

Normandy Way, Hinckley
Technical Note – Response to LCC Highways
January 2026
Our Ref: 29480-TRAN-0802 – Revision A

Introduction

MEC Consulting Group Ltd (MEC) has been commissioned by Morro Partnerships (also referred to as ‘the Client’) to provide Transport advice in support of a residential development on land north of Normandy Way, Hinckley, Leicestershire (also referred to as the ‘Site’).

The site is located in on the north-eastern settlement edge of Hinckley as shown on **Figure 1.1**. It has an existing use for allotments, which are accessed via a simple priority junction from the A47 Normandy Way.

Figure 1.1: Site Location



Source: Google Earth

The development proposals comprise a residential development of up to 25 No. dwellings (planning use class C3) in an edge of settlement location in Hinckley, north of the A47 Normandy Way and directly adjacent to existing residential development. The proposals are shown on the Site Layout Plan in **Appendix A**.

The development is subject to a full planning application (reference 25/00199/FUL) which was validated by the local planning authority (LPA) – Hinckley and Bosworth Borough Council (HBBC) – on 4th March 2025. This was informed by pre-application advice obtained from the LPA as per the documentation in **Appendix B**, and an Access Design and Transport Statement (TS) prepared by MEC, as included in **Appendix C** and **D**.

Formal comments on the application were provided by LCC highways in July 2025 and December 2025. The July comments are included in **Appendix E**, and were responded to by MEC to LCC highways via email in August 2025 as per **Appendix F**.

This Technical Note has been prepared to respond to the December 2025 comments from LCC highways, but also to the July 2025 comments so a ‘single response’ is provided to enable planning approval to be granted in highways terms. This regarding a sustainable development that will not have a significant impact on the operation of the road network in highway safety or capacity terms.

Planning Context

Early engagement has been conducted throughout the application process by the Client, including obtaining pre-application advice from HBBC in January 2025. This is included under document reference 24/10147/PREMAJ in **Appendix B**.

The pre-application comments included high-level advice from LCC highways and ‘detailed’ comments which it had provided previously, as noted in the extract below:

- *“Paragraph 116 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”; and*
- *“Detailed comments are provided in the comments provided by LCC highways and are not repeated here for brevity.”*

LCC highway’s ‘detailed’ comments are included in **Appendix B** under ‘Highway Reference Number’ 2024/5773/04/HEN and advised, amongst other aspects, that:

- *“The LHA will require the Applicant to consider how the site would be accessed for right turning vehicles from Normandy Way into the site. At the very least, amendments will be required to the central hatching to allow / encourage vehicles to wait in the area to turn right. Given the nearby right turn lane into Cornwall Way and the central hatching fronting the site however, consideration should also be given as to whether there is potential for an appropriately designed right turn lane”; and*
- *“It should be noted that the LHA are aware that a junction improvement scheme is currently being designed by Leicestershire County Council for the Normandy Way (A47) / Ashby Road (A447 / B4667) signalised junction. Consideration of the proposed access arrangements in respect of the improvement scheme may be required at the time of application, however at present the LHA are not able to provide details of the proposed scheme.”*

MEC response

A response is provided below in support of the Client’s proposals.

It is evident from the Access Design (MEC Drawing No. 29480_08_020_01B) and March 2025 Transport Statement that the above pre-application advice has been adhered to, i.e.:

- A right turn bay is provided with hatching off the A47 Normandy Way, which has been ‘appropriately’ designed using the Design Manual for Roads and Bridges (DMRB), including appropriate deceleration lengths, turning lengths and direct tapers;
- Indeed, the Client’s proposals go further than this in provided a dedicated crossing facility for pedestrians of the A47 Normandy Way (uncontrolled crossing) south of Cornwall Way which improves the existing situation in highway safety terms given pedestrians currently need to park in adjacent estate roads, including Normandy Way, to cross the A47 on foot into the allotments;
- Visibility splays have been derived from 85th percentile speed data collected by the Client meeting LCC’s requirements (2.4m x 120m) as per Table 6 of the Leicestershire Highway Design Guide (LHDG) 2024 and as shown on Drawing No. 29480_08_020_01B. The access has also been tracked and designed to adoptable standards by LCC; and
- The Transport Statement has also provided a review of the most recent 5-year personal injury collision (PIC) records that were purchased from LCC highways and indicated a collision rate of 2.4 PICs per year which, for a road carrying Annual Average Daily Traffic (AADT) flows of 17,297 – as per the February 2025 Automatic Traffic Counts (ATCs) submitted with the TS – is not considered to demonstrate that there is significant highway safety concern on LCC’s highway network prior to consideration of the proposed development.

In addition, the TS demonstrated that the development was in a sustainable, edge of settlement location near to existing public transport routes and local amenities – and – the increase in traffic resulting from 25 No. dwellings on the network during the weekday AM 0800-0900 and PM 1700-1800 periods (12 AM and 10 PM two-way vehicles) would be unlikely to generate a significant impact on the operation of the highway network in capacity terms.

It is therefore concluded – prior to review of LCC highways’ July and December 2025 formal comments on the application – that early engagement was conducted by the Client at pre-application stage, and the pre-application

advice obtained has been implemented in the March 2025 Transport Statement.

LCC Highways Comments / MEC Response

A single response is now provided below against each of LCC highways' formal comments on the planning application. This is provided to enable it to reconsider its recommendation for refusal in light of the response provided.

Table 1: LCC comments (July 2025) / MEC response

	LCC comments:	MEC response:
1	<p><i>"Policy 2: Access to the highway network – The A47 Normandy Way provides a key strategic link between Leicester and the A5 (Hinckley).</i></p> <p><i>Given the recorded speeds of passing traffic (41.5mph eastbound and 40.3mph westbound) and the location of the site access on the A47 Normandy Way, which is a highly trafficked road with a total of approximately 27,750 vehicle trips through the junction between 07:00 – 19:00, and forming part of both the Major Road and Resilient Networks, as well as the number of Personal Injury Collisions (PIC's) in the vicinity of the access, the LHA considers the policy is relevant to the proposals.</i></p> <p><i>Furthermore, given the proposals could have an impact on junction capacity of the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction and prejudice the delivery of a junction improvement scheme, the LHA believe the proposals would also be contrary to Policy 2 of the LHDG on this basis. Further information is provided on vehicle speeds; traffic volumes and PIC's within this report.</i></p> <p><i>Notwithstanding the above, the LHA provides the following comments on the access design</i></p>	<p>It is considered reasonable that LCC would expect consideration against Policy 2, given the site would be accessing off a key local distributor road (the A47) that functions not only as a key link to the A5 to the west, but as the northern bypass of Hinckley.</p> <p>However, the LHA has concluded that the application "could have an impact on junction capacity of the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction and prejudice the delivery of a junction improvement scheme", without providing any modelling evidence in support of its assertions, and therefore its stance is unreasonable in recommending refusal without providing this evidence to either the Client or the planning authority.</p> <p>The development proposals required a reduction of 25m in the length of the merger on the eastbound exit of the A47 / Ashby Road signalised junction eastbound exit to accommodate a new right turning facility into the site. But MEC has reviewed the improvement scheme by Richborough Estates (Drawing No. T19595-007 Rev C Ashby Rd A47 in Appendix F) and its scheme – which was approved at planning appeal – has been modelled in LinSig with the eastbound exit arm modelled with 'infinite saturation flow'. Therefore, a reduction in 25m would have no bearing on the capacity of the arm, as MEC stated in the March 2025 Transport Statement, and a 75m length would still enable 13 No. vehicles to merge side-by-side in a 40mph speed limit zone where speed surveys obtained by the application demonstrate the speed limit is being adhered to.</p> <p>LCC are also reminded that:</p> <ul style="list-style-type: none"> • The development would only increase traffic movements by 12 AM and 10 PM two-way vehicle trips during the weekday AM 0800-0900 and PM 1700-1800 periods, which is very unlikely to have any impact across each hour on the operation of the road network; • There does not appear to be any significant road safety issues on the A47 adjacent to the site based on an observed personal injury collision (PICs) rate of 2.4 per year versus observed Annual Average Daily Traffic (AADT) flows in the

	LCC comments:	MEC response:
		<p>application of 17,297 movements; and</p> <ul style="list-style-type: none"> There does not appear to be any speeding issues on the A47 adjacent to the site, as per the Automatic Traffic Count (ATC) data in the application confirming observed 85th percentile speeds in each direction of 41.5mph eastbound and 40.0mph westbound in a 40mph speed limit; The development would enhance highway safety by: <ul style="list-style-type: none"> Providing a dedicated right turn facility into the site from the A47 where existing site users block ahead movements to the junction, further restricting its capacity; and Providing a dedicated pedestrian crossing facility of the A47 south of Cornwall Way, where existing site users (allotments) currently need to park in Cornwall Way and nearby residential estates and cross the A47 in this location. In accordance with the December 2024 National Planning Policy Framework (NPPF), “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.” <p>It is concluded that the development is compliant to national and local policy, and not in contravention to Policy 2 of the LHDG – and, the development would unlikely to have a severe impact on the capacity of the committed A47 / Ashby Road junction improvement scheme by Richborough Estates.</p>
2	<p><i>“The drawing shows a merge length of 75m for eastbound traffic exiting the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction.</i></p> <p><i>The LHA advise that it has concerns in respect of reducing the merge length as this could result in a reduction in the level of traffic using the merging lane. Given existing capacity concerns at the junction, the reduction in the length of the merging lane could have implications on the operation and capacity of the junction should less drivers choose to use it.</i></p> <p><i>The LHA is also aware of a junction improvement scheme required as part of application reference 22/00318/OUT (475 dwellings, land north of Normandy Way and east of Stoke Road, Hinckley). Condition 30 of the appeal decision (Appeal Ref: APP/K2420/W/23/3323113) states: ‘No part of the development hereby permitted shall be occupied until such time as either the offsite works shown on Dwg</i></p>	<p>Firstly, the proposals in the March 2025 Transport Statement to reduce the length of the eastbound exit merge from 100m to 75m would not generate an “unacceptable impact in highway safety terms” given the advice of the DMRB for 100m lane continuity at signal junctions (Figure 7.12.1 of CD123) is guidance rather than mandatory. 75m would still enable 13 No. vehicles to merge at the end of the junction intervisibility zone, and would not generate an unacceptable highway safety impact in accordance with the NPPF. Moreover, the provision of a right turn bay will enhance road safety given existing site users currently block ahead movements whilst waiting to turn into the site.</p> <p>Secondly, the development proposals for right turn bay east of the A47 / Ashby Road Signalised Crossroads do not interfere with the committed improvements for application reference 22/00318/OUT given its proposals are exclusively contained on the northern, southern, and western sides of the junction.</p>

	LCC comments:	MEC response:
	<p><i>No T19595-007 Rev C Ashby Rd/A47 Proposed Junction Improvements have been implemented in full, or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme’.</i></p> <p><i>That application identified that the junction would be operating over its capacity in the AM peak in 2026 with committed development in place, and that the proposed development would exacerbate the situation. Furthermore by 2032, capacity at the junction was forecast to have deteriorated further and to the point that it would operate overcapacity in both the AM and PM peaks with that proposed development in place. The proposed scheme would present a nil detriment solution for the trips generated by that development.</i></p> <p><i>Currently an alternative scheme is being investigated by Leicestershire County Council to accommodate the wider growth in the area, however the LHA advises the proposed development access could prejudice the delivery of either scheme, given the proximity of the site access to the existing junction and the requirement to reduce the length of the merging lane.</i></p> <p><i>The LHA cannot see any reasonable way to resolve this concern as the site access could not be relocated further west towards the signalised junction and to relocate it further east would impact on the existing ghost right turn lane for the existing Cornwall Way estate.”</i></p>	<p>In capacity terms, MEC has checked the modelling conducted in 22/00318/OUT (Richborough Estates’ site approved at appeal) and can confirm the LinSig submitted has modelled the eastbound exit arm as ‘infinite saturation flow’. Therefore, the proposed reduction of 25m in the exit merge length in the March 2025 Transport Statement would have no capacity impacts given the modelling already accepted for Richborough at the junction. In addition, it is considered that an increase of 12 and 10 No. two-way vehicle movements in the AM 0800-0900 and PM 1700-1800 would be very unlikely to generate a severe impact on the operation of the road network.</p> <p>It is concluded that the development would be unlikely to generate a severe residual cumulative impact on the road network in accordance with paragraph 116 of the 2024 NPPF.</p> <p>In terms of LCC’s comments about “<i>an alternative scheme is being investigated by Leicestershire County Council to accommodate wider growth in the area</i>”, details of the scheme have never been shared by the highway authority to the Client. This is despite this being raised at pre-application stage and since. It is therefore considered that LCC highways has presented insufficient evidence in support</p> <p>The stance of the highway authority is therefore unreasonable in neither presenting the evidence in supports of its comments, which it is using as a basis for planning refusal, or providing sufficient detail to the LPA in support of its position.</p> <p>MEC has offered before, and can provide review of the proposed access arrangements into the site versus the LCC ‘alternative scheme’ when this is shared with the Client.</p> <p>It is concluded that the development would not prejudice the junction improvement scheme secured at planning appeal for the Richborough Estates development – and – insufficient evidence has been presented to the LPA by LCC highways in support of its position on LCC’s ‘alternative scheme’.</p>
3	<p><i>The LPA is therefore advised that the application should be refused on the grounds that it has not been demonstrated any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated, contrary to Policy 2 of the Leicestershire Highway Design Guide and paragraph 116 of the National Planning Policy Framework (2024). [as above there are no</i></p>	<p>This conclusion is not accepted on the following grounds:</p> <ul style="list-style-type: none"> It has been demonstrated that the proposed 25m-length reduction in the A47 eastbound exit merge would not have any impact in: <ul style="list-style-type: none"> Capacity terms since the committed improvement scheme from Richborough Estates modelled the junction in LinSig using

	LCC comments:	MEC response:
	<i>significant impacts by the site in capacity or safety terms]</i>	<p>an 'infinite saturation flow' exit arm; and / or</p> <ul style="list-style-type: none"> - Highway safety terms since the DMRB standard (CD123) guidance for 100m length exit merges is recommended only subject to local conditions, the existing speed limit is being adhered to and the increase in traffic movements from the site is not significant. • The proposed right turn bay into the site from the A47 will provide a 'nil betterment' situation for traffic on the network given existing site users block ahead movements. This is beneficial from a highway safety and capacity perspective; • The proposed uncontrolled crossing will provide pedestrians wishing to cross from Cornwall Way with a dedicated facility to do so, which is not currently the case and where allotments users often park on Cornwall Way and traverse the carriageway in this location risking vehicle-to-pedestrian collisions; and • The development is of modest scale (up to 25 No. dwellings), the traffic for which will not generate a severe impact on the road network in highway safety or capacity terms, and the site itself remains located in a sustainable location and very well-placed to access public transport routes and nearby local amenities which is policy compliant and desirable in transport planning terms. <p>Any recommendation to refuse planning consent on highways grounds would therefore be in contravention with the requirements of the NPPF, in particular, paragraph 116.</p>

Table 2: LCC comments (December 2025) / MEC response

	LCC comments:	MEC response:
1	<p><i>"The LHA advised as part of application reference 22/00318/OUT, Condition 30 of the appeal decision (Appeal Ref: APP/K2420/W/23/3323113) required either "the offsite works shown on Dwg No T19595-007 Rev C Ashby Rd/A47 (Proposed Junction Improvements) to have been implemented in full, or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme".</i></p> <p><i>Currently an alternative scheme is being investigated by Leicestershire County Council to accommodate the wider growth in the area, however the LHA advises the proposed development access could prejudice the delivery of either scheme, given the proximity of the site access to the existing junction and the requirement to reduce the length of the</i></p>	<p>MEC has reviewed the most recent response provided by LCC highways in December 2025 (reference 2025/4964/04/P/HEN), and set out its comments below for consideration by both the LHA and the LPA.</p> <p>We consider that:</p> <ul style="list-style-type: none"> • Insufficient evidence has been provided by LCC Highways to demonstrate that the development proposals would lead to a severe residual, cumulative impact in capacity terms. The NPPF (December 2024) states in paragraph 116 that: <p><i>"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into</i></p>

LCC comments:	MEC response:
<p><i>merging lane, which the LHA do not wish to see reduced given existing capacity concerns.</i></p> <p><i>The LHA cannot see any reasonable way to resolve this concern as the site access could not be relocated further west towards the signalised junction and to relocate it further east would impact on the existing ghost right turn lane for the existing Cornwall Way estate.”</i></p>	<p><i>account all reasonable future scenarios.”</i></p> <p>This relates to the operation of the A47 Normandy Way / Ashby Road junction as improved by the committed improvement secured by the LPA against the Richborough Estates development (Condition 30 of appeal reference APP/K2420/W/23/3323113, Drawing No. T19595-007 Rev C Ashby Rd / A47) – and – on the basis that the ‘alternative scheme’ being investigated by the LHA for the junction has not been shared publicly, has no planning status and should not therefore be used as a basis for non-determination or objection to the proposals. Drawing No. T19595-007 Rev C Ashby Rd A47 is included for reference in Appendix F.</p> <p>Further review has been undertaken in this Technical Note demonstrating the following:</p> <ul style="list-style-type: none"> - The proposed access arrangements to the site would not affect the Richborough Estates’ scheme on the northern, western and southern arms of the A47 Normandy Way junction, as shown on MEC Drawing No. 29480_08_020_03 in Appendix G; and - No evidence has been provided by the LHA demonstrating the proposed 25m-length reduction in the A47 Normandy Way eastbound exit merge would generate a severe residual, cumulative impact on the operation of the junction in capacity terms. The LPA and LHA are also reminded that the increase in traffic from 25 No. dwellings would be unlikely to generate a severe impact either in capacity terms. <ul style="list-style-type: none"> • No acknowledgement continues to be given to the LPA in LCC’s response to the highway safety benefits of the development proposals in providing: <ul style="list-style-type: none"> - An uncontrolled crossing facility of the A47 Normandy Way for pedestrians which, based on site observations, is not currently the case and given allotments users currently park in nearby residential streets and cross on the desire line south of Cornwall Way; and - A dedicated right-turn facility into the site off the A47 Normandy Way, which will reduce the blocking effects on westbound ahead movements to the A47 Normandy Way / Ashby Road junction.

Summary and Conclusions

This Technical Note has been provided as a formal response to comments issued by LCC highways in July and December 2025 in respect to local planning authority application reference 25/00199/FUL for 25 No. dwellings north of the A47 in Hinckley, Leicestershire.

It has been demonstrated that:

- The proposed access arrangements to the site would not affect the northern, southern and western side of a committed highway improvement scheme by Richborough Estates for the A47 / Ashby Road signalised junction, and insufficient evidence has been provided by LCC highways to the local planning authority in supports of its assertions the development would impact LCC's 'alternative scheme' for the junction;
- The development is considered to be very well located to promote trips by sustainable modes of transport, being located adjacent to existing residential development, public transport routes and local amenities as per the March 2025 Transport Statement; and
- An increase in traffic movements of 12 and 10 No. two-way trips during the weekday AM 0800-0900 and PM 1700-1800 periods is unlikely to have severe impact in accordance with the NPPF on the operation of the local road network.

In conclusion, it is recommended that further consideration is given by LCC highways to the assessment in this Technical Note to enable a recommendation for planning consent to be made to the local planning authority on highways grounds.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
January 2026	-	First issue	Milan Vadher BSc (Hons) Principal Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Tim Rose BSc (Hons) MCIHT MTPS Regional Director
January 2026	A	Updated for Client comments	Milan Vadher BSc (Hons) Principal Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Tim Rose BSc (Hons) MCIHT MTPS Regional Director

Appendices

- Proposed Site Layout Plan
- HBBC Pre-Application Advice / LCC Highways comments (January 2025 / July 2025 / December 2025)
- Proposed Access Design (MEC Drawing No. 29480_08_020_01B)
- Transport Statement (MEC Report No. 29480_TRAN_0801)
- LCC Highways comments (July and December 2025)
- MEC Response to LCC Highways July 2025 comments (Email of August 2025)
- A47 Highway Improvement Scheme – Richborough Estates (Drawing No. T19595-007 Rev C Ashby Rd A47)
- A47 Highway Improvements Composite Drawing (MEC Drawing No. 29480_08_020_03)

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APPENDICES

Appendix A





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APPENDICES

Appendix B



Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Emma Baumber

Email: emma.baumber2@hinckley-bosworth.gov.uk

Our Ref: 24/10147/PREMAJ

Date: 22nd January 2025



**Hinckley & Bosworth
Borough Council**

Richard Brown
Pegasus Group
4 The Courtyard
Lockington
Derby
DE74 2SL

Dear Richard

Pre-application Response

Reference: 24/10147/PREMAJ

Proposal: Development consisting of up to 25 dwellings including a new access on to Normandy Way, amenity space, parking and pedestrian links. 3 options are put forward

Location: Land North of Normandy Way, Hinckley

Ward: Hinckley DeMontfort

Thank you for your pre-application enquiry received 8th October 2024. The advice provided is based upon the information submitted with this enquiry.

Relevant Planning Policies/Guidance

Core Strategy (2009)

- *Policy 1: Development in Hinckley*
- *Policy 5: Transport infrastructure in the sub regional centre*
- *Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge*
- *Policy 15: Affordable Housing*
- *Policy 16: Housing Density, Mix and Design*
- *Policy 19: Green Space and Play Provision*
- *Policy 20: Green Infrastructure*
- *Policy 24: Sustainable Design and Technology*

Site Allocations and Development Management Policies (SADMP) DPD (2016)

- *Policy DM1: Presumption in Favour of Sustainable Development*
- *Policy DM3: Infrastructure and Delivery*
- *Policy DM4: Safeguarding the Countryside and Settlement Separation*
- *Policy DM6: Enhancement of Biodiversity and Geological Interest*
- *Policy DM7: Preventing Pollution and Flooding*
- *Policy DM8: Safeguarding Natural and Semi-Natural Open Spaces*
- *Policy DM10: Development and Design*

- *Policy DM17: Highways and Transportation*
- *Policy DM18: Vehicle Parking Standards*

Leicestershire Minerals and Waste Local Plan (2019)

- Policy M11: Safeguarding of Mineral Resource

National Planning Policy Framework (2024)

Planning Practice Guidance (PPG)

National Design Guide (2019)

HBBC Good Design Guide

Leicestershire Highway Design Guide

Landscape Character Assessment (2017)

Landscape Sensitivity Assessment (2017)

Open Space and Recreation Study (2016)

Green Wedge Review (2020)

Housing Needs Study (2024)

Settlement Hierarchy Paper (2021)

Consultee Comments

A copy of all consultee comments will accompany this response. Comments have been received from:

Environment Agency

HBBC- Affordable housing

HBBC- Drainage

HBBC- Environmental Services

HBBC- Waste/Streetscene Services

LCC- Archaeology

LCC- Highways

The following departments have been consulted upon, however, comments have not been provided for this pre-application request. It is anticipated that they would be consulted should any application come forward and the lack of response as part of this pre-application does not indicate a lack of relevance.

