westerly direction and 2.4 x 45.1m in an easterly direction. The LHA advises these are considered to be acceptable.

An independent Stage 1 Road Safety Audit (RSA1) has also been undertaken of the site access proposals. This is included within Appendix B of the Applicants TA. The RSA1 raised two problems, one in respect of drainage and one in respect of swept path analysis. The Applicant has subsequently stated within a Designer's Response that drainage will be considered at detailed design and provided swept path analysis of a refuse collection vehicle using the access.

The LHA accepts that drainage can be considered at detailed design. In respect of the swept path analysis, the LHA requests that this is undertaken at a 15kph vehicle speed and that the speed used is confirmed on the drawing, the LHA also request further consideration is given to the pedestrian refuge on Coventry Road as it appears there is very little room for driver error when turning right out of Brick Kiln Street onto Coventry Road as the vehicle appears very close to the refuge.

The LHA is aware of an existing access to the Lidl store, which would meet the re-aligned Brick Kiln Street at an unusual angle. The Applicant has stated that it should be noted the access is not

for general deliveries to the store, rather access would only be required for servicing and maintenance. The existing access to the compound also measures 2.5m in width so has not been designed to accommodate large HGVs as the gate would need to be wider. In addition, the Applicant states that the angle the service area meets the access road is slightly less acute compared to the existing arrangement and provided swept path analysis of a small van undertaking most manoeuvres at the access. The left in manoeuvre has not been shown, which the LHA considers could be the most difficult.

Under the site-specific circumstances, the LHA accepts that the retention of the existing Lidl access and the angle at which it meets the highway to be acceptable. This is on the basis that vehicles would not be likely to turn right out of or left into the access at present due to the Cadent site being private. In addition the proposals would not form a vehicular through route, so there is unlikely to be any need for vehicles to turn right out of, or left into, the Aldi access in the future.

Currently there is a secondary vehicular access to the site via Trinity Vicarage Road. The Applicant has stated within the TA that the access is gated and prior to the Covid-19 pandemic, was used for two 15 minute periods between 16:00 – 16:15 and 17:00 – 17:15 by approximately 30 vehicles per day. The Applicant understands there are no existing planning conditions which would prevent more regular use of this access if required. The submitted masterplan drawing (DGL Ltd drawing number DGL_230929_5830.001) details that this access would potentially be used as an emergency access. It is also detailed within the TA that a pedestrian/ cycle link would be provided. The LHA advises that an emergency access would not be required under the site-specific circumstances, however a pedestrian/ cycle link to the site would be welcomed and encouraged to provide improved permeability to the proposed development/ surrounding area. The Applicant would need to ensure that this was designed to prevent vehicular access to the site. Pedestrian/ cycle links to St George's Avenue and Clarendon Park would also be welcomed to improve permeability between the site and the surrounding area.

Highway Safety

The Applicant has obtained Personal Injury Collision data from LCC for between 1st January 2019 and 2nd January 2024. A table detailing the Applicants study junctions and links, along with the number of PIC's which have occurred at each is provided within Table 2.6 of the Applicants TA.

Further to the PICs identified by the Applicant, the LHA is aware of an additional three PICs which have occurred since January 2024. These were all recorded as slight. The PIC's occurred on Coventry Road, east of Maple Drive, Rugby Road to the north of the Granby Road junction and Regent Street to the north of the Coventry Road junction. These involved a rear end shunt, a collision between a vehicle and a pedestrian and an incident involving a parked vehicle and a pedestrian.

The LHA note the greatest number of PIC's occurred at the Dodwell's Roundabout (A5 Watling Street/ A47 Dodwell's Road/ B4666 Coventry Road) with a total of five slight and two serious PIC's within the last five years. This roundabout falls under the jurisdiction of National Highways. Six PICs occurred at the B4666 Coventry Road/ B4667 Trinity Lane/ B590 junction. This included five slight and one serious PIC. In respect of this junction, the Applicant has advised that three of these involved pedestrians and all PIC's occurred on different arms of the junction. The Applicant considers that the proposed development would be a low trip generator and is unlikely to result in a material impact on the PIC statistics at this junction.

After reviewing the Applicants PIC analysis, as well as consideration of the level of trips the proposals could generate in comparison to the former use, whilst all PICs are regrettable, the LHA accept the proposals are unlikely to exacerbate an existing highway safety concern.

Trip Generation and Distribution

The Applicant has advised the former office blocks were demolished to make way for the residential development. It is stated that whilst it is recognised that the traffic associated with the former employment use is no longer on the network, the trips historically generated by the site were successfully accommodated on the local network until relatively recently. The site also has a designation as employment use within the LPA's local plan. Therefore, to provide an indication as to how the proposed development compares to the previous use, a trips comparison has been undertaken. This includes consideration of how the former and proposed trips are distributed and assigned across the local and strategic highway network.

Former Employment Use

The Applicant has stated that the former employment use of the site covered approximately 16,258 sqm and there were approximately 900 car parking spaces. Traffic surveys were not undertaken at the site when it was fully operational and the Applicant has therefore used the TRICs database in order to estimate the level of traffic the former use of the site could generate.

The TRICs trip rates accepted by the LHA as part of application 21/00875/HYB and shown in Table 5.1 of the TA have been used by the Applicant in order to consider the level of traffic the former employment site could have generated. This is accepted by the LHA.

Proposed Residential Use

The Applicant has also used the same TRICs trip rates accepted by the LHA as part of the previous application for the proposed residential use, which are shown in table 5.2 of the TA. This is accepted by the LHA.

Trip Comparison

The Applicant has then undertaken a comparison of the proposed development and the former employment use as shown in Table 1 below.

