

From: Neal Chantrill <Neal.Chantrill@leics.gov.uk>
Sent: 04 March 2025 15:17
To: Grant Perks
Cc: Planning Folder New
Subject: RE: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG- LHA Response

Hi Grant

Just checking if this is for formal or informal comments.

The first thing I notice is the 2m set back distances. We do not consider this a street for the reasons previously stated and therefore a 2.4m set back distance should be used. Secondly the splay to the south is only 25m or 43m depending on the splay used. Given the 85th percentile speeds were demonstrated within the survey as 33.4mph northbound and 36.6mph southbound splays should be **2.4m by 54m** to the south and **2.4m by 65m**.

This was just a cursory look, please let me know if you would like formal comments.

Many thanks,

Neal Chantrill
Assistant Transport Planner
Environment and Transport Department, Room 700
Tel: 0116 305 7076
Email: neal.chantrill@leics.gov.uk

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From: Grant Perks <Grant.Perks@hinckley-bosworth.gov.uk>
Sent: Tuesday, March 4, 2025 1:34 PM
To: Neal Chantrill <Neal.Chantrill@leics.gov.uk>
Subject: FW: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG- LHA Response

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Hi Neal,

Following our telephone conversation a couple of weeks ago and your subsequent (e-mail) response regarding the above proposal's access layout, the architect has now produced an amended site plan.

To note: The amended plan (as attached) now includes the entrance (adjoining the highway) moved northwards. This siting will still require the removal of the proposal site's (owned by the applicant) existing hedge to allow for the northwards highway splay. The site plan also shows that a 2 m x 25 metre splay will not be intersected by the adjoining landowner's hedgerow (which is required to be retained by the LPA). However you will also note the Site plan's denoted 2x 45 southward highway splay will be intersected at the point where the applicants and neighbours hedge adjoins the corner of the site, and moreover this splay is also intersected by a small section of the hedgerow (that is owned by the adjoining landowner).

Please could you consider the amended plan , after which can you confirm the LHA agree to layout which does not affect the 2 x 25 m highway splayline. Otherwise, does the LHA support the amended site plan if the 2 m x 45m highway splay is to be retained – albeit a small section is intersected by the adjoining (southwards) hedgerow.

I look forward to your reply.

Many thanks and regards

Grant

Grant Perks BA(Hons)TP. AssocRTPI
Planning Officer

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From: [REDACTED]
Sent: 04 March 2025 08:26
To: Grant Perks <Grant.Perks@hinckley-bosworth.gov.uk>
Cc: [REDACTED]
Subject: RE: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG- LHA Response

Hi Grant,

Please find attached the updated site access plan for review. It would be good to get an understanding from Neal as to whether he is happy with this given the back and forth to date with no real direction. I Have consulted with my clients highways consultant to believes that the attached should be acceptable given that this is coming from the opposite side of the road at the junction [west tracking location]. I have indicated 2no. tracking points, first from the front of the hedgerow as measured on-site by Max and second from the centre-line of the hedge.

If you could review and confirm with Neal please?

Kind Regards,

Kristian Lawrence

Director

BA[Hons], M.Arch, PG.Dip [Arch], RIBA



LAWRENCE | FINLEY
— ARCHITECTS —

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From: Grant Perks <Grant.Perks@hinckley-bosworth.gov.uk>

Sent: 20 February 2025 18:50

To: [REDACTED]

Subject: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG- LHA Response

Hi Kristian,

Further to our telephone conversation earlier today , please refer to LCCs formal response (e-mail thread below) regarding the amended site plan you previously submitted to identify highway splaylines , which are drawn from the proposed access to be created upon the boundary of the proposal site and will adjoin the adopted highway.

As stated in Neal Chantrill's (LCC Highway Assistant Transport Planner) response below – which has also been agreed the Manger of the Transport Planning Team, the LHA will not accept the enlargement of the proposal site red line and amendment to the planning application form, whereby, the adjoining landowner would be notified (certificate B on application form) of the application, and moreover , would be party to any planning condition that requires the maintenance of obstructions i.e hedge to allow clear visibility of the required splayline. Furthermore , please note , the LHA requires that the LCC Highway Design Guide (2024) should be basis for identifying the location/length of the highway splayline , rather than the national Manual for Streets Guidance.

Notwithstanding the above however, in consideration of my previous advice - regarding the required highway splaylines and their relationship with existing hedgerows- following your previous e-mail that included a suggestion that if the proposed highway spalyline(s) cannot be achieved due to the location of the protected (ancient) hedgerow (located to the south of the proposed access) , you would explore and submit a further amended site layout plan that includes a repositioned highway access and includes splaylines that will not intersect the adjacent hedgerow (owned by the third party landowner).

As discussed , further to the above advice, depending on the technical requirements of the LCC Highway Design Guide (2024) for highway splaylines have been considered and clearly set out on an amended site plan, It would be most likely that the application will be recommended for approval .

Therefore , if you can consider the above advice and submit an amended site plan (with highway spalyline locations) I will look forward to any amended proposal.

Also , please note the LCC Ecology (representative) has recommended that a planning condition that enhances and mitigates the impact of the proposal on local biodiversity and is attached to the approval of the above application. I will forward the formal LCC ecology response to the Ecology Survey previously submitted as part of this application . Which, you will note, includes the suggested planning condition (s)

Many thanks and regards

Grant

Grant Perks BA(Hons)TP. AssocRTPI
Planning Officer

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From: Neal Chantrill <Neal.Chantrill@leics.gov.uk>

Sent: 14 February 2025 15:26

To: Grant Perks <Grant.Perks@hinckley-bosworth.gov.uk>

Cc: David Hunt <David.Hunt@leics.gov.uk>; Ben T Dutton <Ben.Dutton@leics.gov.uk>; Planning Folder New <PlanningFolderNew@hinckley-bosworth.gov.uk>

Subject: 24/00747/HOU - The Moorings Ibstock Road Odstone Hinckley Leicestershire LE10 0QG

Good afternoon Grant

Many thanks for the conversation this afternoon regarding this application.

The LHA have previously responded to this application advising approval with conditions given the submission of an amended redline plan which showed an extended red line plan to incorporate the visibility splay to the south. It however transpires that this land is in the ownership of a third party, which in this instance is the Applicants sister.

The LHA have reviewed the revised plan (attached) and note the visibility splay appears to no longer goes through third party land. However, the visibility splay demonstrated to the south of the access is shown as 2m by 25m, this is based on the Manual For Streets (MfS) guidance. However, MfS introduced the concept of a street and the distinct characteristics and design approach that applied for this type of road. MfS defines a street as “highway that has important public realm functions beyond the movement of traffic” and states that “streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design”. Streets usually provide direct access to the buildings and the spaces that line them.

Therefore, under the council’s definition, a street:

- has a speed limit of 40 mph or less and with 85th percentile speed of traffic generally below 40 mph;
- is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on;
- has a high place function e.g. direct frontage access, on street parking etc.

The above information can be found within the Leicestershire Highway Design Guide (LHDG) [here](#).

Given the above, it is likely that if re-consulted on these revised proposals it is likely the LHA may seek to refuse the application due to the failure to demonstrate a safe and suitable access as per the National Planning Policy Framework (December 2024) and contrary to LHDG guidance which can be found [here](#).

Kind regards,

Neal Chantrill
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