LCC- Developer Contributions

LCC- Ecology

LCC- Waste and Minerals

LCC- Lead Local Flood Authority

Appraisal

Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 2 of the National Planning Policy Framework (NPPF) repeats this and states that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF

confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and state that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) (CS) and the Site Allocations and Development Management Policies DPD (2016) (SADMP).

The Core Strategy (CS) sets out the settlement hierarchy for the Borough. The urban area is the focus for development and Hinckley is the most sustainable location and a sub-regional centre, as identified by policy 1 of the CS.

However with the exception of the most westerly part of the site, the application site is located outside of the adopted settlement boundary of Hinckley. The site is therefore designated as 'open countryside'. As such, the principle of the location of the proposed residential development would be assessed against Policy DM4 of the adopted SADMP. Policy DM4 states that to protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. The proposal for new build residential development is not a form of development supported by Policy DM4 which states that:

"Development in the countryside will be considered sustainable where;

- It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or*
- The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or*
 - It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or*
- It relates to the provision of stand-alone renewable energy developments in line with policy DM2: Renewable Energy and Low Carbon Development; or*
- It relates to the provision of accommodation for a rural worker in line with Policy DM5: Enabling Rural Worker Accommodation.*

And

- It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and*
- It does not undermine the physical and perceived separation and open character between settlements; and*
- It does not create or exacerbate ribbon development".*

The site does not fall under any of the categories identified in DM4 as sustainable development and so there is a clear conflict between the proposed development and the policy. This proposal will need to be carefully weighed in the planning balance along with the detailed assessment of the other relevant planning considerations in this case. It is to be noted that in recent appeal decisions the policy still carries weight as it is consistent with the requirements and objectives of the NPPF. Policy DM4 is likely to be attributed significant weight in determining any future application.

Policy DM17(b) of the SADMP requires development proposals to be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Being an edge of settlement location walking distances to facilities within Hinckley are increased

however services are available within walking distance from the site. Furthermore there are a number of bus stops within 300m which could provide public transport to Leicester and Nuneaton and higher order services. The site is therefore considered to be locationally sustainable however it will be important to ensure pedestrian footpaths to Ashby Road (as is proposed in each of the three layout plans).

Housing Mix and Supply

The NPPF was updated on 12 December 2024 and the National Planning Practice Guidance (NPPG) has revised the standard method for calculating the local housing need assessment. As a result, the Council must re-visit its Five-Year Housing Land Supply (5YHLS) position. Whilst further assessment must be made, the Council are now unlikely to be able to demonstrate a 5YHLS, which is one of the circumstances for engaging the 'tilted' balance of Paragraph 11(d).

In any event, due to the age of relevant housing policies within the adopted CS, the 'tilted' balance in Paragraph 11(d) of the NPPF (2024) is already triggered in accordance with Footnote 8 and Paragraph 11.

The revised NPPF states that when the 'titled' balance is engaged, decision making must have particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. Overall, the new NPPF means that the Council can no longer demonstrate a five-year supply of land for housing and that further weight should be given to housing applications.

Policy 16 of the CS requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking account of the type of provision that is likely to be required, based upon table 3 in the CS and informed by the most up to date housing needs data. All developments of 10 or more dwellings are also required to meet a 'very good' rating against Building for Life, unless unviable. A minimum density of 40 dwellings per hectare is required within and adjoining Hinckley, however Policy 16 goes on to state that a lower density may be required where individual site circumstances dictate and are justified. In this case given the landscape and Green Wedge constraints a lower density may be more appropriate.

The Good Design Guide SPD advocates the use of the Building for Life assessment. In line with the Good Design Guide and Policy 16 a Building for Life assessment should be submitted with any future application.

Policy 15 of the CS sets out that a minimum of 2,090 affordable homes will be provided in the Borough from 2006 to 2026. The Borough has an unmet affordable housing need, and therefore the provision of affordable housing would be given significant weight in the planning balance. The Housing Needs Study (HNS) (2024) identifies a Borough need for 430 affordable dwellings per annum across the Borough and a net need of 42 dwellings per annum within the Hinckley De Montfort Ward. The Study states this is not a target, but that affordable housing delivery should be maximised where opportunities arise.

The housing officer has commented that Hinckley has the highest demand for affordable housing in the Borough and that there is a high number of applicants on the councils housing register (863 in November 2024).

The HNS recommended housing mix is included below and includes both market and affordable units. In this case the scheme is proposed as a 100% affordable scheme.

Figure 5: Suggested size mix of housing by tenure – Hinckley & Bosworth				
	Market	Affordable home ownership	Affordable housing (rented)	
			General needs	Older persons
1-bedroom	5%	20%	25%	40%
2-bedrooms	35%	50%	35%	60%
3-bedrooms	40%	25%	30%	
4+-bedrooms	20%	5%	10%	

Source: Housing Mix analysis (see Section 5)

The proposals presented with the pre-application do not give an indicative split of tender in terms of affordable home ownership or affordable rented but do give indicative dwelling sizes. At present the proposals do not comply with the suggested mix in the HNS and there is therefore conflict with Policy 16. In each of the three scenarios there is considered to be an overprovision of 3 bed units when considering both the HNS and housing register. The mix should be adapted to reflect the mix outline in the HNS which requires a greater provision of 2 bed units and some additional 1 bed units.

Notwithstanding the above, at present, in the absence of a five year housing land supply the provision of 25/26 dwellings would attribute moderate positive weight in the planning balance. However owing to the need for affordable units, the provision of 25/26 affordable would attribute significant positive weight in any planning balance.

Loss of Open Space

The site in question is designated as allotments in the SADMP; the evidence is provided in the Open Space and Recreation Study (2016), site ref HIN85, site name Ashby Road Allotments. As a result, Policy DM8 applies.

Policy DM8 states that:

“Planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:

- a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or*
- b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or*
- c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.”*

It is noted that the Open Space and Recreation Study (2016) highlights that the Ashby Road allotments are not meeting the 80% quality standard, and at the time of assessment had a quality score of 58%. However, the study also highlights that Hinckley falls below the quantity standard for allotments. The study states that “Widespread deficiencies are evident, particularly within the south and east of Hinckley.” The deficit number for allotments is -6.01.

The Borough Council are in the process of reviewing this Study, and therefore depending on when/if an application is submitted, the proposal could be assessed against the new Open Space Study and standards. Timeframes for the new Open Space Study are anticipated completion in early 2025. However, we consider it unlikely that there will be a significant change in the quantity of allotment land in Hinckley. Based upon the evidence to date the loss of the

allotments would be detrimental to the Borough's quantum of open space and to residents in Hinckley.

There is clear conflict with Policy DM8 with no proposed remediation or mitigation for the loss of allotment space. Given the current deficit of allotments in Hinckley, the loss of open space and conflict with Policy DM8 is likely to be attributed significant negative weight in the planning balance.

Landscape and Visual Impact

Section 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed places.

Outside the defined settlement boundaries, the countryside is not regarded as a sustainable location for new development. Section 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment.

Paragraph 187(b) specifically highlights that this should be achieved by, "Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services..."

This is supported by Policy DM4 of the SADMP, which states that development in the countryside will be considered sustainable where:

- i.) It does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside; and
- ii.) It does not undermine the physical and perceived separation and open character between settlements; and
- iii.) It does not create or exacerbate ribbon development.
- iv.) If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and
- v.) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21.

Furthermore the site lies within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge, as designated in the Core Strategy, and the SADMP, and the Green Wedge boundaries are illustrated on the Policies Map. Policy 6 of the Core Strategy therefore applies.

A landscape and visual impact assessment has not been submitted as part of the pre-application but should accompany any future planning application. In the absence of an LVIA comments on landscape and visual impact are limited.

Focusing upon the Green Wedge, the explanatory text of Policy 6 notes that the green wedge protects the separation of Hinckley, Barwell and Earl Shilton, helping to protect their individual identities. In addition the green wedge provides easy access from urban areas into green spaces, contributing towards the quality of life for residents in the urban area. Policy 6 lists a number of land uses judged to be acceptable in the Green Wedge, residential development is not one of the listed acceptable types of development. Policy 6 goes on to state that any land use or associated development in the Green Wedge should:

- (a) Retain the function of the Green Wedge
- (b) Retain and create green networks between the countryside and open spaces within the urban areas
- (c) Retain and enhance public access to the Green Wedge, especially for recreation and
- (d) Should retain the visual appearance of the area

Whilst an LVIA will help understand the how the development would retain the function of the Green Wedge in maintaining separation between Barwell and Hinckley, at this stage the Council consider that the development of the site would reduce this function. This is supported by a recent appeal decision on Land south of Normandy Way (Appeal Ref: APP/K2420/W/24/3343996). Here the Inspector judged that despite the development projecting no further north of than the A47 it would project further than neighbouring houses in the direction that Barwell lies. Furthermore, when travelling along the A47, which is from where this part of the Green Wedge is most readily be appreciated, it would appear to extend Hinckley further along the A47 towards Barwell. The Inspector judged that the site in question represented a very small part of the Green Wedge, however that the loss of even a small part of the green wedge would have an impact and cumulatively such small impacts would undermine the purpose of the Green Wedge. Given the pre-application proposal lies to the north of the A47 and proposes a more dense form of development than the appeal scheme, it is arguably likely to be more harmful. It is relevant that the Green Wedge Review (2020) notes intervisibility between Barwell and Hinckley in this area of Green Wedge. The Review states that any development in Area A (north of the A47, east of Ashby Road and south of Hinckley Road) would have an impact on merging settlements as it would reduce the open gap between settlements. This is detailed further within the 2017 Landscape Character Assessment.

In addition to the loss of function of the Green Wedge, the proposal would lead to a loss of public access to the Green Wedge through the loss of the current allotments. Therefore, it is the LPAs opinion, in the absence of evidence to the contrary, that any application at this site would be contrary to Policy 6.

Any future proposals should include careful consideration of the Green Wedge review and Landscape Character Assessment and Sensitivity studies. It is noted that the indicative site plans retain the green infrastructure around the site but this is unlikely to be sufficient to mitigate harm to the countryside, Green Wedge and wider landscape. The LPA would reiterate that the loss of this area of Green Wedge would be very difficult to support in landscape terms and the detrimental impact would likely be attributed significant negative weight in the planning balance.

Design and Layout

Policy DM10(c), (d) and (e) of the SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the area generally and incorporates a high standard of landscaping.

Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Further guidance is set out in paragraph 135 of the NPPF and paragraph 139 of the NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance. Local policy is considered to accord with the NPPF.

The adopted HBBC Good Design Guide provides further design guidance.

Three site layouts have been submitted for review, Option 3 is considered most appropriate in that it provides linear development along Normandy Way with open space to the front of the site. The development would be a lot denser than surrounding development and considering its countryside, edge of settlement and Green Wedge location a reduction in the number of units is advised to reflect the surrounding context.

Pedestrian access to Ashby Road is included in all three proposals and is in a suitable location with a walkway to the highway through open space. Consideration is needed regarding potential lighting for the walkway.

In each proposal the vegetation surrounding the site is retained which would be welcomed as would additional tree planting to the sites frontage as proposed in Option 3.

Housing designs/types have not been submitted as part of this pre-application but the Option 3 layout consists of a semi-detached properties and three terraced dwellings. Houses in the immediate area are predominantly larger detached properties, however, a balance is needed between the appearance of the development and desired affordable house sizes. Therefore the proposed predominance of semi-detached units is judged acceptable. Dwellings should be a maximum of two storeys in height to reflect the surrounding context. Facing materials should also respect the character of the area where generally red brick is most prominent. This is and could be interspersed with render but care should be taken with the use of render on the countryside edge of the development. Good quality architectural detailing is expected such as chimneys, window arch and sill detailing and the use of different brick courses to break up elevations.

Option 3 includes a number of parking areas which break into the open space/BNG areas of the development, this weakens the design as the hard surfacing and resultant parked cars would reduce the effectiveness and appearance of the open areas. This is especially relevant for the parking in front of plots 6-9. The Good Design Guide seeks to avoid long rows of parking, where these are proposed they should be broken up by landscaped areas.

In terms of open space provision care is needed to ensure that it is truly accessible, useable areas of open space. Then strips of land adjacent to the highway are in reality not useable areas for casual/informal play and should not be designated as such. Furthermore, areas safeguarded and enclosed for BNG cannot be counted towards accessible green space. Open space requirements are included at the end of this report.

Access/Highway Safety

Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

Policy DM18 requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, other modes of transport available and appropriate design. Any development will be expected to provide disabled parking provision. Particularly within Hinckley Town Centre development should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

Paragraph 115 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users Paragraph 116 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 117(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Detailed comments are provided in the comments provided by LCC highways and are not repeated here for brevity.

Ecology

Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of mature conservation and geological value. Major developments in particular are expected to include measures to deliver biodiversity gains. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

Unfortunately, LCC ecology have not provided detailed comments as part of this pre-application response. A future planning application will need to be accompanied by an ecology survey of the site and include a Biodiversity Net Gain assessment.

A tree survey and arboricultural report should be submitted alongside the application, this should set out which trees are to be retained and felled and include measures to protect trees during construction.

Residential Amenity and Pollution

Policy DM10 of the SADMP outlines that developments will be permitted providing that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion.

Policy DM7 of the SADMP outlines that adverse impacts from pollution will be prevented, including noise and vibration, noise, air quality and contaminated land impacts.

Paragraph 135(f) of the NPPF states that decisions should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 198 of the NPPF states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

The Good Design Guide SPD outlines that development will need to provide high quality internal amenity space as this is critical to the quality of life of residents. The guide states that new developments should meet minimum standards of garden sizes and separation distances between dwellings. The National Design Guide also promotes a healthy, comfortable and safe internal and external environment. All dwellings should meet the nationally prescribed space standards.

Please refer to the separation distance guidelines and other guidance contained within the GDG. At present it appears that some plots do not meet the required minimum garden sizes outlined on pg 34 of the SPD. In terms of separation distances, on the whole, these would be appropriate with the exception of the relationship between Plot 17 and 19 whereby there appears to be substandard separation between the two front elevations. Given the staggered nature this could be resolved by window/room placement. Separation distances are acceptable to surrounding residents providing no windows are placed in the side elevation of Plot 1.

I would also draw your attention to the comments from the Environment Team. A future planning application should include a noise impact assessment (considering road noise) and land contamination assessments.

Drainage/Flood Risk

Policy DM7 of the SADMP outlines that adverse impacts from flooding will be prevented. Developments should not create or exacerbate flooding by being located away from area of flood risk unless adequately mitigated in line with National Policy. Policy DM10 outlines the requirement for an appropriate Sustainable Drainage Scheme.

Paragraph 181 of the NPPF states that when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere.

Comments from the HBBC drainage officer have been received. According to the Environment Agency (EA) website, the application site is located within Flood Zone 1, designated as low probability of flooding from rivers and sea, and the principle of residential development in low flood risk areas is acceptable. Please note that if the development were to exceed 1 Hectare, a site specific Flood Risk Assessment would be required.

The EA Surface Water mapping also indicates that the application site is located in an area at very low risk of flooding from surface water.

The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site, and ensure that surface water runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.

The proposed outfall for the discharge of surface water runoff from the development should be in accordance with the hierarchical approach outlined in Building Regulations Part H.

The use of infiltration drainage is preferred, subject to the site being free from a contaminated ground legacy. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced

If the ground strata are insufficiently permeable to avoid discharging some surface water off-site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.

Subject to a suitable drainage solution coming forwards the development would comply with Policy DM7.

Sustainability

Policy DM10 of the SADMP outlines development will be permitted providing that it maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24. Where parking is to be provided charging points for electric or low emission vehicles should be included where feasible.

Please ensure the above is considered and incorporated in any final designs. The Council would welcome details about how the scheme can reduce its carbon footprint, both in terms of the construction methods and materials used, but also in terms of potential for onsite renewable energy generation and water efficiency measures.

Mineral Safeguarding

Mineral resources of local and national importance should not be needlessly sterilised by non-mineral related development. The development site is located in a sand and gravel minerals consultation area. The development does not fall within any of the safeguarding exemptions outlined in the Leicestershire Minerals and Waste Local Plan and Policy M11 of the Leicestershire Minerals and Waste Local Plan is therefore relevant. Whilst comments have not been provided by LCC, given the close proximity to residential dwellings it is unlikely that a minerals assessment would be required. LCC would be consulted for any future planning application.

S106 Heads of Terms

Policy DM3 of the adopted SADMP requires development to contribute towards the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities.

An indicative list of likely contributions are included below, the list is not exhaustive or comprehensive as other infrastructure requirements may be identified through consultation during the application.

1. LCC Planning Obligations Requests:

Unfortunately comments have not been provided by LCC's planning obligations team, however we would expect infrastructure requirements for waste, libraries and education to be requested.

2. NHS Planning Obligation Request:

No comments have been provided by the NHS during this pre-application, however, we would anticipate a S106 request.

3. Affordable housing:

See above report and consultee comments.

4. Highways:

Given the scale of the proposals, the LHA are likely to require the following contributions:

- One Travel Pack per dwelling. These can be supplied through LCC, currently at a cost of £52.85 per pack or alternatively a sample pack can be provided to LCC for review, with a £500 administration fee.
- Two x application forms within the Travel Pack for six-month bus passes per dwelling. These currently cost £510 each for an Arriva bus service.

5. Open space:

Policy 19 of the Core Strategy identifies standards for play and open space within the borough. Developments should accord with the policy and provide acceptable open space within the development, or if that is not possible contribute towards the provision and maintenance of open space off site. The Open Space and Recreation Study 2016 updates these standards and also identifies the costs for off-site and on-site contributions.

In the absence of full details containing open space I have included the open space requirements for a development of 25 dwellings. It is assumed that only 'outdoor sports' will be provided offsite for the purpose of this pre-application.

	Number of dwellings	Sqm to be provided	provision contribution	Maintenance contribution
ON SITE POS:				
Equipped Children's Play Space	25	90	£16,373.70	£15,804
Casual/Informal Play Spaces	25	420	N/A	£4,536
Accessibility Natural Green Space	25	1000	N/A	£14,200
OFF SITE POS Contribution:				
Outdoor Sports Provision	25	960	£8,688	£4,128

6. S106 legal and monitoring fees.

Other considerations

Consultation and Engagement:

HBB encourage community consultation and engagement prior to the submission of planning applications. A list of ward councillors and links to their contact details are included below.

[Councillor SM Gibbens](#)

[Councillor L Hodgkins](#)

[Councillor MT Mullaney](#)

Conclusion and Planning Balance

As outlined in the report currently the 'tilted' balance in paragraph 11(d) of the NPPF applies and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The proposal would not comply with any of the acceptable categories of development (a-e) within Policy DM4 there would therefore be an in principle conflict with the Development Plan. To the extent that Policy DM4 seeks to implement the Core Strategy through its approach to the countryside and settlement boundaries it is out of date. In terms though of the weight that should be afforded to Policy DM4 the emphasis of the policy is to promote sustainable development proposals within the countryside and protect it from unsustainable proposals. In that regard Policy DM4 is consistent with and accords with the NPPF which provides that planning policies should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside. We would therefore afford Policy DM4 significant weight in determining any future application.

The site is located within the Green Wedge, where again the development would not comply with the categories of development judged to be acceptable within Policy 6 of the Core Strategy. Based on the information provided and in the absence of evidence to the contrary, the proposal is likely to harm the function of the Green Wedge in terms of settlement separation and it is likely there would be harm to the general character of the countryside. Furthermore, the proposal would reduce public access to the Green Wedge through the loss of allotments. The landscape harm and specific harm to the Green Wedge would both likely be attributed significant negative weight in the planning balance.

Separately the loss of allotments without suitable mitigation conflicts with Policy DM8 of the SADMP. Considering the lack of allotment provision within the Borough, this is also likely to be attributed significant negative weight in the planning balance.

The development would provide 25 dwellings to the Councils 5YHLS this would be attributed moderate positive weight. A fully affordable housing development would be attributed significant positive weight owing to the shortfall of affordable housing.

Other benefits of the development include social and economic benefits through the construction of the development and occupation of the dwellings. This would also be attributed moderate positive weight in the balance.

Based on the information provided as part of this pre-application response the benefits of the development are not considered to outweigh the harm of developing the site and therefore it is likely that the development would not be supported by HBBC.

Any future application will need to robustly assess and evidence the impact of the development on the countryside and Green Wedge and would need to address the loss of open space.

Documents/Fees required supporting a planning application

In terms of the validation requirements a list of national and local requirements can be found on the Council's website: https://www.hinckley-bosworth.gov.uk/info/608/make_a_planning_application/795/national_and_local_requirements_for_planning_applications. The list below provides an indication of the likely/suggested documents/plans required to support an application, it should be noted this may depend on the type of application ie outline or full:

- Application Form
- Ownership Certificates/Notices/Declarations
- Appropriate Planning Fee – Dependent on the site area (outline) or number of dwellings (full)
- Site Location Plan
- Illustrative Masterplan (outline) or Site Plan (full)
- Parameter Plans (outline)
- Planning Statement – to include details of the public benefits of the proposal, an Affordable Housing Statement and draft S106 Agreement Heads of Terms)
- Design and Access Statement
- Contaminated Land Assessment
- Drainage Strategy
- Transport Assessment (including access drawings) and Travel Plan
- Noise Impact Assessment
- Landscape and Visual Impact Assessment
- Ecological Assessments

- Biodiversity Net Gain Assessment
- Tree survey/arboricultural assessment
- Landscape plans
- House elevations/floor plans including ancillary buildings (full)

Relevant Policies/Guidance

All policy documents can be found on the council's website at:
http://www.hinckleybosworth.gov.uk/info/1004/planning_policy/381/planning_policy_documents

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours faithfully

Christopher Brown
Head of Planning

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application, and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at buildingcontrol@hinckley-bosworth.gov.uk to arrange a quote.

PRE-APPLICATION DETAILS

District Reference Number: 24/10147/PREMAJ

Highway Reference Number: 2024/5773/04/HEN

Location: Land North Of Normandy Way Hinckley Leicestershire

Proposal: Enquiry. 25 dwellings.