Time Range	Use	Arrive	Depart	Two-way
Trips				
AM Peak Period (08:00 – 09:00)	Former Employment	230	35	264
	Proposed Residential	23	73	97
	Difference (Resi – Empl)	-207	+38	-167
PM Peak Period (17:00 – 18:00)	Former Employment	27	150	177
	Proposed Residential	66	38	104
	Difference (Resi – Empl)	+39	-112	-73
Daily (07:00-19:00)	Former Employment	778	791	1569
	Proposed Residential	397	429	826
	Difference (Resi – Empl)	-381	-362	-743

Table 1: Trip comparison.

As shown, the proposed development would result in a reduction in the level of traffic which could be generated by the former employment use in both peak hours and throughout the day.

Trip Distribution

The Applicant has based the residential trip distribution on 2011 Census data for the Hinckley & Bosworth 012 Middle Super Output Area. However, given the scale and location of the proposed development, LHA would advise the use of LCC's Pan Regional Transport Model (PRTM) to assess the impact of the development on the surrounding highway network as opposed to Census data. This could, for example, provide trip distribution / assignment as well as having committed developments already taken into account within extracted flows. Therefore the LHA would advise the applicant to contact ETCF@leics.gov.uk and liaise with the Highway Development Management Team to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information.

PRTM will also take into account the sensitivity of the local highway network in this location which experiences delays/congestion and will assist with the impact on journey times and help to identify the redistribution of existing traffic due to the proposed development.

Junction Capacity Assessments

As per the above, the former employment use of the site would have generated a higher level of traffic than the proposed residential use. The Applicant has however acknowledged that the traffic associated with the former employment use is no longer on the network. In addition, the former employment use would have a different traffic profile to the proposed residential use, with the residential use generating more departures from the site in the AM peak, and more arrivals during the PM peak. As a result, capacity assessments have been undertaken by the Applicant on the basis that all of the proposed residential traffic is new to the network, with no allowance being made for the former office use. This is welcomed by the LHA, given the office blocks have been demolished and the LHA would not now consider to be a fallback position for the site.

The Applicant has identified that 30 or more additional two-way trips (e.g. 15 arrivals and 15 departures) would occur at the following junctions:

- Site Access (Brick Kiln Street)/B4666 (Coventry Road) Priority T-junction;
- Granville Road/B4666 (Coventry Road) Priority T-junction;
- Granville Road/Rugby Road (B590) Priority T-junction;
- B590/ B4666 (Coventry Road)/B4667 Signal Junction;
- B590/Rugby Road Signal Junction;
- B590/Brunel Road West Signal Junction; and
- Westfield Road/Hawley Road (B590)/Rugby Road Signal Junction.

Traffic counts were undertaken at all junctions as follows on either Tuesday 7th November 2023 or Tuesday 23rd April 2024. The Applicant applied to LCC for survey permits at all junctions. The Applicant has factored up all 2023 traffic flows to a 2024 base year using TEMPro traffic growth factors. These have then been factored up to a 2029 base scenario. The LHA accepts the traffic growth factors used. While the flows have also been factored up to the year 2034, this is not considered necessary by the LHA unless the Applicant believes construction would not be completed until 2034.

Further consideration will be given to junction capacity assessments following additional work by the Applicant on the developments trip distribution.

Off-Site Implications

The LHA will give further consideration to any off-site implications resulting from the development traffic following revised junction capacity assessments.

Internal Layout

The internal layout of the development is not for consideration at this stage, therefore the LHA has not reviewed this in detail. It is advised that given the scale of the proposed development, the internal roads should be designed in accordance with the LHDG and put forward for adoption by LCC, should the LPA grant planning permission for the proposals.

Transport Sustainability

The LHA has reviewed the submitted Framework Travel Plan and advise that although the travel plan provides a good overview on existing infrastructure and services, the action plan (table 8.1) is lacking in detail and commitment to how the travel plan coordinator is going to encourage behaviour change. The LHA therefore would request the applicant to review the action plan and commit to a programme of initiatives/incentives that can be delivered over the course of the travel plan. This can include a set programme. An example has been provided below, which may be of benefit for the Applicant:

Type of Transport	Intervention	Responsibility	Trigger for introduction / Frequency
Active Travel	Provision of a shared ped/cycle footpath within the estate to connect the entrance of the development to the external road network	Developer	During the site build
	Provision of covered, secure cycle parking in a prominent location close to the entrance of the unit	Developer	During the site fit-out
	Personalized Travel Plan Clinic	Travel Plan Coordinator	Within 1 month of occupation and twice per year
	Free Dr. Bike cycle maintenance sessions for employees cycling to work.	Occupier's Travel Plan Coordinator	From first occupation. Twice per year (Spring/Summer)

In addition, the plan has been titled as a *Framework* Travel Plan, however as this is for a residential development, a *Full* Travel Plan should be submitted.

As detailed further above, the LHA welcome the proposals to provide pedestrian/ cycle links to Trinity Vicarage Road, St George's Avenue and Clarendon Park as this would enhance the permeability of the site and surrounding area. The LHA also welcomes the review of sustainable travel options within the TA.

The LHA would require 1 x travel pack (currently £52.85 per pack if supplied by LCC) and 2 x application forms for six month bus passes (currently £510 per pass for an Arriva service) per dwelling to inform new residents of sustainable travel options in the area and encourage modal shift.

Closing

The LHA advise that the following additional information is required to be submitted to the LPA by the Applicant for further consideration by the LHA. Notably, but not limited to:

- Swept path analysis confirming a 15kph design speed;
- Further consideration of the pedestrian refuge location on Coventry Road; and
- Analysis of the developments trip distribution using PRTM, along with detailed junction capacity assessments.

Date Received
18 July 2024

Case Officer
Ben Dutton

Reviewer
RD

Date issued
15 August 2024