

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/00264/OUT

Highway Reference Number: 2024/0264/04/H/R1

Application Address: Land North Of Normandy Way Hinckley Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Simon Atha

County Councillor: Cllr David Bill MBE

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on an outline (with access) application for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure. The site is located at land north Of Normandy Way, Hinckley.

The LHA understand that this development forms part of a wider development, which links with another proposed residential development on land east of Stoke Road which benefits from planning permission (planning ref. 23/00432/OUT).

The LHA initially responded to the application on 18th April 2024 advising the Local Planning Authority (Hinckley and Bosworth Borough Council (HBBC) to not determine the application until the LHA had time to review the submission due to the complexity of information submitted.

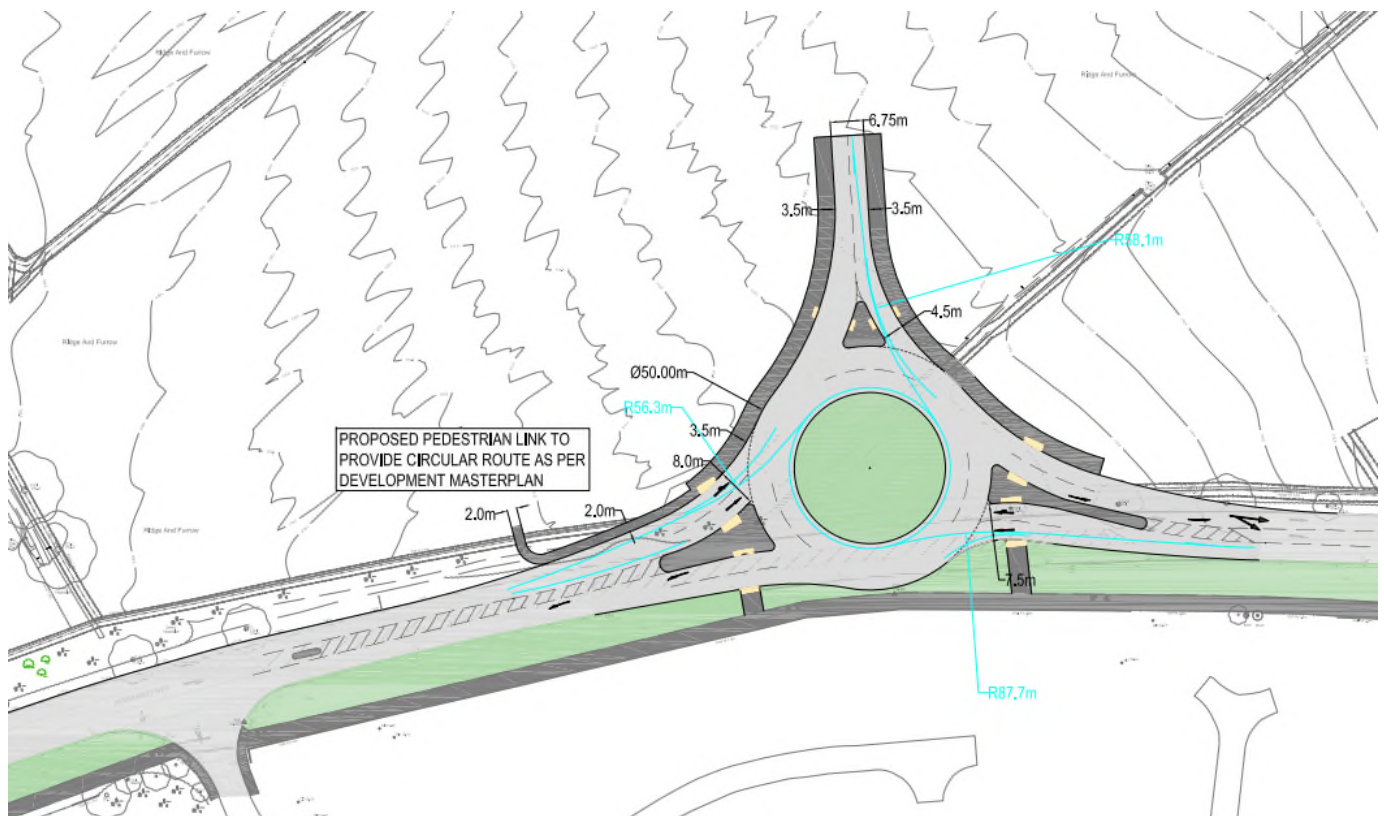
These highway comments are in response to the following documents which have been submitted HBBC.

- Site Location Plan;
- Illustrative Layout, drawing no. 006 Rev F;
- Illustrative Masterplan L-200 Rev C;
- Parameters Plan, drawing no. 004 Rev E;
- Travel Plan prepared by Hub Transport Planning dated 4th March 2024; and
- Transport Assessment prepared by Hub Transport Planning dated 1st March 2024 which includes Drawing T23548.001 Rev D and Drawing T23548.004 rev B

Site Access

Normandy Way is an A classified road, subject to a 40 mph speed limit. The single point of vehicle access to the site will be provided via a 3-arm roundabout on Normandy Way. Two arms are a continuation of Normandy Way with the third arm proposed to serve the development. A shared footway/cycleway provision is proposed along the northern arm (site access), which will connect to the existing footway/cycleway provision via informal crossing points. The proposed access is demonstrated in Drawing T23548.001 Rev D of which an extract is shown below and proposes a 6.75m carriageway width for the site access arm.