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: via Hinckley and Bosworth Borough Council

Parish:

Road Classification: Class A

Please note that the contents of this report 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.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of 25 dwellings at Land North of Normandy Way, Hinckley.

The LHA have reviewed the following document submitted in support of the proposals:

- BRP Architects drawing number M170-BRP-00-00-DR-A-0002-P04 (Proposed Sketch Site Layout - Option 1)
- BRP Architects drawing number M170-BRP-00-00-DR-A-0003-P03 (Proposed Sketch Site Layout - Option 2)
- BRP Architects drawing number M170-BRP-00-00-DR-A-0004-P03 (Proposed Sketch Site Layout - Option 3)

Reference has been made to the Leicestershire Highway Design Guide (LHDG – <https://resources.leicestershire.gov.uk/lhdg>) throughout these observations. It should be noted that the LHA is in the process of updating the LHDG which may be published prior to, or during, any forthcoming planning application.

The LHA note that all three site layout options use the same site access design. The LHA advise it would not be in a position to advise a preference in respect of which option is preferable.

Site Access

Access to the site is proposed off Normandy Way, an A classified road (A47) subject to a 40mph speed limit. The A47 forms part of the Department for Transport's Major Road Network and Leicestershire County Council's Resilient Network.

The site currently appears to be used for allotments and the development would be accessed via the existing site access, which would be improved as a result of the proposals. The LHA note from a desktop exercise that immediately beyond the gate to the access, it appears that there would be little, if any, space to park vehicles and the access to the site is likely to be seldom, if ever, used. Nevertheless, it appears users off the allotments do park in front of the access gates and on the highway verge.

The Applicant is strongly advised to consider Part 1, Section IN5 of the LHDG (our access to the road network policy) as part of any future planning application. If recorded 85th percentile vehicle speeds are more than 40mph, the LHA advise that the proposals would be contrary to this policy.

The Applicant may also wish to consider application reference 24/00016/FUL (Change of use of agricultural land to provide 4no gypsy and traveller pitches including day rooms with associated landscaping. [Re-submission 23/00655/FUL] | Land Adjacent To 12 Newquay Close Hinckley Leicestershire) in the context of these proposals. That application was refused by the Local Planning Authority, partly on the advice provided by the LHA and dismissed at appeal. The Planning Inspector highlighted significant highway safety concerns with the access off Normandy Way (A47).

Notwithstanding the above, the LHA advise that visibility splays at the access will need to be based on an automatic (not handheld radar) speed survey at the site access location, with the location of the survey and raw data provided as part of any future application. Visibility splays will need to be based on Part 3, Table DG4 of the LHDG. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

The access would need to be designed in accordance with Part 3, Figures DG1 and DG5 of the LHDG, however the LHA accept that given the nature of Normandy Way (A47), increased junction radii may be beneficial.

The LHA will require the Applicant to consider how the site would be accessed for right turning vehicles from Normandy Way into the site. At the very least, amendments will be required to the central hatching to allow/ encourage vehicles to wait in the area to turn right. Given the nearby right turn lane into Cornwall Way and the central hatching fronting the site however, consideration should also be given as to whether there is potential for an appropriately designed right turn lane to be installed to serve the site. This may require localised widening of the carriageway into the verge.

Further guidance of ghost right turn lanes can be found within the Design Manual for Roads and Bridges CD123 Geometric design of at-grade priority and signal-controlled junction's document. The LHA could also have concerns should carriageway widths not be wide enough to allow an HGV to pass a vehicle waiting to turn right, given the proximity of the traffic signals as drivers could be tempted to drive up the kerb and over run the verge to continue past the signals.

The LHA advise that the access arrangements would need to be subject to an independent Stage 1 Road Safety Audit with a Designer's Response provided to any problems raised and, if necessary, a revised drawing. Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access in all directions would be required. For all vehicles, the LHA will require swept paths at junctions to be undertaken at a minimum vehicle speed of 10mph (15 kph) to provide a more realistic swept path.

The vehicle speed used should be detailed on the drawing.

It should be noted that the LHA are aware that a junction improvement scheme is currently being designed by Leicestershire County Council for the Normandy Way (A47) / Ashby Road (A447 / B4667) signalised junction. Consideration of the proposed access arrangements in respect of the improvement scheme may be required at the time of application, however at present the LHA are not able to provide details of the proposed scheme.

Internal Layout

The LHA advise that should the Applicant wish for the internal roads to be considered for adoption by Leicestershire County Council, the adopted section of road would need to be served by a minimum of six individual private driveway accesses for six dwellings. This does not appear to be the case for any of the proposed layouts. Should the internal roads remain private, the LHA advise that refuse collection would need to be undertaken from within the site and the layout would need to be designed to enable a refuse collection vehicle to turn within the site, with swept path analysis shown on a drawing.

Further to the above, the LHA advise that the proposed footway to Ashby Road (A447) may not be considered for adoption given this is isolated from the edge of the carriageway. The LHA advise that an adoptable 2.0m wide footway is provided alongside the edge of the carriageway to tie in with existing provisions at the junction.

Parking provision should be provided on the basis of two spaces for a dwelling with up to three bedrooms and three spaces for a dwelling with four bedrooms or more. The size of car parking spaces should accord with Part 3, Paragraph 3.165 of the LHDG. Garages should be designed in accordance with Part 3, Paragraph 3.200 of the LHDG.

Off-street parking should be designed in accordance with the principles set out in Part 3, Paragraphs 3.159 to 3.161 of the LHDG. This stipulates, amongst other things, that 'the location and overall design [of parking spaces] should encourage maximum use of the parking areas to minimise the risk of on-street parking problems.' Furthermore, Part 3, Paragraph 3.167 of the LHDG states that 'in the interests of the safety of all road users, including pedestrians and cyclists, and of maintaining efficient flow of traffic, we will look for developments that include well designed parking layouts (on-street and off-street) that minimise the likelihood of on-street parking problems.' Triple tandem parking (including garages) would be discouraged by the LHA as these can lead to on-street parking problems.

Contributions

Given the scale of the proposals, the LHA are likely to require the following contributions:

- One Travel Pack per dwelling. These can be supplied though LCC, currently at a cost of £52.85 per pack or alternatively a sample pack can be provided to LCC for review, with a £500 administration fee.
- Two x application forms within the Travel Pack for six-month bus passes per dwelling. These currently cost £510 each for an Arriva bus service.

Date Received
23 October 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
20 November 2024



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APPENDICES

Appendix C





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APPENDICES

Appendix D





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TRANSPORT



Normandy Way, Hinckley
Transport Statement
March 2025

Report Ref: 29480-TRAN-0801

Normandy Way, Hinckley

Transport Statement

March 2025

REPORT REF: 29480-TRAN-0801

CLIENT: Morro Partnerships

ENGINEER: MEC Consulting Group Ltd
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REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
March 2025	-	First issue	James Wright BSc (Hons) Assistant Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director	Tim Rose BA (Hons), MTPS, MCIHT Director

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A.	PROPOSED SITE LAYOUT PLAN
B.	PRE-APPLICATION ADVICE (HBBC / LCC HIGHWAYS)
C.	PIC DATA (LCC 2019-2024)
D.	ATC SURVEY (RDS, FEBRUARY 2025)
E.	PROPOSED ACCESS DESIGN / SWEPT PATH (MEC DRAWING NO. 29480_08_020_01B)
F.	PROPOSED SITE LAYOUT SWEPT PATH (MEC DRAWING NO. 29480_08_020_02)

1.0 INTRODUCTION

- 1.1 MEC Consulting Group Ltd (MEC) has been commissioned by Morro Partnerships (also referred to as 'the Client') to prepare a Transport Statement (TS) in support of a full planning application for 25 No. residential dwellings under Use Class C3 on land north of Normandy Way, Hinckley, Leicestershire (also referred to as the 'Site').
- 1.2 The site is located on the north-eastern settlement edge of Hinckley as shown on **Figure 1.1**. The site is currently use for allotments and is currently accessed via a simple priority junction onto the A47 Normandy Way.

Figure 1.1: Site Location



Source: Google Earth

- 1.3 The development proposals are shown on the Proposed Site Layout Plan in **Appendix A**.
- 1.4 This Transport Statement has been informed by pre-application advice obtained by the Client from the local planning authority (Hinckley and Bosworth Borough Council (HBBC)) in January 2025, and from the Local Highway Authority (Leicestershire County Council (LCC)) in November 2024. A copy of the advice is provided in **Appendix B**

Methodology

- 1.5 This Transport Statement has been prepared by MEC in accordance with the National Planning Policy Framework (NPPF) and seeks to demonstrate that:
 - Safe and suitable access to the site can be achieved for all users; and
 - Sustainable travel both into the site and to local amenities is plausible and a genuine alternative to private car journeys.

1.6 Furthermore, this report has been prepared with reference to the following national and local policy / guidance documents:

- National Planning Policy Framework (December 2024);
- National Planning Practice Guidance (NPPG) (November 2016);
- Guidelines for Providing for Journeys on Foot (CIHT, 2000);
- PPG13 – A Guide to Better Practice' (March 2001);
- Manual for Streets / Manual for Streets 2;
- LTN 1/20 – Cycle Infrastructure Design;
- Design Manual for Roads and Bridges CD109 Highway Link Design; and
- Leicestershire Highway Design Guide (2024)

1.7 The report has been structured as follows:

- Section 1.0: Introduction;
- Section 2.0: Existing Transport Conditions;
- Section 3.0: Development Proposals and Access Strategy;
- Section 4.0: Trip Generation; and
- Section 5.0: Summary and Conclusions.

Disclaimer

1.8 MEC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from MEC.

1.9 MEC accepts no responsibility or liability for:

- The consequence of this documentation being used for any purpose or project other than that for which it was commissioned; and
- The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING TRANSPORT CONDITIONS

Site Location and Existing Use

- 2.1 The site is located on the north-eastern edge of Hinckley approximately 1.5km from the Town Centre, north of the A47 Normandy Way, and east of the A447 Ashby Road.
- 2.2 The planning application extents are shown on **Figure 2.1**, edged in red.

Figure 2.1: Planning Application boundary



Source: Google Earth

Existing Pedestrian Network

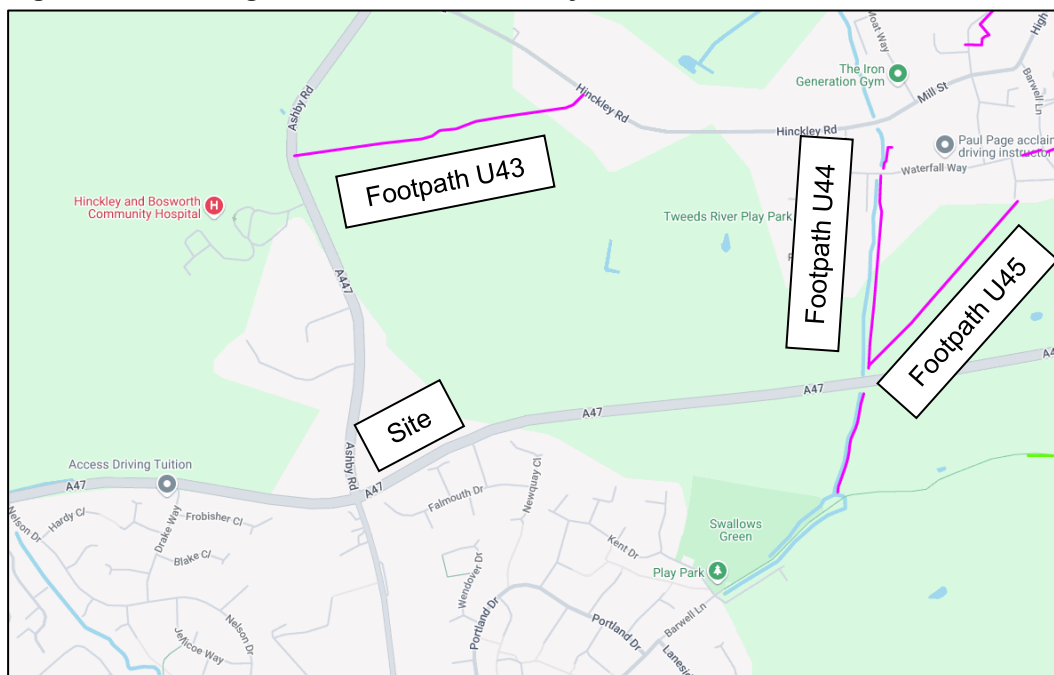
- 2.3 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing for Journeys on Foot' (2000) notes that walking accounts for over a quarter of all journeys and four-fifths of journeys less than one mile (1600m), with distances of up to 2.0km being an acceptable maximum.
- 2.4 The existing pedestrian network in the vicinity of the site comprises:
- A47 Normandy Way – contains 1 No. shared footway / cycle track on the southern side of the carriageway opposite the site. This is illuminated by street lighting and ranges from approximately 1.8m to 3.0m in width, running west to the A47 / Ashby Road signalised crossroads and east towards Cornwall Way.

There are no existing facilities for pedestrians on the northern side of the carriageway or crossing facilities over Normandy Way from the site to the southern side of the carriageway; and

- A447 Ashby Road – a footway is provided on the eastern side of the carriageway directly adjacent to the site as well as on the western side, with controlled crossing facilities provided via staggered crossings of the Signalised Crossroads junction. The footways adjacent to the site are narrow (around 0.5m in width) but widen at the crossing of A447 Ashby Road where tactile paving and dropped kerbs are provided.

2.5 A range of Public Rights of Way (PRoW) are also provided near the site that will benefit residents and promoted journeys on foot for leisure purposes. Maintained by LCC, these provide links north towards Barwell, as well as the wider Hinckley area, Burbage Common and Woods Country Park. These are shown on **Figure 2.2**

Figure 2.2: Existing PRoW in the Site Vicinity



Source: LCC Definitive Public Rights of Way

2.6 A further description of these routes is provided below:

- Footpath U43 – a track connecting Ashby Road to Hinckley Road;
- Footpath U44 – a track from Barwell Lane, near Hinckley to the A47 Normandy Way and then to Waterfall Way, Barwell, then to a point approximately 35 metres north of Waterfall Way; and
- Footpath U45 – a track from Waters End, Barwell south-west to Footpath U44 north of the A47 Normandy Way.

2.7 This demonstrates that the site is well located to nearby pedestrian facilities which will encourage trips on foot.

Existing Cycle Network

- 2.8 The Department for the Environment publication ‘PPG13 – A Guide to Better Practice’ (March 2001) states that the bicycle is the ideal mode of transport for journeys under 8km and that cycling “*has clear potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*”.
- 2.9 The existing cycle network in the vicinity of the site comprises:
- A 3.0m wide footway / cycle track (part-shared, part-segregated) on the southern side of the A47 Normandy Way adjacent to the site, which extends south towards Hinckley;
 - National Cycle Network (NCN) Route 52, maintained by Sustrans, and which passes between Higham on the Hill and Stoke Golding approximately 4.0km north-west of the site; and
 - A network of ‘Leisure Routes’ and ‘Quieter Routes’ as per Leicestershire’s ‘Choose How You Move’ campaign extend from the A47 extending into Hinckley, Barwell, Earl Shilton, and the wider area, as well as linking to NRC 52.
- 2.10 A copy of the ‘Choose How You Move’ map for Hinckley is contained in **Appendix C**.
- 2.11 This demonstrates that the site is well located to nearby cycling facilities, including an extensive range of routes currently used by cyclists, which will encourage trips by bicycle.

Existing Public Transport Network

Bus

- 2.12 The nearest bus stops to the site are located an approximate 250m walk along the A47 to the west and north up Ashby Road. Both northbound and southbound stops are flagged with passenger timetable information provided. An alternative set of stops are located on the B4667 Ashby Road South located an approximate 350m walk from the site and comprise a flag-pole / passenger timetable information, as well as bus stop laybys denoted by yellow cage markings.
- 2.13 The stops are served by the 148 and 158 bus services. A summary of the service frequencies is provided below.

Table 2.1: Existing Bus Network

Service	Operating Days	First Bus	Frequency (Minutes)			Last Bus	Route	Provider
			Morning	Midday	Evening			
148	Mon - Fri	06:00	30	30	30	22:30	Nuneaton - Leicester	Stagecoach Midlands
	Saturday	06:05	30	30	30	22:30		
	Sunday	08:13	60	60	60	17:13		
158	Mon - Fri	05:20	30	30	30	22:59	Leicester - Nuneaton	Arriva Midlands
	Saturday	05:37	30	30	30	22:59		
	Sunday	08:43	60	60	60	18:44		

- 2.14 This demonstrates that the site currently benefits from bus services offering connections to nearby employment centres every 30 minutes during the weekday peak hours within a convenient 350m walking distance maximum of the site.

Rail

- 2.15 Hinckley Rail Station is located approximately 2.8km south of the site and provides access to the national rail network. It can be accessed by bicycle and bus in approximately 11 and 19 minutes respectively, where space for 16 No. bicycles is currently provided via sheltered stands monitored by CCTV.

- 2.16 Hinckley Rail Station offers direct connections to the following major destinations:

- Leicester
- Birmingham New Street
- Cambridge
- Peterborough

- 2.17 This demonstrates that the site is well located to nearby bus and rail facilities, including bus stops and a range of services, which will encourage trips by public transport.

Existing Highway Network

Local

- 2.18 Vehicular access to the site is currently gained via a gated entrance / Priority Junction off the A47 Normandy Way, set-back approximately 3.5m from the edge of carriageway. This is shown on **Figure 2.3**.

Figure 2.3: Existing Site Access



Source: Google Earth

- 2.19 This connects to the A47 Normandy Way, an A-class road maintained by LCC and subject to a 40mph speed limit, which acts as a northern bypass around Hinckley. This extends from the A5 in the south-west, and bypasses Barwell and Earl Shilton to the north-east before linking the M1. Beyond the M1, the A47 continues into Leicester city centre.
- 2.20 The A47 Normandy Way connects to the A447 Ashby Road to the west of the site via a Signalised Crossroads junction. Ashby provides a radial route into the centre of Hinckley and serve residential areas to the north of the site.

Strategic

- 2.21 The nearest section of the Strategic Road Network to the site, managed by National Highways (NH), is the M69 which is located approximately 3.5km east of the site. This forms part of the Strategic Road Network, where it connects the M1 to the north-east and M5 to the south.
- 2.22 The A5, managed by NH, is also located within 5.1km south-west of the application site, which connects to the A47 to the south-west of Hinckley via the Dodwells Roundabout.

Personal Injury Collision Assessment

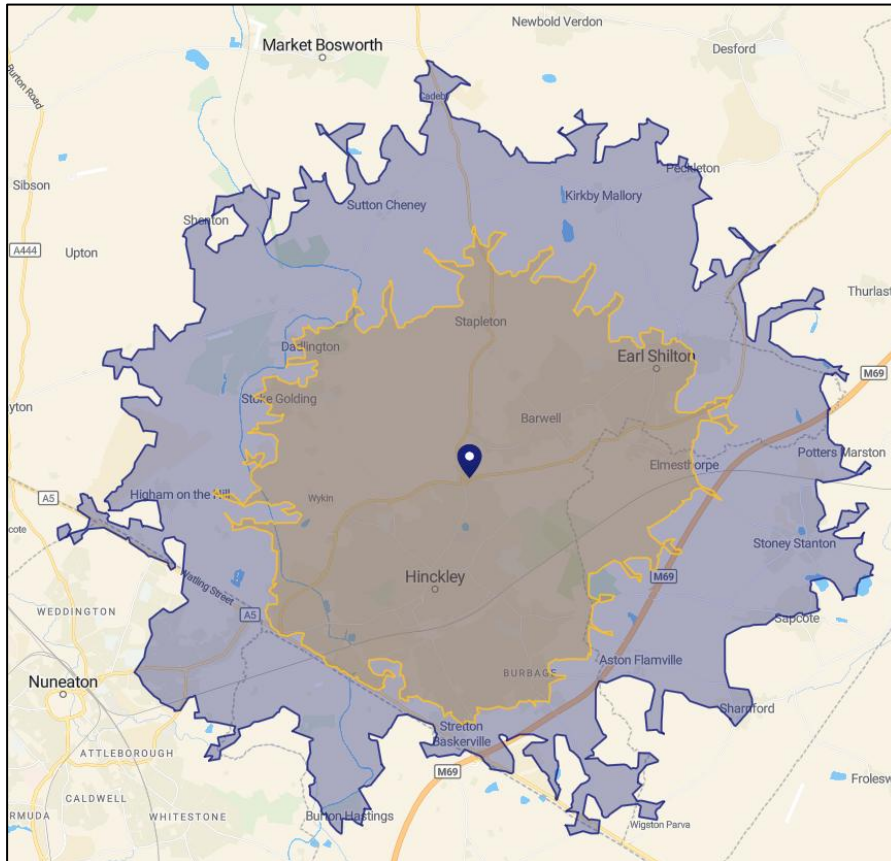
- 2.23 Assessment is now undertaken of the recent road safety record of the highway network in the vicinity of the site. This is important in regards to the access strategy, and has been informed by a review by MEC of the most recent 5-year Personal Injury Collision (PIC) data obtained from LCC.
- 2.24 A copy of the raw data is provided in **Appendix C**, and covers the period January 2019 to February 2024. This observed that:
- 9 No. 'slight', 2 No. 'serious' and 1 No. 'fatal' severity-class collisions were recorded within the vicinity of the site. This included 10 No. collisions at the junction of the A47 / Ashby Road;
 - The fatal collision occurred on the A47 westbound approach to the junction, with police reports indicating dangerous driving as a primary factor;
 - Of the remaining 9 No. collisions at the A47 / Ashby Road junction, 6 No. (all 'slight' in severity) involved vehicles in the act of a right turn manoeuvre, of which 5 No. of these occurred in or before 2020 and therefore not recently; and
 - The remaining 3 No. collisions at this junction do not appear to follow a trend.
- 2.25 It is typical at Signalised Crossroads such as the A47 / Ashby Road for right turn incidents to occur and given the volume of traffic and speed limit of the road (40mph), a total of 12 No. PICs over a 5-year period is not considered significant in heavily urbanised areas.
- 2.26 In this regard it is further noted in LCC's pre-application advice in **Appendix B** that a junction improvement scheme is currently being designed by LCC for the Normandy Way (A47) / Ashby Road (A447 / B4667) junction which would likely improve road safety conditions at this location.

