

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: 24/00854/REM

Highway Reference Number: 2024/0854/04/H/R3

Application Address: Land East Of The Windmill Inn Brascote Lane Newbold Verdon Leicestershire

Application Type: Reserved Matters

Description of Application: Re-consultation. Application for Reserved Matters (site layout, scale, appearance, and landscaping) of outline planning application 22/00277/OUT for 239 dwellings with associated internal road layout, car parking, drainage, and landscaping.

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Ms Esther Wiles

County Councillor: Ross Hills

Parish: Newbold Verdon

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a Reserved Matters application (appearance, landscaping, layout, scale) of outline application 22/00277/OUT for a residential development of up to 239 dwellings. The site is located at land east of the Windmill Inn. Brascote Lane, Newbold Verdon.

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

- General arrangements, drawing number 23042 015 Rev D;
- Planning Layout, drawing number TGDP/BLNV/PL-1 Rev F; and
- Planning Layout - TGDP/BLNV/PL-1-500 Rev F.

The LHA have previously advised several times that whilst it had no objection to the proposals, amendments would be required to the internal road layout at the application stage should the Applicant wish for the internal roads to be adopted by Leicestershire County Council (LCC). Disappointingly, this still appears to be the case.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide (LHDG) within this report. These are identified in bold, underlined and in blue text.

Since the LHA's previous observations were submitted to the LPA for this application, formal observations have been submitted for application reference 24/01158/OUT (135 dwellings – Land off Brascole Lane, Newbold Verdon) on 10 February 2025. That development would be accessed via the internal roads for this site. The LHA wish to make both the LPA and Applicant aware that the LHA have advised the layout of this site should be future proofed to accommodate the further development, in the event that is also granted planning permission. Failure to provide an adoptable road layout as part of this application would mean that the internal road network for that development would also not be considered for adoption.

Internal Layout

As advised previously, 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 [LHDG](#).

The LHA advise again that currently the proposals would still not be suitable for adoption. The following amendments would be required at this stage prior to the application being determined:

- Speed control - Still requires amending to comply with our maximum spacing between features, as detailed in the LHDG. Further information can be found [here](#).
- Unadoptable road design - The design plan details that the roads shown below, fail to serve the required number of direct frontage access points (minimum of 6 or more) as detailed below within Figure 1. Further information can be found within the LHDG [here](#).



Figure 1

- Future development - The LHA notes the developer may look to use roads STR05 and STR14 to extend the development in the future, the developer will need to note that LCC will not adopt this road as it fails to serve the required number of direct frontage access points.
- Turning head radii - Turning head radii detailed as 7.5m this requires amending to comply with our design guide, further information relating to our design standards can be found in the LHDG [here](#).
- Junction radii - Some junctions are detailed with 7.5m radii which will need to be amended to comply with the LHDG requirements. Further information relating to junction radii can be found [here](#).
- Tracking- Please provide a tracking plan to detail junctions, bends and turning heads. A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. At turning heads and for reversing movements in service yards, the slower, default swept path vehicle speed is acceptable.
- Swept path analysis details are required for 11.2m long refuse vehicles and 18.55m long heavy goods vehicles at turning heads (unless the borough or district already uses a larger vehicle, in which case that vehicle should be used) to ensure they can be satisfactorily navigated. A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. At turning heads and for reversing movements in service yards, the slower, default swept path vehicle speed is acceptable. The speeds used should be details on the plans.
- Water Courses - Our records show there is a water course running through the development site. Please make contact with the Local Lead Flooding Authority at Flooding Flooding@leics.gov.uk, if your proposed works affect the existing water course.

- Easements – If the developer is required to culvert a water course under the proposed public highway, we will require a 3m easement to be provide at each end and either side of this feature.
- Please note! Gradients should conform to the standards set out in Table 3 of the LHDG which can be found [here](#).

Date Received
5 February 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
14 February 2025