Accessibility to Local Amenities

- CIHT average walking speeds have been applied: 3mph, or 5 minutes for every 400 metres, and accessibility as shown over 10, 15 and 25-minute intervals for information therefore based off approximate distances of 800m, 1200m, and 2000m;
- CIHT average cycling speeds are applied: assessed over a 5km and 8km distance from the site; and
- Runs of the 'Smappen' accessibility software to generated high level, route-based walking and cycling catchments.

Figure 2.4: Walking Accessibility Isochrones (0.8km, 1.2km, and 2km)



Figure 2.5: Cycling Accessibility Isochrones (5km and 8km)

Source: Smappen.com

2.30 This demonstrates that:

- The northern side of Hinckley is within walking distance whilst all of it is accessible within a 5km and 8km cycle;
- The south-western side of Barwell can be accessed within walking distance, and it can be comfortably access by cycle mode; and
- Earl Shilton and a range of nearby villages including Stapleton and Elvesthorpe are comfortably within cycling distance of the site.

2.31 The following local amenities are assessed as being within sustainable transport accessibility parameters, as shown in **Table 2.2**. This list is not exhaustive, and presents 'key' amenities only noting there are additional amenities not listed below.

Table 2.2: Site Accessibility to Key Local Amenities

Facility	Approx Distance (m)	Approx Journey Time (minutes)*		
		Walking	Cycling	Public Transport
Education				
Bright Horizons Nursery / Preschool	1300	15	5	N/A
Richmond Primary School	1900	22	8	N/A
Hinckley Parks Primary School	1900	22	8	17
The Hinckley School	1900	2	8	N/A
Health				
Hinckley and Bosworth Community Hospital	800	10	3	N/A
Asda Pharmacy	1000	12	4	10
Retail				
Asda	1000	12	4	10
Morrisions	1400	17	6	N/A
Aldi	1900	22	8	14
One-Stop Store	2000	24	8	N/A
Public transport				
'Ashby Grange' Bus Stops	250	3	1	N/A
'Hangmans Lane' Bus Stops	350	4	1	N/A
Hinckley Rail Station	2800	N/A	12	19
Leisure				
Ashby Road Sports Club	450	5	2	N/A
Fields Health & Fitness Club	1000	12	4	N/A
Ashby Tavern Pub	1200	14	5	7
Hinckley Golf Club	1800	21	8	N/A

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) and cycling speed of 4m/s (9mph or 14.4kph)

2.32 This demonstrates that:

- The site is located in a sustainable location, with excellent proximity on foot to local Primary Schools, pre-schools, health / retail facilities and bus stops;
- Rail stations are also accessible within 12-minute cycling distances or 19-minute public transport connections;
- Leisure and other facilities and are also accessible in under 10 minutes by bicycle.

2.33 It is concluded that the site location will encourage trips generated by the development to be made by sustainable transport mode at existing levels of infrastructure provision.

3.0 DEVELOPMENT PROPOSALS AND ACCESS STRATEGY

3.1 The development that the Client is seeking a full planning permission for comprises a new residential development of 25 No. dwellings under planning Use Class C3 being provided north of Normandy Way.

3.2 This would include the following dwelling mix:

- 1-bed dwellings – 4 No;
- 2-bed dwellings – 7 No; and
- 3-bed dwellings – 14 No.

3.3 The layout of the site is submitted in detail for consideration, as shown on the Proposed Site Layout Plan in **Appendix A**. This would be delivered within a single phase of construction.

Access Strategy

Pedestrians

3.4 The access strategy for pedestrians would be via:

- An internal footpath at 2.0m width designed to adoptable standards which would provide a direct connection onto the external pedestrian network on Ashby Road. This is shown on the Proposed Site Layout Plan in **Appendix A**. Thereafter, pedestrians would be able to traverse the A47 via controlled crossings to / from Hinckley and the nearby area; and
- Given the site also proposes a community orchard, some allowance has been made for visitors perhaps living in the Cornwall Way area wishing to traverse the A47 into the site. Therefore, widening of the existing traffic island is proposed to accommodate a 2.0m-width pedestrian refuge and footway connection from the site to the existing facilities on the southern side of Normandy Way.

Vehicles

3.5 It is proposed that the existing vehicular access to the site be stopped up, and replaced with a new Ghost Island Priority Junction off the A47 Normandy Way.

3.6 In keeping with pre-application advice obtained from LCC, the proposed junction has been designed in accordance with observed speeds and the Design Manual for Roads and Bridges (DMRB) CD123, as well as LCC guidance, as follows:

- A 40m deceleration length right-turn bay, 10m turning length and 15m direct taper are proposed in accordance with CD123 Figure 6.3a which has been verified to observed 85th percentile speeds (41.5mph eastbound / 40.3mph westbound) collected via an Automatic Traffic Count (ATC) on Normandy Way adjacent to the existing site access. This can be referenced in **Appendix D**;
- Taper lengths of the ghost island are designed to 1:20 in accordance with CD123 Table 6.1.1;
- This would not affect the existing right turn bay into Cornwall Way to the east other than the relocation of the existing deflection island and minor widening to the carriageway north of this. A new deflection island is also proposed west of the proposed right turn bay into the site to minimise risk of vehicle-to-vehicle

conflicts for vehicles waiting to turn right and eastbound vehicles from the Ashby Road / Normandy Way junction;

- A 4.8m-width access road is proposed into the site for adoption as an LCC 'Residential Access Road' ((Secondary Street Access Road' in accordance with the Leicestershire Highway Design Guide (LHDG) 2024, Figure 2)). This also includes for 8m kerb radii (for tracking) and 2.0m footways either side of the access; and
- Junction visibility splays of 2.4m x 120m (LHDG 2024, Table 6) are achievable, and would be supported by removal of the existing vegetation within the splays and re-planting to the rear of the splays within the site.

- 3.7 The proposed General Arrangement of the access junction is shown on MEC Drawing No. 29480_08_020_01B in **Appendix E**).
- 3.8 Swept path analysis of the access is shown on MEC Drawing No. 29480_08_020_02 in **Appendix F**, i.e. of a large refuse vehicle (11.220m length) and fire tender (8.680m length) entering and exiting the site in forward gear, whilst turning on-site as shown on
- 3.9 It is added that whilst the proposed Access Design would meet the requirements in the DMRB and LHDG, it would result in a minor reduction in the eastbound exit merge lane from the Ashby Road / Normandy Way Signalised Crossroads owing to the need to accommodate for a suitable deceleration length and direct taper for the right turn bay into the site. This is considered suitable since:
- The merger would achieve a length of 75m which is considered suitable to CD123 Figure 7.12.1 given lane continuity to east of the junction intervisibility zone is not significantly less than a "recommended" 100m by the standard; and
 - This will allow approximately 13 No. car lengths (75m / 5.75m) to be accommodated in free flow conditions of around 40mph 85th percentile speeds which is considered a suitable distance for vehicles to merge before the lane becomes single carriageway.
- 3.10 The proposed access arrangements are proposed for further discussion with LCC and a Stage 1 Road Safety Audit (RSA).

Parking

Car Parking

- 3.11 Car parking provision has been provided based on LHDG Table 28, which sets out minimum requirements for the development mix as follows:
- 2 No. resident spaces per dwelling (up to 3-bed dwellings); and
 - 0.25 No. visitor spaces per dwelling for sites exceeding 10 No. dwellings.
- 3.12 The development would provide 2 No. resident spaces for all properties other than 1-bedroom properties, given the need to allocate 6 No. spaces for visitor spaces. This is considered appropriate given the majority of the development meets the requirements whilst car ownership for the 1-bedroom properties is unlikely to exceed this provision given the accessible location of the site on the edge of Hinckley.
- 3.13 The proposed car parking is shown on the Proposed Site Layout Plan in **Appendix A**.

- 3.14 The size of car parking spaces accords with LHDG Part 3, paragraph 3.188, i.e. all spaces are proposed at 2.5 x 5.5m other than the parallel spaces which are 2.5 x 6.0m / the tandem spaces bound by walls on one side being 2.5 x 6.0m in accordance with the requirements.

Cycle Parking

- 3.15 Cycle parking provision has been provided based on LHDG Table 27, which sets out minimum parking requirements of 1 No. spaces per bedroom for C3 dwellings, to be provided as covered and secure.
- 3.16 Since no garages are proposed at the site, lockable sheds would be provided within rear gardens that would contain sufficient space to accommodate 4 No. cycles per dwelling to exceed the standards and promote cycling from the early stages of site occupation. This would be considered further a Reserved Matters planning stage, although with provision for the Plots 22-25 which have no rear gardens – it may, therefore, be suitable to accommodate a secure cycle compound on the open space near these properties to provide overlooked and secure facilities for residents.
- 3.17 The proposed cycle parking is shown on the Proposed Site Layout Plan in **Appendix A**.

4.0 TRIP GENERATION

4.1 To determine the impact of the proposed development on the external highway network, assessment has been conducted by MEC using TRICS v7.11.3 for the 'Residential – Houses Privately Owned',

4.2 The following selection criteria have been applied:

- Weekday samples only;
- All regions except Greater London, Scotland, Wales, Northern Ireland and the Republic of Ireland;
- Survey sites between 10 and 50 No. dwellings to reflect the site scale;
- Edge of Town only; and
- Sites with Travel Plans excluded given no Travel Plan would be implemented at the site.

4.3 A copy of the TRICS report is provided in **Appendix E**.

4.4 The resultant vehicular trip forecasts for the proposed development during the typical weekday AM and PM peak hour periods is shown in **Table 4.1**.

Table 4.1: Development Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)		Trip Generation (25 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (0800-0900)	0.118	0.354	3	9	12
PM Peak (1700-1800)	0.269	0.126	7	3	10

4.5 It is therefore forecast that the development would generate 12 No. two-way vehicle trips during the AM peak and 10 No. during the PM peak hour. This level of trip making is not considered significant and, given the site's highly sustainable location, is unlikely to generate a severe impact in accordance with the NPPG on the local highway network.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 MEC Consulting Group Ltd (MEC) has been commissioned by Morro Partnerships to prepare a Transport Statement in support of a full planning application for 25 No. residential units on land north of the A47 Normandy Way in Hinckley, Leicestershire.
- 5.2 The existing conditions review has demonstrated the site is located in a highly sustainable location on the edge of the Hinckley settlement edge within acceptable walking, cycling, and public transport distances to a range of amenities as well key transport interchanges including bus stops and rail stations.
- 5.3 The access proposals include stopping up of the existing access off the A47 Normandy Way and provision of a Ghost Island Priority Junction including a new right turn to serve the development, which has been designed to DMRB CD123 and LHDG design standards.
- 5.4 The parking provision within the site is demonstrated to meet LHDG minimum requirements.
- 5.5 The site is forecast to generate 12 and 10 No. two-way vehicular trips during the weekday AM and PM peak period periods, which is unlikely to result in a severe impact on the local highway network in accordance with the NPPF.
- 5.6 It is concluded that, on Transport and Highways grounds, there are considered to be no reasons why permission to the planning application should not be granted in accordance with the NPPF.



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APPENDICES


















APPENDIX A

Site Plan - Proposed



Housing Schedule - Morro			
Tenure	Morro	Quantity	Beds
Affordable, 2 Bedroom			
	2 Bedroom	7	2B4P
Affordable, 3 Bedroom			
	3 Bedroom	14	3B5P
21			

Key

- | | |
|---|--|
|  | Application site boundary |
|  | Existing Surrounding Buildings |
|  | Principal Highway
(to be adopted by Local Authority) |
|  | Shared Surfaces / Private Drives
(non-adopted) |
|  | Car Parking Spaces |
|  | Green Space / Public Realm |
|  | Private Rear Garden Area |
|  | Pedestrian Footpaths |
|  | Paving slabs 600x600mm |
|  | Existing Tree Planting
(approximate locations) |
|  | Proposed Tree / Hedge Planting
(for illustrative purposes only - subject to detailed design / planting scheme by Landscape Architect) |
|  | Primary Site Access |
|  | Cycle parking |
|  | Bin collection point |
|  | Visitor parking space (6 no.) |

Due Diligence Checklist:

has any of the following information been made available to brp architects to inform the feasibility design proposals?

Surveys / Reports:

Topographic Survey	Yes	No	N/A
Underground Utilities Survey	Yes	No	N/A
Desktop Assessment of Existing Utilities (inc. underground & overhead services)	Yes	No	N/A
Geological Investigation / Geological Report	Yes	No	N/A
Contaminated Land Assessment	Yes	No	N/A
Unexploited Ordinance (UOX) Report	Yes	No	N/A
Road Risk Assessment	Yes	No	N/A
Archaeological Assessment	Yes	No	N/A
Ecological Survey	Yes	No	N/A
Archaeological Investigation	Yes	No	N/A
Transport Statement / Assessment	Yes	No	N/A
Car Parking Survey / Analysis	Yes	No	N/A
Photographic Record of Site / Buildings)	Yes	No	N/A
Noise Impact / Acoustic Assessment	Yes	No	N/A
London Survey (CCTV)	Yes	No	N/A
Structural Survey of Existing Buildings)	Yes	No	N/A
Aesthetics Survey	Yes	No	N/A
Latest Point Survey	Yes	No	N/A

Local Authority Consultation:

Planning	Yes	No	N/A
Conservation / Listed Buildings	Yes	No	N/A
Highways	Yes	No	N/A
Building Control	Yes	No	N/A

Access:

Public Rights of Way	Yes	No	N/A
Right of access to / over site	Yes	No	N/A
Wayleaves / Easements (for services)	Yes	No	N/A
Public Transport Accessibility Level (PTAL)	Yes	No	N/A
Rating - note: Greater London projects only			

Site Boundaries / Land Owner _____

Land Registry Title Plan / Register	Yes	No	N/A
Restrictive Covenants	Yes	No	N/A

Information Provided by Client:

Documentation re: Site History	Yes	No	N/A
Health & Safety File	Yes	No	N/A
Existing Record Drawings	Yes	No	N/A
Fire Zone Plans / Fire Strategy Plans	Yes	No	N/A

Potential Constraints:

Former Land Uses	Yes	No	N/A
Neighbouring Land Uses	Yes	No	N/A
Party Wall Issues	Yes	No	N/A
Rights to Light Issues	Yes	No	N/A
Conservation Area / Listed Building(s)	Yes	No	N/A
Schedule of Ancient Monument(s)	Yes	No	N/A
Area of Outstanding Natural Beauty	Yes	No	N/A
Site of Special Scientific Interest	Yes	No	N/A

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Client
Morro Partnerships Ltd

Project Title

Proposed Development
Land North of Normandy Way,
Hinckley

Site Plan - Proposed

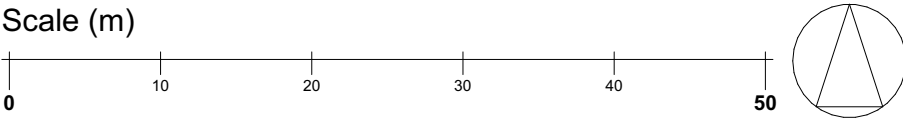
Drawing Status

Preliminary

Scale(s): 1:500		Original Paper Size: A1
Drawn By RM	Checked By (File copy only)	Date 27.02.25

Document Reference

M170-BRP-00-00-DR-A-0102-P03





MEC
Consulting Group

APPENDICES



APPENDIX B

PRE-APPLICATION DETAILS

District Reference Number: 24/10147/PREMAJ

Highway Reference Number: 2024/5773/04/HEN

Location: Land North Of Normandy Way Hinckley Leicestershire

Proposal: Enquiry. 25 dwellings.

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: via Hinckley and Bosworth Borough Council

Parish:

Road Classification: Class A

Please note that the contents of this report 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.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of 25 dwellings at Land North of Normandy Way, Hinckley.

The LHA have reviewed the following document submitted in support of the proposals:

- BRP Architects drawing number M170-BRP-00-00-DR-A-0002-P04 (Proposed Sketch Site Layout - Option 1)
- BRP Architects drawing number M170-BRP-00-00-DR-A-0003-P03 (Proposed Sketch Site Layout - Option 2)
- BRP Architects drawing number M170-BRP-00-00-DR-A-0004-P03 (Proposed Sketch Site Layout - Option 3)

Reference has been made to the Leicestershire Highway Design Guide (LHDG – <https://resources.leicestershire.gov.uk/lhdg>) throughout these observations. It should be noted that the LHA is in the process of updating the LHDG which may be published prior to, or during, any forthcoming planning application.

The LHA note that all three site layout options use the same site access design. The LHA advise it would not be in a position to advise a preference in respect of which option is preferable.

Site Access

Access to the site is proposed off Normandy Way, an A classified road (A47) subject to a 40mph speed limit. The A47 forms part of the Department for Transport's Major Road Network and Leicestershire County Council's Resilient Network.

The site currently appears to be used for allotments and the development would be accessed via the existing site access, which would be improved as a result of the proposals. The LHA note from a desktop exercise that immediately beyond the gate to the access, it appears that there would be little, if any, space to park vehicles and the access to the site is likely to be seldom, if ever, used. Nevertheless, it appears users off the allotments do park in front of the access gates and on the highway verge.

The Applicant is strongly advised to consider Part 1, Section IN5 of the LHDG (our access to the road network policy) as part of any future planning application. If recorded 85th percentile vehicle speeds are more than 40mph, the LHA advise that the proposals would be contrary to this policy.

The Applicant may also wish to consider application reference 24/00016/FUL (Change of use of agricultural land to provide 4no gypsy and traveller pitches including day rooms with associated landscaping. [Re-submission 23/00655/FUL] | Land Adjacent To 12 Newquay Close Hinckley Leicestershire) in the context of these proposals. That application was refused by the Local Planning Authority, partly on the advice provided by the LHA and dismissed at appeal. The Planning Inspector highlighted significant highway safety concerns with the access off Normandy Way (A47).

Notwithstanding the above, the LHA advise that visibility splays at the access will need to be based on an automatic (not handheld radar) speed survey at the site access location, with the location of the survey and raw data provided as part of any future application. Visibility splays will need to be based on Part 3, Table DG4 of the LHDG. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

The access would need to be designed in accordance with Part 3, Figures DG1 and DG5 of the LHDG, however the LHA accept that given the nature of Normandy Way (A47), increased junction radii may be beneficial.

The LHA will require the Applicant to consider how the site would be accessed for right turning vehicles from Normandy Way into the site. At the very least, amendments will be required to the central hatching to allow/ encourage vehicles to wait in the area to turn right. Given the nearby right turn lane into Cornwall Way and the central hatching fronting the site however, consideration should also be given as to whether there is potential for an appropriately designed right turn lane to be installed to serve the site. This may require localised widening of the carriageway into the verge.

Further guidance of ghost right turn lanes can be found within the Design Manual for Roads and Bridges CD123 Geometric design of at-grade priority and signal-controlled junction's document. The LHA could also have concerns should carriageway widths not be wide enough to allow an HGV to pass a vehicle waiting to turn right, given the proximity of the traffic signals as drivers could be tempted to drive up the kerb and over run the verge to continue past the signals.

The LHA advise that the access arrangements would need to be subject to an independent Stage 1 Road Safety Audit with a Designer's Response provided to any problems raised and, if necessary, a revised drawing. Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access in all directions would be required. For all vehicles, the LHA will require swept paths at junctions to be undertaken at a minimum vehicle speed of 10mph (15 kph) to provide a more realistic swept path.

The vehicle speed used should be detailed on the drawing.

It should be noted that the LHA are aware that a junction improvement scheme is currently being designed by Leicestershire County Council for the Normandy Way (A47) / Ashby Road (A447 / B4667) signalised junction. Consideration of the proposed access arrangements in respect of the improvement scheme may be required at the time of application, however at present the LHA are not able to provide details of the proposed scheme.

Internal Layout

The LHA advise that should the Applicant wish for the internal roads to be considered for adoption by Leicestershire County Council, the adopted section of road would need to be served by a minimum of six individual private driveway accesses for six dwellings. This does not appear to be the case for any of the proposed layouts. Should the internal roads remain private, the LHA advise that refuse collection would need to be undertaken from within the site and the layout would need to be designed to enable a refuse collection vehicle to turn within the site, with swept path analysis shown on a drawing.

Further to the above, the LHA advise that the proposed footway to Ashby Road (A447) may not be considered for adoption given this is isolated from the edge of the carriageway. The LHA advise that an adoptable 2.0m wide footway is provided alongside the edge of the carriageway to tie in with existing provisions at the junction.

Parking provision should be provided on the basis of two spaces for a dwelling with up to three bedrooms and three spaces for a dwelling with four bedrooms or more. The size of car parking spaces should accord with Part 3, Paragraph 3.165 of the LHDG. Garages should be designed in accordance with Part 3, Paragraph 3.200 of the LHDG.

Off-street parking should be designed in accordance with the principles set out in Part 3, Paragraphs 3.159 to 3.161 of the LHDG. This stipulates, amongst other things, that 'the location and overall design [of parking spaces] should encourage maximum use of the parking areas to minimise the risk of on-street parking problems.' Furthermore, Part 3, Paragraph 3.167 of the LHDG states that 'in the interests of the safety of all road users, including pedestrians and cyclists, and of maintaining efficient flow of traffic, we will look for developments that include well designed parking layouts (on-street and off-street) that minimise the likelihood of on-street parking problems.' Triple tandem parking (including garages) would be discouraged by the LHA as these can lead to on-street parking problems.

Contributions

Given the scale of the proposals, the LHA are likely to require the following contributions:

- One Travel Pack per dwelling. These can be supplied though LCC, currently at a cost of £52.85 per pack or alternatively a sample pack can be provided to LCC for review, with a £500 administration fee.
- Two x application forms within the Travel Pack for six-month bus passes per dwelling. These currently cost £510 each for an Arriva bus service.

Date Received
23 October 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
20 November 2024

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Emma Baumber

Email: emma.baumber2@hinckley-bosworth.gov.uk

Our Ref: 24/10147/PREMAJ

Date: 22nd January 2025



**Hinckley & Bosworth
Borough Council**

Richard Brown
Pegasus Group
4 The Courtyard
Lockington
Derby
DE74 2SL

Dear Richard

Pre-application Response

Reference: 24/10147/PREMAJ

Proposal: Development consisting of up to 25 dwellings including a new access on to Normandy Way, amenity space, parking and pedestrian links. 3 options are put forward

Location: Land North of Normandy Way, Hinckley

Ward: Hinckley DeMontfort

Thank you for your pre-application enquiry received 8th October 2024. The advice provided is based upon the information submitted with this enquiry.

Relevant Planning Policies/Guidance

Core Strategy (2009)

- *Policy 1: Development in Hinckley*
- *Policy 5: Transport infrastructure in the sub regional centre*
- *Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge*
- *Policy 15: Affordable Housing*
- *Policy 16: Housing Density, Mix and Design*
- *Policy 19: Green Space and Play Provision*
- *Policy 20: Green Infrastructure*
- *Policy 24: Sustainable Design and Technology*

Site Allocations and Development Management Policies (SADMP) DPD (2016)

- *Policy DM1: Presumption in Favour of Sustainable Development*
- *Policy DM3: Infrastructure and Delivery*
- *Policy DM4: Safeguarding the Countryside and Settlement Separation*
- *Policy DM6: Enhancement of Biodiversity and Geological Interest*
- *Policy DM7: Preventing Pollution and Flooding*
- *Policy DM8: Safeguarding Natural and Semi-Natural Open Spaces*
- *Policy DM10: Development and Design*

- *Policy DM17: Highways and Transportation*
- *Policy DM18: Vehicle Parking Standards*

Leicestershire Minerals and Waste Local Plan (2019)

- Policy M11: Safeguarding of Mineral Resource

National Planning Policy Framework (2024)

Planning Practice Guidance (PPG)

National Design Guide (2019)

HBBC Good Design Guide

Leicestershire Highway Design Guide

Landscape Character Assessment (2017)

Landscape Sensitivity Assessment (2017)

Open Space and Recreation Study (2016)

Green Wedge Review (2020)

Housing Needs Study (2024)

Settlement Hierarchy Paper (2021)

Consultee Comments

A copy of all consultee comments will accompany this response. Comments have been received from:

Environment Agency

HBBC- Affordable housing

HBBC- Drainage

HBBC- Environmental Services

HBBC- Waste/Streetscene Services

LCC- Archaeology

LCC- Highways

The following departments have been consulted upon, however, comments have not been provided for this pre-application request. It is anticipated that they would be consulted should any application come forward and the lack of response as part of this pre-application does not indicate a lack of relevance.

LCC- Developer Contributions

LCC- Ecology

LCC- Waste and Minerals

LCC- Lead Local Flood Authority

Appraisal

Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 2 of the National Planning Policy Framework (NPPF) repeats this and states that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF

confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and state that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) (CS) and the Site Allocations and Development Management Policies DPD (2016) (SADMP).

The Core Strategy (CS) sets out the settlement hierarchy for the Borough. The urban area is the focus for development and Hinckley is the most sustainable location and a sub-regional centre, as identified by policy 1 of the CS.

However with the exception of the most westerly part of the site, the application site is located outside of the adopted settlement boundary of Hinckley. The site is therefore designated as 'open countryside'. As such, the principle of the location of the proposed residential development would be assessed against Policy DM4 of the adopted SADMP. Policy DM4 states that to protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. The proposal for new build residential development is not a form of development supported by Policy DM4 which states that:

"Development in the countryside will be considered sustainable where;

- It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or*
- The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or*
 - It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or*
- It relates to the provision of stand-alone renewable energy developments in line with policy DM2: Renewable Energy and Low Carbon Development; or*
- It relates to the provision of accommodation for a rural worker in line with Policy DM5: Enabling Rural Worker Accommodation.*

And

- It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and*
- It does not undermine the physical and perceived separation and open character between settlements; and*
- It does not create or exacerbate ribbon development".*

The site does not fall under any of the categories identified in DM4 as sustainable development and so there is a clear conflict between the proposed development and the policy. This proposal will need to be carefully weighed in the planning balance along with the detailed assessment of the other relevant planning considerations in this case. It is to be noted that in recent appeal decisions the policy still carries weight as it is consistent with the requirements and objectives of the NPPF. Policy DM4 is likely to be attributed significant weight in determining any future application.

Policy DM17(b) of the SADMP requires development proposals to be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Being an edge of settlement location walking distances to facilities within Hinckley are increased

however services are available within walking distance from the site. Furthermore there are a number of bus stops within 300m which could provide public transport to Leicester and Nuneaton and higher order services. The site is therefore considered to be locationally sustainable however it will be important to ensure pedestrian footpaths to Ashby Road (as is proposed in each of the three layout plans).

Housing Mix and Supply

The NPPF was updated on 12 December 2024 and the National Planning Practice Guidance (NPPG) has revised the standard method for calculating the local housing need assessment. As a result, the Council must re-visit its Five-Year Housing Land Supply (5YHLS) position. Whilst further assessment must be made, the Council are now unlikely to be able to demonstrate a 5YHLS, which is one of the circumstances for engaging the 'tilted' balance of Paragraph 11(d).

In any event, due to the age of relevant housing policies within the adopted CS, the 'tilted' balance in Paragraph 11(d) of the NPPF (2024) is already triggered in accordance with Footnote 8 and Paragraph 11.

The revised NPPF states that when the 'titled' balance is engaged, decision making must have particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. Overall, the new NPPF means that the Council can no longer demonstrate a five-year supply of land for housing and that further weight should be given to housing applications.

Policy 16 of the CS requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking account of the type of provision that is likely to be required, based upon table 3 in the CS and informed by the most up to date housing needs data. All developments of 10 or more dwellings are also required to meet a 'very good' rating against Building for Life, unless unviable. A minimum density of 40 dwellings per hectare is required within and adjoining Hinckley, however Policy 16 goes on to state that a lower density may be required where individual site circumstances dictate and are justified. In this case given the landscape and Green Wedge constraints a lower density may be more appropriate.

The Good Design Guide SPD advocates the use of the Building for Life assessment. In line with the Good Design Guide and Policy 16 a Building for Life assessment should be submitted with any future application.

Policy 15 of the CS sets out that a minimum of 2,090 affordable homes will be provided in the Borough from 2006 to 2026. The Borough has an unmet affordable housing need, and therefore the provision of affordable housing would be given significant weight in the planning balance. The Housing Needs Study (HNS) (2024) identifies a Borough need for 430 affordable dwellings per annum across the Borough and a net need of 42 dwellings per annum within the Hinckley De Montfort Ward. The Study states this is not a target, but that affordable housing delivery should be maximised where opportunities arise.

The housing officer has commented that Hinckley has the highest demand for affordable housing in the Borough and that there is a high number of applicants on the councils housing register (863 in November 2024).

The HNS recommended housing mix is included below and includes both market and affordable units. In this case the scheme is proposed as a 100% affordable scheme.

Figure 5: Suggested size mix of housing by tenure – Hinckley & Bosworth				
	Market	Affordable home ownership	Affordable housing (rented)	
			General needs	Older persons
1-bedroom	5%	20%	25%	40%
2-bedrooms	35%	50%	35%	60%
3-bedrooms	40%	25%	30%	
4+-bedrooms	20%	5%	10%	

Source: Housing Mix analysis (see Section 5)

The proposals presented with the pre-application do not give an indicative split of tender in terms of affordable home ownership or affordable rented but do give indicative dwelling sizes. At present the proposals do not comply with the suggested mix in the HNS and there is therefore conflict with Policy 16. In each of the three scenarios there is considered to be an overprovision of 3 bed units when considering both the HNS and housing register. The mix should be adapted to reflect the mix outline in the HNS which requires a greater provision of 2 bed units and some additional 1 bed units.

Notwithstanding the above, at present, in the absence of a five year housing land supply the provision of 25/26 dwellings would attribute moderate positive weight in the planning balance. However owing to the need for affordable units, the provision of 25/26 affordable would attribute significant positive weight in any planning balance.

Loss of Open Space

The site in question is designated as allotments in the SADMP; the evidence is provided in the Open Space and Recreation Study (2016), site ref HIN85, site name Ashby Road Allotments. As a result, Policy DM8 applies.

Policy DM8 states that:

“Planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:

- a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or*
- b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or*
- c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.”*

It is noted that the Open Space and Recreation Study (2016) highlights that the Ashby Road allotments are not meeting the 80% quality standard, and at the time of assessment had a quality score of 58%. However, the study also highlights that Hinckley falls below the quantity standard for allotments. The study states that “Widespread deficiencies are evident, particularly within the south and east of Hinckley.” The deficit number for allotments is -6.01.

The Borough Council are in the process of reviewing this Study, and therefore depending on when/if an application is submitted, the proposal could be assessed against the new Open Space Study and standards. Timeframes for the new Open Space Study are anticipated completion in early 2025. However, we consider it unlikely that there will be a significant change in the quantity of allotment land in Hinckley. Based upon the evidence to date the loss of the

allotments would be detrimental to the Borough's quantum of open space and to residents in Hinckley.

There is clear conflict with Policy DM8 with no proposed remediation or mitigation for the loss of allotment space. Given the current deficit of allotments in Hinckley, the loss of open space and conflict with Policy DM8 is likely to be attributed significant negative weight in the planning balance.

Landscape and Visual Impact

Section 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed places.

Outside the defined settlement boundaries, the countryside is not regarded as a sustainable location for new development. Section 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment.

Paragraph 187(b) specifically highlights that this should be achieved by, "Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services..."

This is supported by Policy DM4 of the SADMP, which states that development in the countryside will be considered sustainable where:

- i.) It does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside; and
- ii.) It does not undermine the physical and perceived separation and open character between settlements; and
- iii.) It does not create or exacerbate ribbon development.
- iv.) If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and
- v.) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21.

Furthermore the site lies within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge, as designated in the Core Strategy, and the SADMP, and the Green Wedge boundaries are illustrated on the Policies Map. Policy 6 of the Core Strategy therefore applies.

A landscape and visual impact assessment has not been submitted as part of the pre-application but should accompany any future planning application. In the absence of an LVIA comments on landscape and visual impact are limited.

Focusing upon the Green Wedge, the explanatory text of Policy 6 notes that the green wedge protects the separation of Hinckley, Barwell and Earl Shilton, helping to protect their individual identities. In addition the green wedge provides easy access from urban areas into green spaces, contributing towards the quality of life for residents in the urban area. Policy 6 lists a number of land uses judged to be acceptable in the Green Wedge, residential development is not one of the listed acceptable types of development. Policy 6 goes on to state that any land use or associated development in the Green Wedge should:

- (a) Retain the function of the Green Wedge
- (b) Retain and create green networks between the countryside and open spaces within the urban areas
- (c) Retain and enhance public access to the Green Wedge, especially for recreation and
- (d) Should retain the visual appearance of the area

Whilst an LVIA will help understand the how the development would retain the function of the Green Wedge in maintaining separation between Barwell and Hinckley, at this stage the Council consider that the development of the site would reduce this function. This is supported by a recent appeal decision on Land south of Normandy Way (Appeal Ref: APP/K2420/W/24/3343996). Here the Inspector judged that despite the development projecting no further north of than the A47 it would project further than neighbouring houses in the direction that Barwell lies. Furthermore, when travelling along the A47, which is from where this part of the Green Wedge is most readily be appreciated, it would appear to extend Hinckley further along the A47 towards Barwell. The Inspector judged that the site in question represented a very small part of the Green Wedge, however that the loss of even a small part of the green wedge would have an impact and cumulatively such small impacts would undermine the purpose of the Green Wedge. Given the pre-application proposal lies to the north of the A47 and proposes a more dense form of development than the appeal scheme, it is arguably likely to be more harmful. It is relevant that the Green Wedge Review (2020) notes intervisibility between Barwell and Hinckley in this area of Green Wedge. The Review states that any development in Area A (north of the A47, east of Ashby Road and south of Hinckley Road) would have an impact on merging settlements as it would reduce the open gap between settlements. This is detailed further within the 2017 Landscape Character Assessment.

In addition to the loss of function of the Green Wedge, the proposal would lead to a loss of public access to the Green Wedge through the loss of the current allotments. Therefore, it is the LPAs opinion, in the absence of evidence to the contrary, that any application at this site would be contrary to Policy 6.

Any future proposals should include careful consideration of the Green Wedge review and Landscape Character Assessment and Sensitivity studies. It is noted that the indicative site plans retain the green infrastructure around the site but this is unlikely to be sufficient to mitigate harm to the countryside, Green Wedge and wider landscape. The LPA would reiterate that the loss of this area of Green Wedge would be very difficult to support in landscape terms and the detrimental impact would likely be attributed significant negative weight in the planning balance.

Design and Layout

Policy DM10(c), (d) and (e) of the SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the area generally and incorporates a high standard of landscaping.

Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Further guidance is set out in paragraph 135 of the NPPF and paragraph 139 of the NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance. Local policy is considered to accord with the NPPF.

The adopted HBBC Good Design Guide provides further design guidance.

Three site layouts have been submitted for review, Option 3 is considered most appropriate in that it provides linear development along Normandy Way with open space to the front of the site. The development would be a lot denser than surrounding development and considering its countryside, edge of settlement and Green Wedge location a reduction in the number of units is advised to reflect the surrounding context.

Pedestrian access to Ashby Road is included in all three proposals and is in a suitable location with a walkway to the highway through open space. Consideration is needed regarding potential lighting for the walkway.

In each proposal the vegetation surrounding the site is retained which would be welcomed as would additional tree planting to the sites frontage as proposed in Option 3.

Housing designs/types have not been submitted as part of this pre-application but the Option 3 layout consists of a semi-detached properties and three terraced dwellings. Houses in the immediate area are predominantly larger detached properties, however, a balance is needed between the appearance of the development and desired affordable house sizes. Therefore the proposed predominance of semi-detached units is judged acceptable. Dwellings should be a maximum of two storeys in height to reflect the surrounding context. Facing materials should also respect the character of the area where generally red brick is most prominent. This is and could be interspersed with render but care should be taken with the use of render on the countryside edge of the development. Good quality architectural detailing is expected such as chimneys, window arch and sill detailing and the use of different brick courses to break up elevations.

Option 3 includes a number of parking areas which break into the open space/BNG areas of the development, this weakens the design as the hard surfacing and resultant parked cars would reduce the effectiveness and appearance of the open areas. This is especially relevant for the parking in front of plots 6-9. The Good Design Guide seeks to avoid long rows of parking, where these are proposed they should be broken up by landscaped areas.

In terms of open space provision care is needed to ensure that it is truly accessible, useable areas of open space. Then strips of land adjacent to the highway are in reality not useable areas for casual/informal play and should not be designated as such. Furthermore, areas safeguarded and enclosed for BNG cannot be counted towards accessible green space. Open space requirements are included at the end of this report.

Access/Highway Safety

Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

Policy DM18 requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, other modes of transport available and appropriate design. Any development will be expected to provide disabled parking provision. Particularly within Hinckley Town Centre development should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

Paragraph 115 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users Paragraph 116 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 117(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Detailed comments are provided in the comments provided by LCC highways and are not repeated here for brevity.

Ecology

Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of mature conservation and geological value. Major developments in particular are expected to include measures to deliver biodiversity gains. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

Unfortunately, LCC ecology have not provided detailed comments as part of this pre-application response. A future planning application will need to be accompanied by an ecology survey of the site and include a Biodiversity Net Gain assessment.

A tree survey and arboricultural report should be submitted alongside the application, this should set out which trees are to be retained and felled and include measures to protect trees during construction.

Residential Amenity and Pollution

Policy DM10 of the SADMP outlines that developments will be permitted providing that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion.

Policy DM7 of the SADMP outlines that adverse impacts from pollution will be prevented, including noise and vibration, noise, air quality and contaminated land impacts.

Paragraph 135(f) of the NPPF states that decisions should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 198 of the NPPF states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

The Good Design Guide SPD outlines that development will need to provide high quality internal amenity space as this is critical to the quality of life of residents. The guide states that new developments should meet minimum standards of garden sizes and separation distances between dwellings. The National Design Guide also promotes a healthy, comfortable and safe internal and external environment. All dwellings should meet the nationally prescribed space standards.

Please refer to the separation distance guidelines and other guidance contained within the GDG. At present it appears that some plots do not meet the required minimum garden sizes outlined on pg 34 of the SPD. In terms of separation distances, on the whole, these would be appropriate with the exception of the relationship between Plot 17 and 19 whereby there appears to be substandard separation between the two front elevations. Given the staggered nature this could be resolved by window/room placement. Separation distances are acceptable to surrounding residents providing no windows are placed in the side elevation of Plot 1.

I would also draw your attention to the comments from the Environment Team. A future planning application should include a noise impact assessment (considering road noise) and land contamination assessments.

Drainage/Flood Risk

Policy DM7 of the SADMP outlines that adverse impacts from flooding will be prevented. Developments should not create or exacerbate flooding by being located away from area of flood risk unless adequately mitigated in line with National Policy. Policy DM10 outlines the requirement for an appropriate Sustainable Drainage Scheme.

Paragraph 181 of the NPPF states that when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere.

Comments from the HBBC drainage officer have been received. According to the Environment Agency (EA) website, the application site is located within Flood Zone 1, designated as low probability of flooding from rivers and sea, and the principle of residential development in low flood risk areas is acceptable. Please note that if the development were to exceed 1 Hectare, a site specific Flood Risk Assessment would be required.

The EA Surface Water mapping also indicates that the application site is located in an area at very low risk of flooding from surface water.

The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site, and ensure that surface water runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.

The proposed outfall for the discharge of surface water runoff from the development should be in accordance with the hierarchical approach outlined in Building Regulations Part H.

The use of infiltration drainage is preferred, subject to the site being free from a contaminated ground legacy. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced

If the ground strata are insufficiently permeable to avoid discharging some surface water off-site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.

Subject to a suitable drainage solution coming forwards the development would comply with Policy DM7.

Sustainability

Policy DM10 of the SADMP outlines development will be permitted providing that it maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24. Where parking is to be provided charging points for electric or low emission vehicles should be included where feasible.

Please ensure the above is considered and incorporated in any final designs. The Council would welcome details about how the scheme can reduce its carbon footprint, both in terms of the construction methods and materials used, but also in terms of potential for onsite renewable energy generation and water efficiency measures.

Mineral Safeguarding

Mineral resources of local and national importance should not be needlessly sterilised by non-mineral related development. The development site is located in a sand and gravel minerals consultation area. The development does not fall within any of the safeguarding exemptions outlined in the Leicestershire Minerals and Waste Local Plan and Policy M11 of the Leicestershire Minerals and Waste Local Plan is therefore relevant. Whilst comments have not been provided by LCC, given the close proximity to residential dwellings it is unlikely that a minerals assessment would be required. LCC would be consulted for any future planning application.

S106 Heads of Terms

Policy DM3 of the adopted SADMP requires development to contribute towards the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities.

An indicative list of likely contributions are included below, the list is not exhaustive or comprehensive as other infrastructure requirements may be identified through consultation during the application.

1. LCC Planning Obligations Requests:

Unfortunately comments have not been provided by LCC's planning obligations team, however we would expect infrastructure requirements for waste, libraries and education to be requested.

2. NHS Planning Obligation Request:

No comments have been provided by the NHS during this pre-application, however, we would anticipate a S106 request.

3. Affordable housing:

See above report and consultee comments.

4. Highways:

Given the scale of the proposals, the LHA are likely to require the following contributions:

- One Travel Pack per dwelling. These can be supplied through LCC, currently at a cost of £52.85 per pack or alternatively a sample pack can be provided to LCC for review, with a £500 administration fee.
- Two x application forms within the Travel Pack for six-month bus passes per dwelling. These currently cost £510 each for an Arriva bus service.

5. Open space:

Policy 19 of the Core Strategy identifies standards for play and open space within the borough. Developments should accord with the policy and provide acceptable open space within the development, or if that is not possible contribute towards the provision and maintenance of open space off site. The Open Space and Recreation Study 2016 updates these standards and also identifies the costs for off-site and on-site contributions.

In the absence of full details containing open space I have included the open space requirements for a development of 25 dwellings. It is assumed that only 'outdoor sports' will be provided offsite for the purpose of this pre-application.

	Number of dwellings	Sqm to be provided	provision contribution	Maintenance contribution
ON SITE POS:				
Equipped Children's Play Space	25	90	£16,373.70	£15,804
Casual/Informal Play Spaces	25	420	N/A	£4,536
Accessibility Natural Green Space	25	1000	N/A	£14,200
OFF SITE POS Contribution:				
Outdoor Sports Provision	25	960	£8,688	£4,128

6. S106 legal and monitoring fees.

Other considerations

Consultation and Engagement:

HBB encourage community consultation and engagement prior to the submission of planning applications. A list of ward councillors and links to their contact details are included below.

[Councillor SM Gibbens](#)

[Councillor L Hodgkins](#)

[Councillor MT Mullaney](#)

Conclusion and Planning Balance

As outlined in the report currently the 'tilted' balance in paragraph 11(d) of the NPPF applies and planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The proposal would not comply with any of the acceptable categories of development (a-e) within Policy DM4 there would therefore be an in principle conflict with the Development Plan. To the extent that Policy DM4 seeks to implement the Core Strategy through its approach to the countryside and settlement boundaries it is out of date. In terms though of the weight that should be afforded to Policy DM4 the emphasis of the policy is to promote sustainable development proposals within the countryside and protect it from unsustainable proposals. In that regard Policy DM4 is consistent with and accords with the NPPF which provides that planning policies should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside. We would therefore afford Policy DM4 significant weight in determining any future application.

The site is located within the Green Wedge, where again the development would not comply with the categories of development judged to be acceptable within Policy 6 of the Core Strategy. Based on the information provided and in the absence of evidence to the contrary, the proposal is likely to harm the function of the Green Wedge in terms of settlement separation and it is likely there would be harm to the general character of the countryside. Furthermore, the proposal would reduce public access to the Green Wedge through the loss of allotments. The landscape harm and specific harm to the Green Wedge would both likely be attributed significant negative weight in the planning balance.

Separately the loss of allotments without suitable mitigation conflicts with Policy DM8 of the SADMP. Considering the lack of allotment provision within the Borough, this is also likely to be attributed significant negative weight in the planning balance.

The development would provide 25 dwellings to the Councils 5YHLS this would be attributed moderate positive weight. A fully affordable housing development would be attributed significant positive weight owing to the shortfall of affordable housing.

Other benefits of the development include social and economic benefits through the construction of the development and occupation of the dwellings. This would also be attributed moderate positive weight in the balance.

Based on the information provided as part of this pre-application response the benefits of the development are not considered to outweigh the harm of developing the site and therefore it is likely that the development would not be supported by HBBC.

Any future application will need to robustly assess and evidence the impact of the development on the countryside and Green Wedge and would need to address the loss of open space.

Documents/Fees required supporting a planning application

In terms of the validation requirements a list of national and local requirements can be found on the Council's website: https://www.hinckley-bosworth.gov.uk/info/608/make_a_planning_application/795/national_and_local_requirements_for_planning_applications. The list below provides an indication of the likely/suggested documents/plans required to support an application, it should be noted this may depend on the type of application ie outline or full:

- Application Form
- Ownership Certificates/Notices/Declarations
- Appropriate Planning Fee – Dependent on the site area (outline) or number of dwellings (full)
- Site Location Plan
- Illustrative Masterplan (outline) or Site Plan (full)
- Parameter Plans (outline)
- Planning Statement – to include details of the public benefits of the proposal, an Affordable Housing Statement and draft S106 Agreement Heads of Terms)
- Design and Access Statement
- Contaminated Land Assessment
- Drainage Strategy
- Transport Assessment (including access drawings) and Travel Plan
- Noise Impact Assessment
- Landscape and Visual Impact Assessment
- Ecological Assessments

- Biodiversity Net Gain Assessment
- Tree survey/arboricultural assessment
- Landscape plans
- House elevations/floor plans including ancillary buildings (full)

Relevant Policies/Guidance

All policy documents can be found on the council's website at:
http://www.hinckleybosworth.gov.uk/info/1004/planning_policy/381/planning_policy_documents

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours faithfully

Christopher Brown
Head of Planning

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application, and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at buildingcontrol@hinckley-bosworth.gov.uk to arrange a quote.



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APPENDICES



APPENDIX C

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900701	02/07/2019	443090	295700	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	N	W
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000052	15/01/2020	443102	295710	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY, HINCKLEY JUNCTION WITH B4667 ASHBY ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	W
Car	Mid Junction - on roundabout or main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000056	24/01/2020	443280	295805	Other	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW CORNWALL WAY.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	NE	SW
Car	Jct Approach	Going ahead other	NE	SW
Car	Entering main road	Turning right	SE	NE
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 14/12/2024 (71) months
Selection: Notes:
; Refined using Accidents within selected Polygons -Data
Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000904	20/11/2020	443095	295710	Raining without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000927	30/11/2020	443090	295715	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Car	Entering main road	Turning right	N	W

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000985	16/12/2020	443105	295705	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Slight
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	W	S
Car	Mid Junction - on roundabout or main road	Going ahead other	E	W

Casualties:

Class	Severity
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200088	29/01/2022	443090	295710	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Serious
Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202200944	03/11/2022	443095	295715	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	E	N
Car	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400300	05/04/2024	443070	295705	Fine without high winds	Dry	Daylight	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead	W	E
Car	Jct Approach	Going ahead but held up	W	E

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400415	12/05/2024	443108	295705	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: A47 NORMANDY WAY HINCKLEY JW ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead	N	S

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2019 and 14/12/2024 (71) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202400984	18/10/2024	443060	295700	Fine without high winds	Wet/Damp	Darkness: street lights present and lit	Fatal

Location: A47 NORMANDY WAY HINCKLEY 40M W ASHBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	W	E
Car	Not at, or within 20M of Jct	Going ahead	W	E
Car	Not at, or within 20M of Jct	Going ahead	E	W

Casualties:

Class	Severity
Driver / Rider	Very serious
Vehicle	Fatal
Passenger	
Driver / Rider	Fatal

Number of records in selection: 11



Accidents between dates: 01/01/2019 and 14/12/2024

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Table 1 - Accidents by Month	2019	2020	2021	2022	2023	2024	Total
January	-	2	-	1	-	-	3
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	1	1
May	-	-	-	-	-	1	1
June	-	-	-	-	-	-	0
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	1	1
November	-	2	-	1	-	-	3
December	-	1	-	-	-	-	1
TOTAL	1	5	0	2	0	3	11

Table 2 - Casualties by Month	2019	2020	2021	2022	2023	2024	Total
January	-	3	-	1	-	-	4
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	2	2
May	-	-	-	-	-	1	1
June	-	-	-	-	-	-	0
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	3	3
November	-	3	-	1	-	-	4
December	-	1	-	-	-	-	1
TOTAL	1	7	0	2	0	6	16

Table 3 - All Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	1	1
Serious	0	0	0	1	0	0	1
Slight	1	5	0	1	0	2	9
TOTAL	1	5	0	2	0	3	11

Table 4 - Casualties by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	2	2
Serious	0	0	0	1	0	1	2
Slight	1	7	0	1	0	3	12
TOTAL	1	7	0	2	0	6	16

Table 5 - Pedestrian Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2019 and 14/12/2024

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("M-EC Normandy Way 13.02.2025")

Table 6 - Cycle Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	1	1
Serious	0	0	0	1	0	0	1
Slight	1	5	0	1	0	2	9
TOTAL	1	5	0	2	0	3	11

Table 8 - 60 Plus Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

Table 9 - Child Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2019	2020	2021	2022	2023	2024	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



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APPENDICES

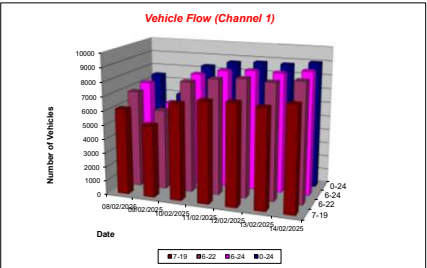


APPENDIX D

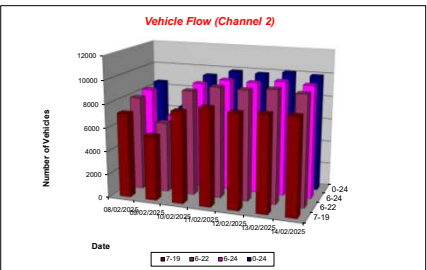
Hinckley ATC, A47 Normandy Way

Produced by Road Data Services Ltd.

Channel 1 - Eastbound										
Vehicle Flow										Week 1
Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday	Weekly Average	Average	
1	85	74	30	38	33	30	46	35	48	1
2	42	25	22	17	8	20	18	17	23	2
3	37	27	14	20	18	27	16	19	23	3
4	24	21	13	21	16	15	19	19	19	4
5	24	28	35	35	33	41	37	36	33	5
6	35	32	123	113	125	133	101	118	84	6
7	87	54	206	282	278	254	230	255	210	7
8	171	144	559	526	515	487	467	502	466	8
9	318	188	588	648	584	513	482	551	498	9
10	473	373	547	542	523	485	517	523	486	10
11	580	470	438	489	489	489	493	483	481	11
12	634	560	443	472	439	456	512	495	506	12
13	686	631	416	486	481	487	618	533	506	13
14	675	643	513	519	489	539	619	530	571	14
15	514	552	644	581	619	658	699	621	610	15
16	513	497	654	738	720	704	745	716	693	16
17	594	456	757	792	839	900	759	795	712	17
18	432	330	724	775	847	744	777	759	698	18
19	413	311	506	526	545	643	565	562	521	19
20	317	245	349	359	416	428	395	350	390	20
21	174	179	258	231	286	258	250	250	226	21
22	125	107	203	184	203	212	193	189	183	22
23	170	85	130	157	144	173	178	158	156	23
24	100	35	59	64	48	83	105	71	70	24
7-19	9104	5123	6899	7128	7198	7027	7391	7111	6963	
5-22	5821	7881	7881	5218	5217	5257	5495	5257	5495	
0-24	7434	6051	8310	8695	8952	8779	9009	8719	8154	



Channel 2 - Westbound										
Vehicle Flow										Week 1
Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday	Weekly Average	Average	
1	34	26	27	26	19	23	25	25	27	1
2	43	31	14	28	25	25	25	27	27	2
3	21	22	10	23	21	21	26	20	21	3
4	29	26	20	30	16	14	25	21	23	4
5	35	29	48	45	44	44	49	47	43	5
6	66	39	181	133	185	186	155	156	131	6
7	102	89	408	344	602	410	375	387	360	7
8	271	119	777	751	873	739	755	755	698	8
9	492	189	842	847	817	848	886	848	698	9
10	817	498	698	742	679	660	635	614	604	10
11	755	681	523	534	529	549	644	555	599	11
12	831	733	329	367	595	577	655	511	621	12
13	841	704	586	579	518	512	637	560	645	13
14	715	642	475	515	559	572	613	545	585	14
15	657	642	609	607	633	665	694	633	659	15
16	640	465	723	765	771	782	754	755	688	16
17	532	409	734	810	803	819	804	735	705	17
18	421	365	820	862	802	817	719	800	706	18
19	415	265	597	582	572	516	476	547	488	19
20	305	212	320	352	423	475	389	400	395	20
21	230	166	210	260	261	326	245	265	245	21
22	185	111	223	211	217	228	210	218	198	22
23	140	38	107	94	95	132	132	110	107	23
24	36	41	65	62	42	50	72	63	64	24
7-19	7208	5492	7767	8299	8045	8153	8184	8092	7987	
5-22	5511	5555	5555	5445	5173	5153	5455	5359	5692	
0-24	8018	6342	9400	9893	9525	10085	9543	9525	9143	



Hinckley ATC, A47 Normandy Way

Produced by Road Data Services Ltd.

Channel 1 - Eastbound										
Average Speed										Week 1
Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday	Weekly Average	Average	
1	37.7	38.2	38.6	42.0	38.0	38.1	41.6	38.5	38.5	1
2	38.5	38.3	37.5	38.1	37.8	40.0	39.8	38.5	38.5	2
3	37.1	38.9	38.8	41.9	40.2	40.6	43.7	38.5	38.5	3
4	37.2	38.1	37.7	37.3	38.0	38.4	41.1	38.5	38.5	4
5	40.7	41.6	38.2	39.5	41.2	40.6	41.7	39.5	39.5	5
6	39.2	38.9	38.7	38.7	40.2	39.1	39.3	38.5	38.5	6
7	38.7	38.7	38.0	38.5	38.0	39.0	38.5	38.5	38.5	7
8	37.4	37.8	38.3	38.0	37.4	38.2	38.7	38.5	38.5	8
9	37.1	37.6	38.0	38.0	37.4	38.0	38.7	38.5	38.5	9
10	36.5	36.0	33.2	34.2	34.7	34.8	35.7	35.5	35.5	10
11	35.5	36.7	34.3	34.8	34.7	34.0	35.1	34.5	34.5	11
12	34.6	36.3	34.6	34.4	34.5	35.2	34.8	34.5	34.5	12
13	34.6	36.3	34.6	34.2	34.3	34.6	34.8	34.5	34.5	13
14	35.8	35.9	34.9	35.1	35.4	35.9	36.1	35.5	35.5	14
15	35.7	37.0	34.8	35.2	35.3	35.3	34.9	35.5	35.5	15
16	36.7	36.4	35.2	34.4	34.6	35.6	35.0	35.5	35.5	16
17	36.6	37.0	35.1	34.9	35.0	35.3	34.9	35.5	35.5	17
18	37.9	37.4	36.2	35.0	35.0	35.3	35.2	35.5	35.5	18
19	37.1	38.0	36.5	36.5	36.7	36.6	36.4	36.5	36.5	19
20	37.7	38.6	37.2	37.2	37.5	37.1	37.7	37.5	37.5	20
21	38.3	37.9	38.0	37.5	37.5	37.5	37.5	37.5	37.5	21
22	37.4	38.0	37.8	38.3	37.6	38.5	37.8	38.5	38.5	22
23	36.6	36.4	36.6	36.0	36.7	36.9	36.4	36.5	36.5	23
24	35.5	35.5	35.5	34.5	34.5	34.5	34.5	34.5	34.5	24
7-19	35.5	35.5	35.5	34.5	34.5	34.5	34.5	34.5	34.5	
5-22	35.5	35.5	35.5	34.5	34.5	34.5	34.5	34.5	34.5	
0-24	35.5	35.5	35.5	34.5	34.5	34.5	34.5	34.5	34.5	

Channel 2 - Westbound										
Average Speed										Week 1
Hr Ending	08/02/2025 Saturday	09/02/2025 Sunday	10/02/2025 Monday	11/02/2025 Tuesday	12/02/2025 Wednesday	13/02/2025 Thursday	14/02/2025 Friday	Weekly Average	Average	
1	44.1	44.0	45.9	49.8	43.7	45.1	48.0	45.5	45.5	1
2	45.5	44.8	47.5	44.5	41.9	48.0	41.9	45.5	45.5	2
3	44.9	42.3	44.0	50.0	46.1	48.6	51.1	45.5	45.5	3
4	41.7	42.4	43.8	42.5	42.7	43.5	47.5	45.5	45.5	4
5	48.4	48.3	45.8	47.0	47.5	47.1	48.4	45.5	45.5	5
6	44.9	45.2	45.2	44.2	45.3	45.1	45.3	45.5	45.5	6
7	45.1	45.5	43.5	43.9	43.4	44.9	43.9	45.5	45.5	7
8	44.1	45.7	41.5	41.2	41.4	41.9	43.9	45.5	45.5	8
9	42.9	43.6	39.2	38.2	38.8	40.3	40.5	45.5	45.5	9
10	42.9	39.0	39.0	39.0	39.0	39.0	39.0	45.5	45.5	10
11	41.0	41.1	39.5	39.5	39.2	39.0	40.8	45.5	45.5	11
12	40.6	41.9	39.0	39.0	39.0	39.0	40.8	45.5	45.5	12
13	39.6	40.8	39.0	40.0	40.0	40.0	40.8	45.5	45.5	13
14	40.3	40.9	39.0	40.0	40.0	40.0	40.8	45.5	45.5	14
15	40.6	42.2	39.0	40.0	40.0	40.0	40.8	45.5	45.5	15
16	41.8	41.4	39.0	39.4	39.4	40.1	40.5	45.5	45.5	16
17	42.0	42.7	40.0	40.0	40.0	40.0	40.8	45.5	45.5	17
18	43.3	42.5	40.1	39.5	40.4	41.0	40.5	45.5	45.5	18
19	43.5	44.0	42.7	43.3	43.1	41.1	42.5	45.5	45.5	19
20	43.6	43.3	42.2	42.2	42.5	42.2	42.9	45.5	45.5	20
21	43.8	44.8	42.9	43.3	43.3	43.3	43.0	45.5	45.5	21
22	44.7	44.0	44.2	43.8	43.8	43.8	44.9	45.5	45.5	22
23	44.5	44.5	44.5	44.5	44.5	44.5	44.5	45.5	45.5	23
24	44.8	44.6	44.3	44.5	44.7	47.0	44.2	45.5	45.5	24
7-19	40.7	41.9	39.4	39.5	39.3	39.5	40.5	40.5	40.5	
5-22	41.9	42.5	41.0	41.0	40.9	41.4	41.8	41.8	41.8	
0-24	41.9	42.5	41.0	41.0	40.9	41.4	41.8	41.8	41.8	

Channel 2 - Westbound										Week 1
Average Speed										Week
	08/02/2025		08/03/2025		11/02/2025		11/03/2025		14/03/2025	
Hr Ending	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday			
1	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
2	36.2	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
3	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
4	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
5	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
6	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
7	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
8	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
9	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
10	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
11	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
12	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
13	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
14	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
15	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
16	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
17	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
18	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
19	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
20	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
21	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
22	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
23	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
24	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
25	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
26	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
27	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
28	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
29	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
30	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
31	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
32	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
33	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
34	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
35	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
36	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
37	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
38	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
39	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
40	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
41	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
42	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
43	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
44	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
45	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
46	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
47	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
48	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
49	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
50	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
51	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
52	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
53	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
54	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
55	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
56	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
57	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
58	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
59	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
60	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
61	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
62	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
63	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
64	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
65	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
66	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
67	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
68	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
69	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
70	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
71	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
72	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
73	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
74	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
75	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
76	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
77	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
78	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
79	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
80	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
81	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
82	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
83	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
84	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
85	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
86	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
87	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
88	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
89	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
90	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
91	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
92	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
93	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
94	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
95	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
96	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
97	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
98	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
99	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	
100	35.9	38.4	40.8	39.5	38.5	38.5	40.5	37.5	37.5	

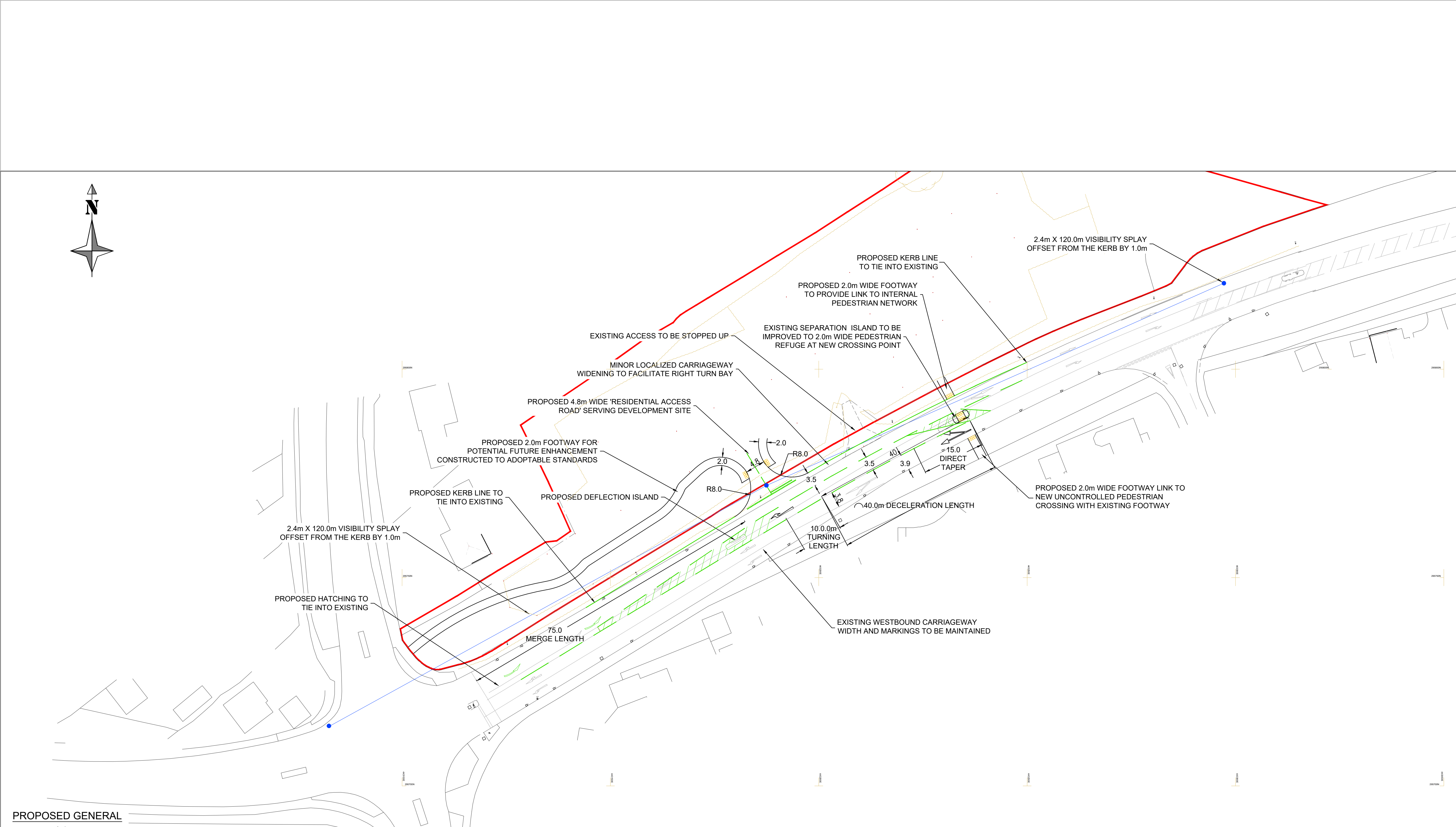


MEC
Consulting Group

APPENDICES



APPENDIX E



PROPOSED GENERAL

NOTES:

- VISIBILITY SPLAYS DESIGNED IN ACCORDANCE WITH RECORDED ATC SPEEDS AGAINST DMRB.
- ACCESS DESIGNED IN ACCORDANCE TO DMRB CD123 FIGURE 6.3a / TABLE 5.22 / TABLE 6.1.1.
- HIGHWAYS BOUNDARY DATA PROVIDED BY LEICESTERSHIRE COUNTY COUNCIL ON 20/02/25.
- SWEPT PATHS CARRIED OUT USING AUTODESK SOFTWARE 'AUTOTRACK' BASED ON 11.2m LONG PHOENIX 2 AT A SPEED OF 15kph.

KEY

- PROPOSED MARKINGS AND KERBS
- EXISTING RETAINED MARKINGS
- HIGHWAY BOUNDARY
- RED LINE BOUNDARY

B	HIGHWAY BOUNDARY AND SITE BOUNDARY ADDED	DG	CH	CH	11/03/25
A	TOPO SURVEY ADDED	JW	DG	CH	05.03.25
REV:	FIRST ISSUE	LG	JW	CH	28.02.25
	AMENDMENTS:	DRN:	CHK:	APP:	DATE:

PROJECT:

NORMANDY WAY, HINCKLEY

DRAWING TITLE:

PROPOSED ACCESS DESIGN

CLIENT:

MORRO PARTNERSHIPS

DRAWING NUMBER:

29480_08_020_01

REVISION:

B

SHEET SIZE:

A1

SCALE:

1:400

STATUS:

FOR INFORMATION / APPROVAL

MEC
Consulting Group
Birmingham | Brighton | Leicester

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Website: www.m-ec.co.uk
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100055865.

File Location: R:\29480\Drawings\Transport\29480_08_020_01B - ACCESS.dwg
Printed: 14.03.2025

Calculation Reference: AUDIT-350901-250308-0328

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	IM ISLE OF MAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

M-EC Wellington House Ibstock

Licence No: 350901

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 17 to 50 (units:)
 Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	10
--------------	----

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	10 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-03-A-01 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED HOUSES 30 15/10/20	BEDFORD	<i>Survey Type: MANUAL</i>
2	ES-03-A-13 A265 HEATHFIELD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 36 18/03/24	EAST SUSSEX	<i>Survey Type: MANUAL</i>
3	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 50 27/03/24	HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 45 21/05/24	ISLE OF MAN	<i>Survey Type: MANUAL</i>
5	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 32 17/11/17	LANCASHIRE	<i>Survey Type: MANUAL</i>
6	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 17 12/09/18	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
7	NT-03-A-08 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 36 18/10/21	NOTTINGHAMSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	45	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
9	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
10	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS	WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: THURSDAY	01/10/20	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	36	0.038	10	36	0.201	10	36	0.239
08:00 - 09:00	10	36	0.118	10	36	0.354	10	36	0.472
09:00 - 10:00	10	36	0.143	10	36	0.217	10	36	0.360
10:00 - 11:00	10	36	0.148	10	36	0.148	10	36	0.296
11:00 - 12:00	10	36	0.170	10	36	0.154	10	36	0.324
12:00 - 13:00	10	36	0.209	10	36	0.140	10	36	0.349
13:00 - 14:00	10	36	0.143	10	36	0.148	10	36	0.291
14:00 - 15:00	10	36	0.148	10	36	0.206	10	36	0.354
15:00 - 16:00	10	36	0.198	10	36	0.148	10	36	0.346
16:00 - 17:00	10	36	0.236	10	36	0.102	10	36	0.338
17:00 - 18:00	10	36	0.269	10	36	0.126	10	36	0.395
18:00 - 19:00	10	36	0.187	10	36	0.077	10	36	0.264
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.007			2.021			4.028

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 17 - 50 (units:)
 Survey date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

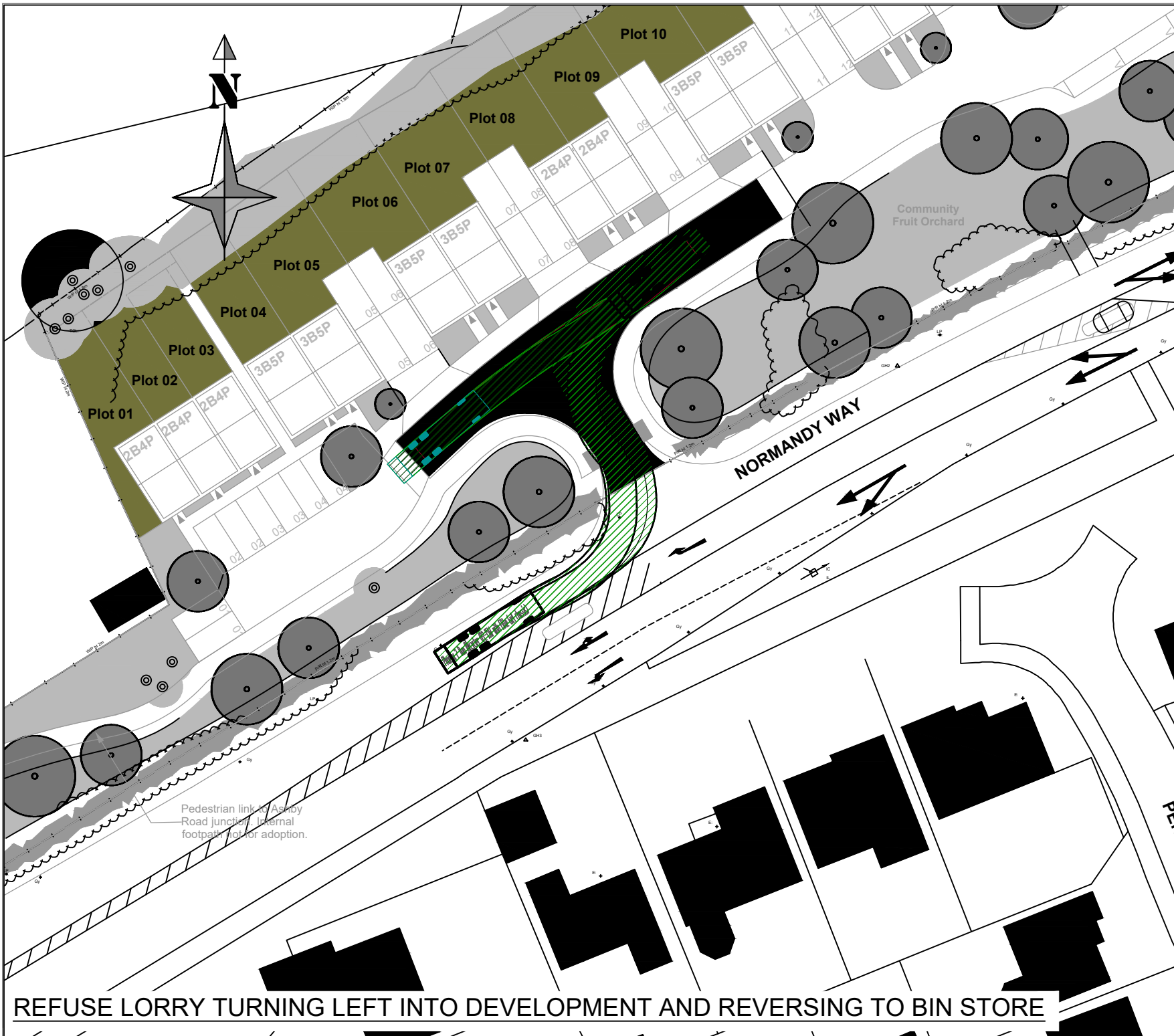


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APPENDICES



APPENDIX F



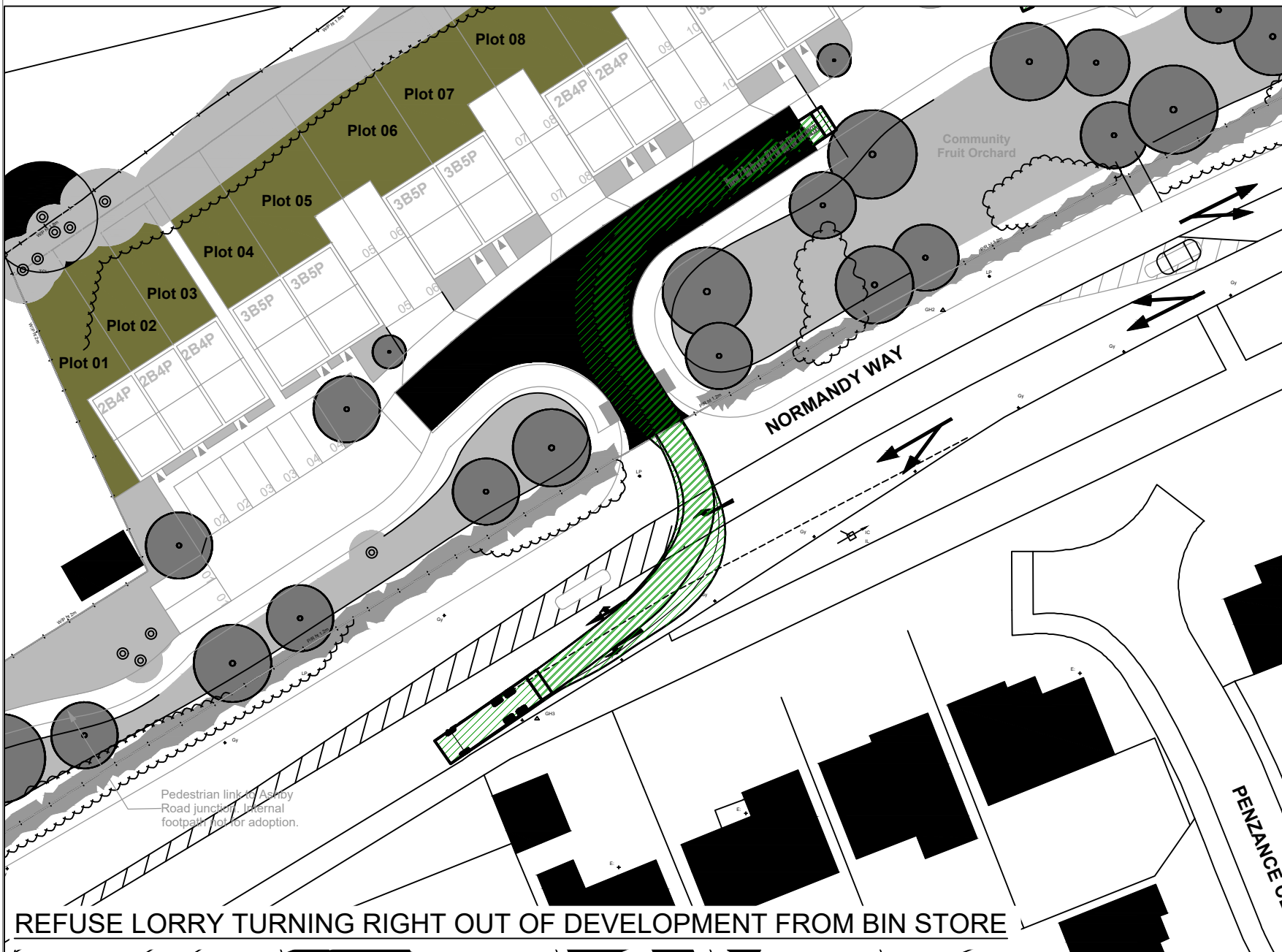
REFUSE LORRY TURNING LEFT INTO DEVELOPMENT AND REVERSING TO BIN STORE



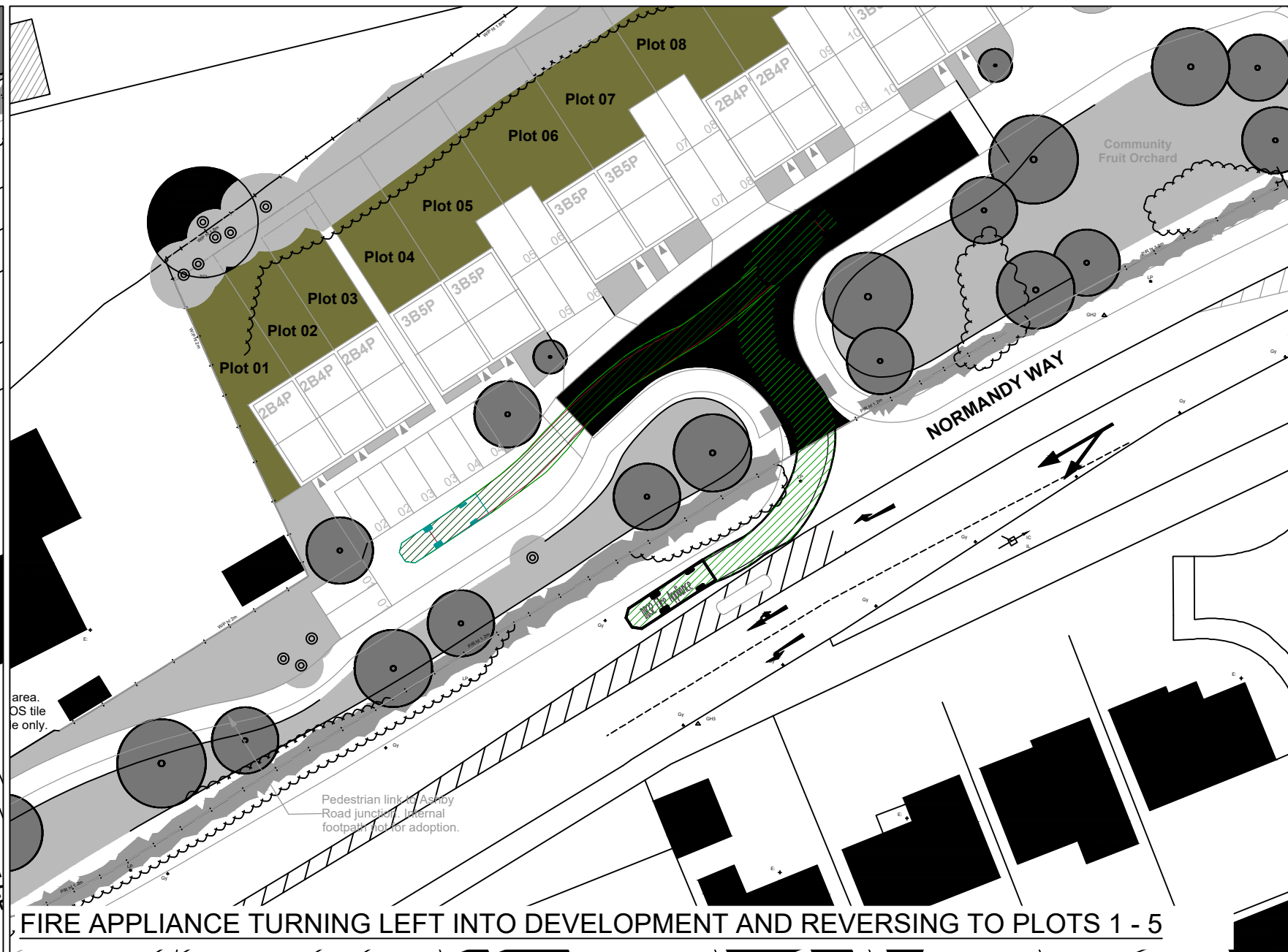
REFUSE LORRY TURNING RIGHT INTO DEVELOPMENT AND REVERSING TO BIN STORE



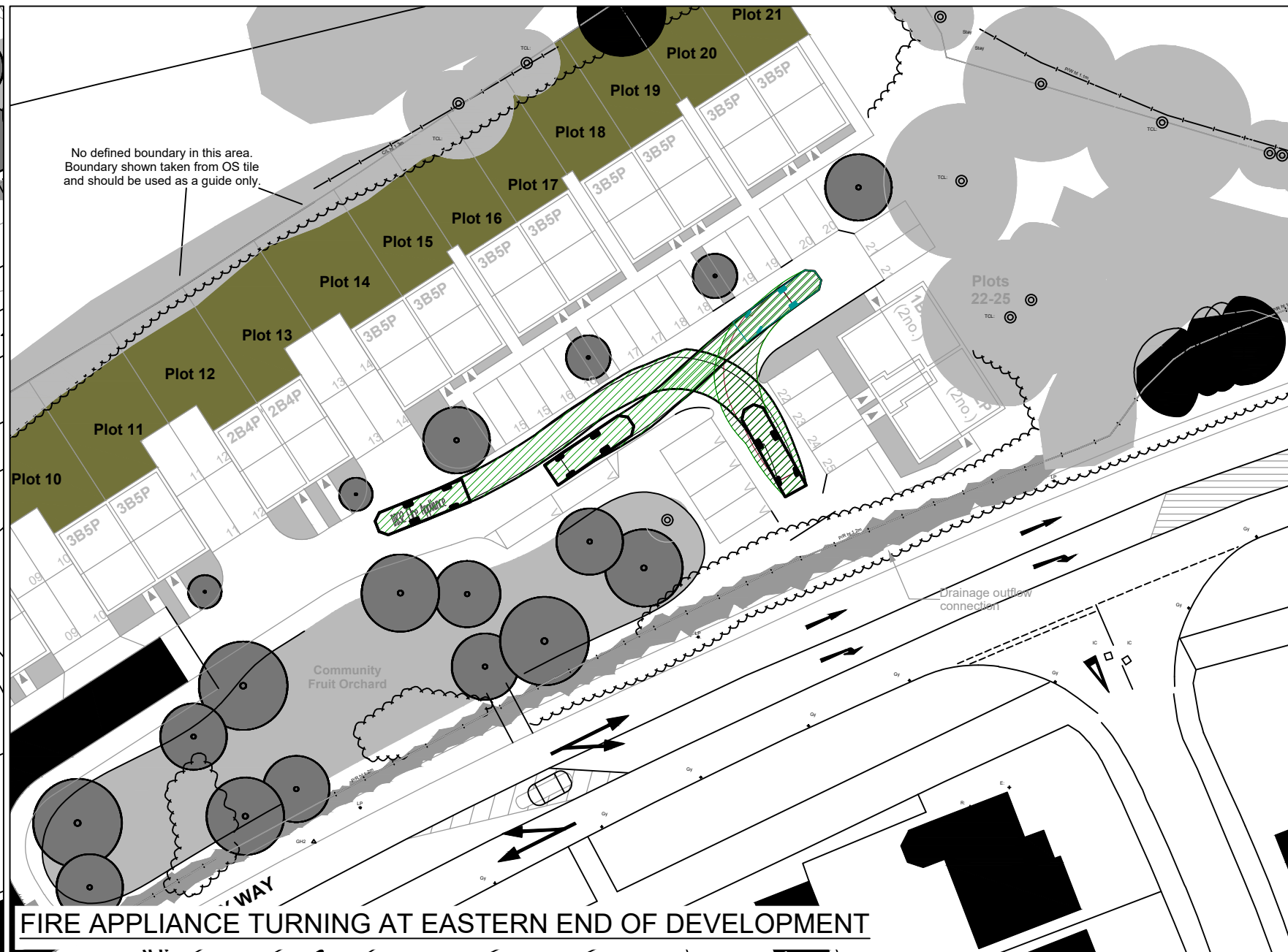
REFUSE LORRY TURNING LEFT OUT OF DEVELOPMENT FROM BIN STORE



REFUSE LORRY TURNING RIGHT OUT OF DEVELOPMENT FROM BIN STORE



FIRE APPLIANCE TURNING LEFT INTO DEVELOPMENT AND REVERSING TO PLOTS 1 - 5



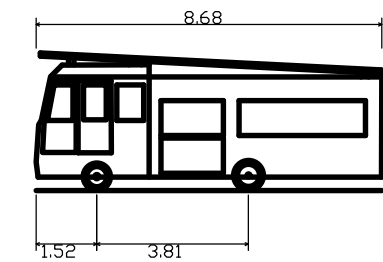
FIRE APPLIANCE TURNING AT EASTERN END OF DEVELOPMENT



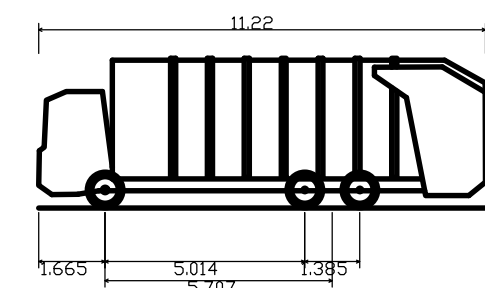
REFUSE LORRY TURNING WITHIN DEVELOPMENT



FIRE APPLIANCE TURNING RIGHT OUT OF DEVELOPMENT



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 1.920m
Overall Body Height 3.810m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.005s
Kerb to Kerb Turning Radius 7.910m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 1.665m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.430m
Lock to lock time 4.005s
Kerb to Kerb Turning Radius 11.550m

SWEPT PATH VEHICLE PROFILES

NOTES:

1. SWEPT PATHS CARRIED OUT USING AUTODESK SOFTWARE 'AUTOTRACK' BASED ON 11.2m LONG PHOENIX 2 AT A SPEED OF 15kph.

KEY

RED LINE BOUNDARY

REV	FIRST ISSUE	DG	CH	CH	13/03/25
REV	AMENDMENTS:	DRN	CHK	APP	DATE:

PROJECT: NORMANDY WAY, HINCKLEY

DRAWING TITLE: SWEPT PATH ASSESSMENTS

CLIENT: MORRO PARTNERSHIPS

DRAWING NUMBER: 29480_08_020_02

REVISION: SHEET SIZE: A1 SCALE: 1:400

STATUS: FOR INFORMATION / APPROVAL

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Website: www.m-ec.co.uk
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100555665.

File Location: R:\29480\Drawings\Transport\29480_08_020_02_TRACKING.dwg
Printed: 14/03/2025



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TRANSPORT



FLOOD RISK & DRAINAGE



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ACOUSTIC AIR



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APPENDICES

Appendix E



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: 25/00199/FUL

Highway Reference Number: 2025/0199/04/H

Application Address: Land Adjacent 232 Ashby Road Hinckley Leicestershire

Application Type: Full

Description of Application: Erection of 25 dwellings, new access off Normandy Way, amenity space, parking and community orchard

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Cllr Michael Mullaney

Parish:

Road Classification: Class A

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 advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2024) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Reason for advising refusal:

1. The proposals submitted by the Applicant are prejudicial to the delivery of a highway improvement scheme at the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction. The Applicant has therefore failed to demonstrate any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated, contrary to Policy 2 of the Leicestershire Highway Design Guide and paragraph 116 of the National Planning Policy Framework (2024).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the erection of 25 dwellings, a new access off Normandy Way, amenity space, parking and a community orchard at land adjacent to 232 Ashby Road, Hinckley.

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

- Transport Statement ([TS] reference 29480-TRAN-0801, dated March 2025 and authored by MEC); and
- BRP Architects drawing number M170-BRP-00-00-DR-A-0102 Rev. P02 (Site Plan – Proposed).

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.

Policy 2: Access to the highway network

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'. 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, vehicle volumes and speed limit, actual speeds and collision records alongside other relevant transport information provided by the Applicant.

The A47 Normandy Way provides a key strategic link between Leicester and the A5 (Hinckley).

Given the recorded speeds of passing traffic (41.5mph eastbound and 40.3mph westbound) and the location of the site access on the A47 Normandy Way, which is a highly trafficked road with a total of approximately 27,750 vehicle trips through the junction between 07:00 – 19:00, and forming part of both the Major Road and Resilient Networks, as well as the number of Personal Injury Collisions (PIC's) in the vicinity of the access, the LHA considers the policy is relevant to the proposals. Furthermore, given the proposals could have an impact on junction capacity of the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction and prejudice the delivery of a junction improvement scheme, the LHA believe the proposals would also be contrary to Policy 2 of the LHDG on this basis. Further information is provided on vehicle speeds; traffic volumes and PIC's within this report.

Notwithstanding the above, the LHA provides the following comments on the access design.

Site Access

Details of the site access are shown on MEC drawing number 29480_08_020_01 Rev. B, which is provided in Appendix E of the TS and included in Figure 1 below:

the limit of the junction intervisibility zone. The Applicant has responded to this point in Paragraph 3.9 of the TS and included the following points:

- The merger would achieve a length of 75m which is considered suitable to CD123 Figure 7.12.1 given lane continuity to east of the junction intervisibility zone is not significantly less than a “recommended” 100m by the standard; and
- This will allow approximately 13 No. car lengths (75m / 5.75m) to be accommodated in free flow conditions of around 40mph 85th percentile speeds which is considered a suitable distance for vehicles to merge before the lane becomes single carriageway.

The LHA advise that it has concerns in respect of reducing the merge length as this could result in a reduction in the level of traffic using the merging lane. Given existing capacity concerns at the junction, the reduction in the length of the merging lane could have implications on the operation and capacity of the junction should less drivers choose to use it.

The LHA is also aware of a junction improvement scheme required as part of application reference 22/00318/OUT (475 dwellings, land north of Normandy Way and east of Stoke Road, Hinckley). Condition 30 of the appeal decision (Appeal Ref: APP/K2420/W/23/3323113) states:

‘No part of the development hereby permitted shall be occupied until such time as either the offsite works shown on Dwg No T19595-007 Rev C Ashby Rd/A47 Proposed Junction Improvements have been implemented in full, or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme’.

That application identified that the junction would be operating over its capacity in the AM peak in 2026 with committed development in place, and that the proposed development would exacerbate the situation. Furthermore by 2032, capacity at the junction was forecast to have deteriorated further and to the point that it would operate overcapacity in both the AM and PM peaks with that proposed development in place. The proposed scheme would present a nil detriment solution for the trips generated by that development. Currently an alternative scheme is being investigated by Leicestershire County Council to accommodate the wider growth in the area, however the LHA advises the proposed development access could prejudice the delivery of either scheme, given the proximity of the site access to the existing junction and the requirement to reduce the length of the merging lane.

The LHA cannot see any reasonable way to resolve this concern as the site access could not be relocated further west towards the signalised junction and to relocate it further east would impact on the existing ghost right turn lane for the existing Cornwall Way estate.

Visibility Splays

Based on the recorded vehicle speeds referenced above and [Figure 6](#) of the LHDG, visibility splays of 2.4 x 120m would be required to the west of the site access and 2.4 x 73m to the east. The Applicant has shown visibility splays of 2.4 x 120m in each direction, which is considered acceptable to the LHA. Visibility would be achievable subject to the removal of the existing hedgerow along the site frontage between the site access and the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction. This is proposed on BRP Architects drawing number M170-BRP-00-00-DR-A-0102 Rev. P02.

Stage 1 Road Safety Audit

The Applicant has stated that the proposed access arrangements would require further discussion with Leicestershire County Council and a Stage 1 Road Safety Audit (RSA1). The LHA advise that an independent RSA1, along with a Designer's Response to any problems raised and (if necessary) a revised drawing is required as part of the application as per the [road safety audit policy](#) section of the LHDG.

Swept Path Analysis

Swept path analysis of the site access is shown on MEC drawing number 29480_08_020_02 available within Appendix D of the TS. The vehicle speeds and dimensions used for the swept paths meet the requirements of the LHDG. However, the LHA advise the black hatching makes it difficult to see if the vehicle overruns the kerb line. This would therefore require removal.

The 4.8m access width is in accordance with [Table 3](#) of the LHDG for the number of dwellings proposed. However, for the refuse lorry left and right turns out of development, the vehicle must use the entire width of the access to perform the manoeuvre. Vehicles turning left into the development would be forced to wait for the vehicle to exit which could result in traffic tailing back towards the signalised junction. Under the site-specific circumstances, the LHA advise an increased access width would be accepted so that opposing vehicles can pass one another.

DMRB CD123 para 5.6.3 requires corner radii of 15m with corner taper of 1 in 6 over 30m at ghost island junctions, the Applicant would therefore need to seek to implement this into the design.

Highway Safety

In terms of highway safety, the Applicant has obtained PIC data from Leicestershire County Council for between 1st January 2019 and 14th December 2024. This indicated the following:

- 9 No. 'slight', 2 No. 'serious' and 1 No. 'fatal' severity-class PICs were recorded within the vicinity of the site. This included 10 No. collisions at the junction of the A47 Normandy Way / Ashby Road;
- Regrettably, the fatal collision occurred on the A47 Normandy Way westbound approach to the junction and involved three vehicles.
- Of the remaining 9 No. collisions which occurred at the A47 Normandy Way / Ashby Road junction, 6 No. (all 'slight' in severity) involved vehicles in the act of a right turn manoeuvre, one of which occurred before 2020.
- The remaining 3 No. collisions at this junction do not appear to follow a trend.
- The additional PIC occurred at the A47 Normandy Way/ Cornwall Way junction and was recorded as slight. This involved four vehicles, one of which was turning right and occurred in January 2020.

After reviewing its own records, the LHA are not aware of any additional PICs along the A47 Normandy Way 500m either side of the site access. The PIC data shows a high volume of PICs at the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction, highlighting the high level of traffic which travels through. This is also evidenced by a traffic count held by Leicestershire County Council which was undertaken on Tuesday March 19th 2024. This indicates a total flow of 27,750 vehicles travelling through the junction between 07:00 – 19:00.

Trip Generation

The Applicant has undertaken a trip generation exercise within Part 4 of the TS in order to outline the number of vehicle trips which could be generated by the proposals. This is provided in Table 1.

Time Period	Trip Rates (per unit)		Trip Generation (25 units)		
	Arrive	Depart	Arrive	Depart	Total
AM Peak (0800-0900)	0.118	0.354	3	9	12
PM Peak (1700-1800)	0.269	0.126	7	3	10

Table 1: Development Vehicle Trip Rates and Trip Generation (extracted from the Applicants TS).

Whilst the LHA considers the proposed trip rates to be low, it is accepted that even if these were raised to match trip rates accepted by the LHA for other residential developments, the scale of development would not generate in the region of 30 two-way trips (e.g. 15 arrivals and 15 departures) in either peak hour. Therefore, the LHA consider neither a trip distribution exercise nor a capacity assessment of the site access to be necessary.

The Applicant has not provided trip rates for the existing allotment use, however the LHA believes the number of vehicle trips generated by the allotments, is likely to be lower than those for residential use. Furthermore, given there is no car park within the allotment site and the access appears to not have been used for some time, the LHA believe it is possible some users who drive to the site would likely consider parking on Cornwall Way and access the site on foot.

Off-Site Implications

The LHA has raised concerns in respect of how the site access could prejudice a highway improvement scheme at the junction in the site access section further above.

Notwithstanding this it should be noted that to avoid isolated and unadopted footways being provided within the site, the LHA would have accepted a footway alongside the edge of the A47 Normandy Way leading to/ from the existing footway to the west and the proposed central refuge to the east of the proposed access if the proposed development was acceptable.

Internal Layout

The LHA has reviewed the site layout shown on BRP Architects drawing number M170-BRP-00-00-DR-A-0102 Rev. P02. The Applicant has indicated on the submitted application form that they wish for the internal development road to be adopted.

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 that currently, the internal road would not be considered for adoption and would need to remain in private ownership. Whilst adoptability is not a material planning consideration and would not be a reason for the LHA to resist the proposals, notwithstanding the LHAs advice of refusal, it is advised that the following amendments would be required at this stage in the event planning permission was to be granted:

- The turning head proposed outside plots 5-10 is unnecessarily large and would need redesigning, [Figure 12](#) of the LHDG provides further information. However, this would likely result in the number of plot frontages dropping below the minimum of six which are required for the development to be considered for adoption.

- Further to the above, in line with [Policy 5](#) of the LHDG, the entire development should be redesigned to increase the number of frontages, or not be proposed for adoption as currently the site serves little highway merit.
- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.
- As per the Off-site Implications section further above, any isolated and/or interconnecting footpaths would not typically be considered for adoption. If they were to be offered for adoption, they may incur an additional commuted sum. It is suggested the Applicant may wish to consider providing 2.0m wide footways alongside the edge of the A47 Normandy Way, rather than the current isolated arrangement.
- [Swept path analysis](#) of a refuse collection vehicle turning within the site would need to be provided

Additional Comments:

- Consideration of root barrier/deflection treatment would be required when proposing trees/shrubs adjacent to the footway.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Parking Provision

The LHA considers the number of parking spaces per plot and the dimensions of each parking space to be in accordance with the LHAs [off-street residential car parking standards](#) and [design principles for off-street parking](#) guidance within the LHDG.

In addition, dropped kerbs are shown where private driveways or shared private drives cross the footway and there would be suitable vehicular splays at these. The Applicant should however detail 1x1m pedestrian visibility splays where private drives or shared private drives meet the adopted highway.

Transport Sustainability

The site is an approximate 360m walk to bus stops served by regular bus services between Nuneaton and Leicester and a 700m walk to the nearest primary school.

Closing

The LHA consider the site access proposals would be contrary to Policy 2 of the LHDG when considered against a risk-based approach given the importance of the route a key strategic link on the County highway network at a location where the number of PIC's, speed and volume of vehicles is high, vehicle speeds and PIC history.. The proposals would prejudice the delivery of a junction improvement scheme which is required to ensure a nil detriment impact of a nearby residential development in the area, or an alternative scheme lead by Leicestershire County Council to account for congestion and accommodate wider growth in the area. This is due to limiting/ reducing the amount of merging space that could be provided on the western arm of the A47 Normandy Way, which could subsequently reduce the level of use by passing traffic and therefore the number of vehicles traveling through the junction at any one time, particularly in the peak hours. The LHA believe the Applicant has failed to demonstrate the proposals would not exacerbate these concerns.

In addition, the proposal itself would be expected to have an impact on junction capacity of the A47 Normandy Way/ A447 Ashby Road/ B4667 Ashby Road signalised junction, where as outlined above, there are existing capacity concerns, which are being addressed.

The LPA is therefore advised that the application should be refused on the grounds that it has not been demonstrated any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated, contrary to Policy 2 of the Leicestershire Highway Design Guide and paragraph 116 of the National Planning Policy Framework (2024).

Date Received
10 April 2025

Case Officer
Ben Dutton

Reviewer
DH/RD

Date issued
04 July 2025

PRE-APPLICATION DETAILS

District Reference Number:

Highway Reference Number: 2025/4964/04/P/HEN

Location: Normandy Way, Hinckley.

Proposal: Enquiry. 25 dwellings

GENERAL DETAILS

Applicant: Chris Heaney MEC Consulting Group

Road Classification: Class A

Please note that the contents of this report 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. The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt a pre-application enquiry regarding the construction of 25 dwellings at Normandy Way, Hinckley.

The LHA is aware of application reference 25/00199/FUL, to which it has advised refusal to the Local Planning Authority (LPA). Notwithstanding the LHA's advice, it is noted that the LPA have yet to determine that application. No additional information has been submitted by the Applicant in respect of the proposals, and the LHA has not been formally re-consulted by the LPA on any additional information.

The LHA advised as part of application reference 22/00318/OUT, Condition 30 of the appeal decision (Appeal Ref: APP/K2420/W/23/3323113) required either "the offsite works shown on Dwg No T19595-007 Rev C Ashby Rd/A47 (Proposed Junction Improvements) to have been implemented in full, or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme".

Currently an alternative scheme is being investigated by Leicestershire County Council to accommodate the wider growth in the area, however the LHA advises the proposed development access could prejudice the delivery of either scheme, given the proximity of the site access to the existing junction and the requirement to reduce the length of the merging lane, which the LHA do not wish to see reduced given existing capacity concerns.

The LHA cannot see any reasonable way to resolve this concern as the site access could not be relocated further west towards the signalised junction and to relocate it further east would impact on the existing ghost right turn lane for the existing Cornwall Way estate.

**Date Received
2 October 2025**

**Case Officer
Ben Dutton**

**Reviewer
DH**

**Date issued
11 December 2025**



MEC
Consulting Group

APPENDICES

Appendix F



Chris Heaney

From: Chris Heaney
Sent: 18 August 2025 16:19
To: Ben T Dutton
Cc: Emma Baumber2; Tim Rose
Subject: 29480 - Normandy Way, Hinckley - Transport - LCC HDM comments on 25/00199/FUL
Attachments: Response_2025-1045-04-HCON(1).pdf; e02 29480_08_020_01B - ACCESS.pdf

Importance: High

Hi Ben

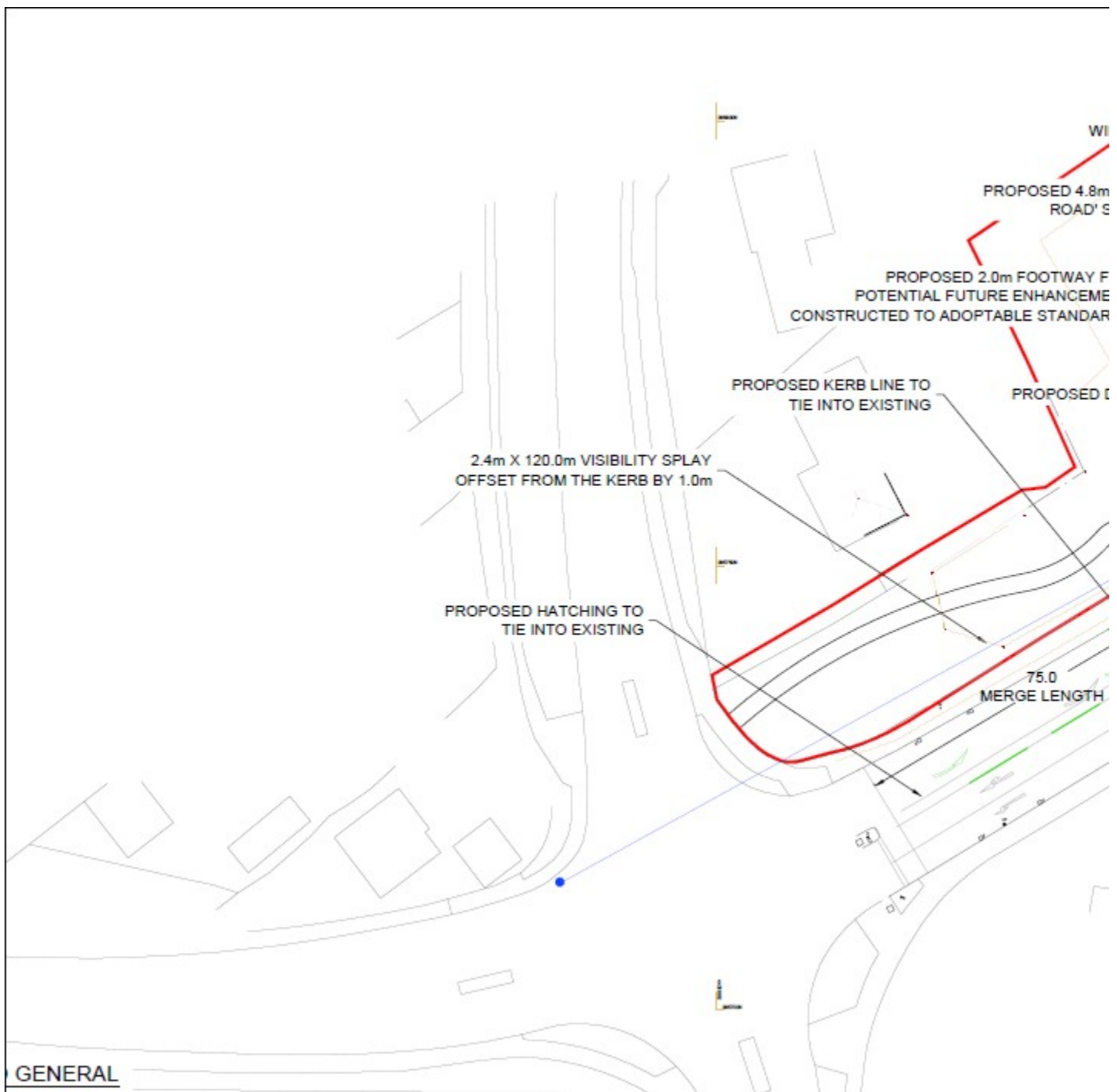
Thanks for the comments above (**Attachment 1**) on 25/00199/FUL for up to 25 No. dwellings north of Normandy Way.

We have reviewed these now with the Applicant, and would set out a brief response below for your consideration in seeking to find a mutually acceptable position on the application.

- We consider there to be significant highway safety benefits from the access proposals – **Attachment 2** for ease – which appear to have been overlooked by HDM's in its response, and which should at least we feel be incorporated into the wider balance of decision-making on the application, i.e.
 - i. Motorised users – Drivers accessing the existing site in a westbound direction currently have to wait for gaps in traffic, risking drivers getting frustrated / overtaking and vehicle to vehicle collisions. The scheme proposes a dedicated right turn bay off the A47.
 - ii. Non-Motorised users – as HDM acknowledges in its response, some existing site users park on Cornwall Way and traverse the A47 on foot, which risks vehicle-to-pedestrian collisions. The scheme proposes an uncontrolled pedestrian crossing.
- In terms of the comments on the potential capacity implications of a minor reduction in the eastbound merge lane to accommodate the access in its proposed location, these will surely be very minor if at all realised in the LinSig modelling as the arm (an exit arm) does not have any downstream saturation flow constraints / will surely work better anyway with the committed improvement scheme (22/00318/OUT) – and – will surely work with additional capacity with the LCC 'Alternative Scheme' that we haven't received a copy of (GA plan). Would you be able to provide a copy of the GA plan as well as any junction modelling results undertaken so we may work in collaboration on this aspect? I would highlight that the site is only forecast to generate 12 AM 0800-0900 and 10 PM 1700-1800 vehicular trips on the network and will not result in a severe impact in NPPF terms.

Are we able to work around this do you think on the basis of the above? E.g. we could prepare you an updated Access Design overlaid over the LCC Alternative scheme?

Regards
Chris



Chris Heaney

Associate Director

Birmingham | Brighton | Leicester



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APPENDICES

Appendix G



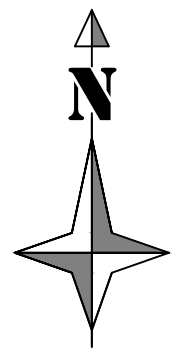


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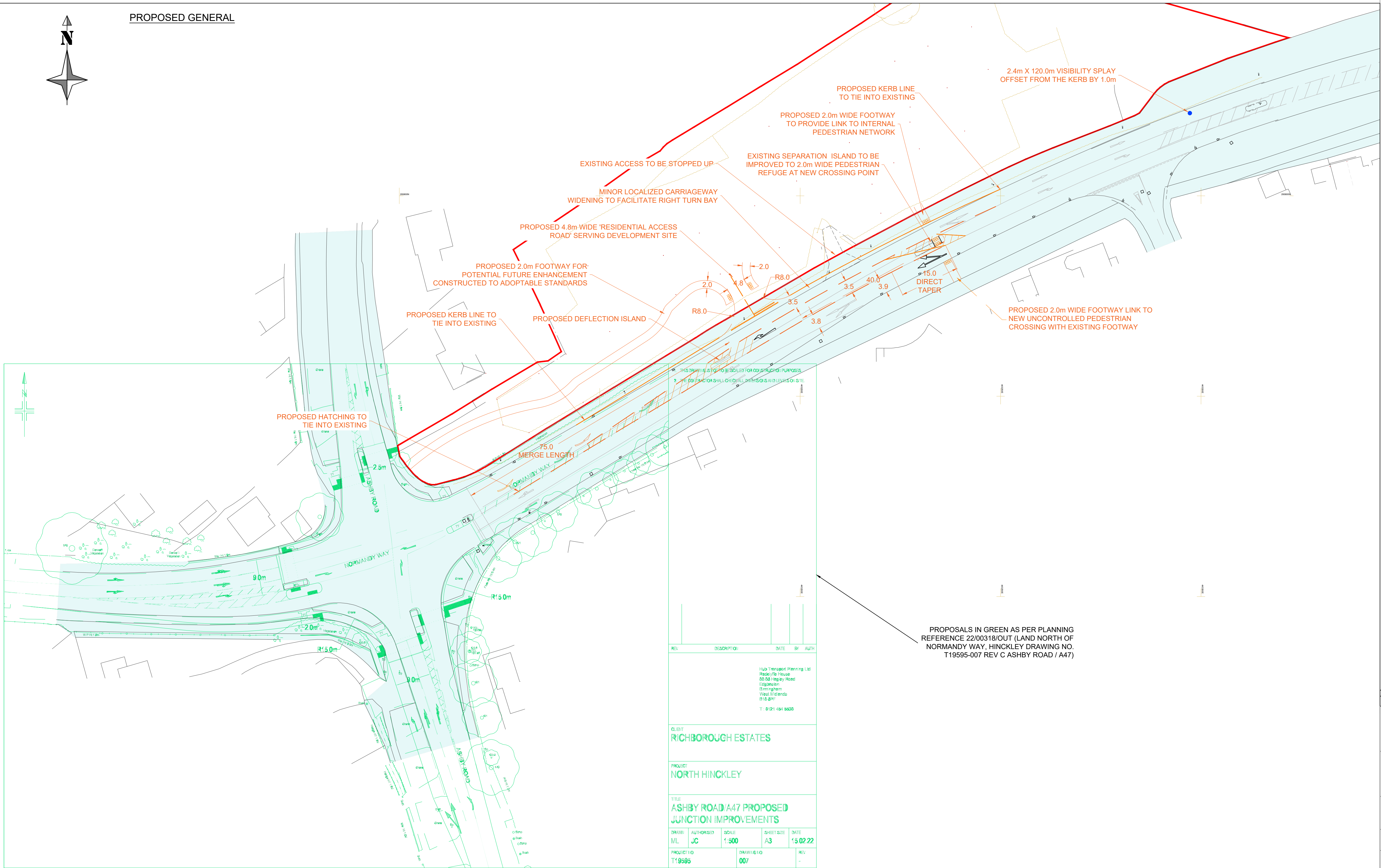
APPENDICES

Appendix H





PROPOSED GENERAL



PROPOSALS IN GREEN AS PER PLANNING REFERENCE 22/00318/OUT (LAND NORTH OF NORMANDY WAY, HINCKLEY DRAWING NO. T19595-007 REV C ASHBY ROAD / A47)

NOTES:

- VISIBILITY SPLAYS DESIGNED IN ACCORDANCE WITH RECORDED ATC SPEEDS AGAINST DMRB.
- ACCESS DESIGNED IN ACCORDANCE TO DMRB CD123 FIGURE 6.3a / TABLE 5.22 / TABLE 6.1.1.
- HIGHWAYS BOUNDARY DATA PROVIDED BY LEICESTERSHIRE COUNTY COUNCIL ON 20/02/25.
- SWEPT PATHS CARRIED OUT USING AUTODESK SOFTWARE 'AUTOTRACK' BASED ON 11.2m LONG PHOENIX 2 AT A SPEED OF 15kph.

KEY

- PROPOSED MARKINGS AND KERBS
- EXISTING RETAINED MARKINGS
- HIGHWAY BOUNDARY
- RED LINE BOUNDARY
- RICHBOROUGH PROPOSALS ('T19595-007 REV C ASHBY RD A47')
- CLIENT PROPOSALS (MEC DRAWING 29480_08_020_01B)

REV:	FIRST ISSUE	MV:	DG:	CH:	15/01/26
REV:	AMENDMENTS:	DRN:	CHK:	APP:	DATE:

PROJECT: NORMANDY WAY, HINCKLEY

DRAWING TITLE: A47 / ASHBY ROAD IMPROVEMENTS
COMPOSITE DRAWING
(MEC / RICHBOROUGH ESTATES)

CLIENT: MORRO PARTNERSHIPS

DRAWING NUMBER: 29480_08_020_03

REVISION: - SHEET SIZE: A1 SCALE: 1:400

STATUS: FOR INFORMATION / APPROVAL

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