The LHA note that the Table DG1, Part 3 of the Leicestershire Highway Design Guide (LHDG) , available at <https://resources.leicestershire.gov.uk/lhdg>, states that for a major residential access road normally no more than 400 dwellings should be access from a single point of access. Notwithstanding this, the Applicant has stated that whilst primary access to the site will be via the roundabout, the proposed development will also include connectivity to Phase 1, with the internal link road through to Stoke Road serving as an additional access point. This link is shown on both the Illustrative Layout and Parameters Plan. The LHA would query how this 'secondary' access point would be secured given that the layout will be subject to a reserved matters application.



Drawing T23548.004 Rev B demonstrates that two large articulated vehicles can travel through the roundabout together, along the A47, in both directions if needed and Drawing T23548.005 Rev A demonstrates that a large refuse vehicle can enter and exit the junction through the site access arm.

The LHA note that no Stage 1 Road Safety Audit has been provided, which should be included as part of this submission along with the designer's responses to any issues raised in the audit.

The following geometric information should be provided for the proposed roundabout and demonstrated on a scale drawing: circulatory carriageway width, central island diameter, entry kerb radius, exit Widths, exit kerb radius, entry angle.

Entry lane widths are in accordance with DMRB CD116, as are the entry path radii and inscribed circle diameter (ICD) shown on the drawing.

The LHA note that the location of the proposed roundabout requires an existing ghost right turn junction to be amended. Dimensions for the adjusted ghost island right turn lane to the east of the roundabout should be provided, in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length.

Visibility splays should be provided on the drawing confirming that the Stopping Sight Distance on the approach to the roundabout are in accordance with DMRB CD116.

85%ile speed readings are required to check how the proposals compare to the DMRB Stopping Sight Distances and the requirements for the ghost island right turn lane.

The proposed 6.75m width of the roundabout arm serving the development is in accordance with the Leicestershire Highways Design Guide (LHDG) Table DG1.

The existing highway boundary and the proposed land take required for the proposed works should be provided on a drawing.

The LHA recommends a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.

The length of the Max Legal Length Articulated Vehicle has increased from 16.5m to 18.55m (in May 2023); this should be reflected in the swept path analysis.

Site Access Comments for Information only at this stage

All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.

Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a web search plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected, please provide the response letter, estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

Existing vegetation will need to be cut back to allow the for construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.

Highway Safety

Personal Injury Collision data has been obtained from the LHA for the five year period which covers from 1st January 2018 to 31st July 2023. The LHA note that the PIC data does not cover the latest five year period. The Applicant should also note that the LHA will review the junction study area which will be informed from the Pan Regional Transport Model (PRTM) assessment and subsequently the PIC data should then be obtained from the identified study area

Trip Generation

The trip rates for the proposed development have been derived from those used as part of the assessment in the planning application for Phase 1 (planning ref. 23/00432/OUT). These are demonstrated in Table 5.1 along with the proposed trip generation.

Table 5 – Development Trip Generation – 415 Dwellings

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.148	0.425	61	176	237
PM	0.409	0.244	169	101	270

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

The proposed development is forecast to generate 237 two way vehicle trips in the AM peak and 270 in the PM peak.

The LHA consider these rates to be acceptable given that they were used for Phase 1 application.

Traffic Distribution and Assignment

The LHA note that traffic has been distributed using the PRTM model outputs used in the planning application for Phase 1 (planning ref. 23/00432/OUT). It is assumed that distribution for Phase 2 will be the similar as Phase 1 due to the close proximity, with the exception of traffic using the individual site accesses. The traffic flow diagrams are shown in Figures 7.1 to 7.4 of the TA. The Applicant should note that the distribution and assignment will be subject to change following the forthcoming PRTM assessment.

Highway Impact and Junction Capacity Assessments

The LHA understand that the following junctions have been assessed:

- Proposed Site Access roundabout;
- Phase 1 Site Access roundabout;
- A47/Stoke Road roundabout;
- A47/Ashby Road traffic signal junction;
- A47/Wykin Road roundabout;
- A47/Roston Drive/Triumph Access roundabout;
- A47/The Common/B4668 roundabout; and
- Stoke Road/Tudor Road priority junction.

The LHA are waiting for the model files and associated drawings to be submitted in order for the LHA to review and verify the junction modelling. Notwithstanding this, the scope of junctions is subject to the findings of the PRTM assessment.

The capacity assessments have been undertaken with the following scenarios which were also used for the Phase 1 assessment.

- 2022 Base
- 2026 Base + Committed Development (including Phase 1)
- 2026 Base + Committed Development (including Phase 1) + Development Traffic
- 2032 Base + Committed Development (including Phase 1)
- 2032 Base + Committed Development (including Phase 1) + Development Traffic

It is understood that the Phase 2 proposed development site will be tested using the PRTM, the scope of which will be discussed with the LHA and National Highways (NH) in due course. Accordingly, the LHA notes that the above scenarios are likely to need to be revised in due course.

The LHA advises that NH will advise of the modelling assumptions and inputs required to assess the impact at the Dodwells and Longshoot junctions between the A5 and A47 junctions using NH's VISSIM microsimulation model.

The LHA have received a PRTM modelling proposal document which will be reviewed in due course with feedback provided to the Applicant. It would be useful if the Applicant could also provide the corresponding PRTM pro-forma.

Internal Layout

As the application is in outline, with only access to be determined at this stage, the submitted indicative site layout and matters such as the proposed numbers of parking spaces have not been reviewed or considered by the LHA in preparing this response. The LHA advises that the proposed internal roads and parking are required to be designed in accordance with the prevailing Leicestershire Highway Design Guide (LHDG) when a future reserved matters application is submitted.

As mentioned in the 'Site Access' section of these observations the Applicant should consider how the 'Secondary' access and link from Phase 1 can be secured during this 'Outline' stage and how this may affect adoptability during the s38 stage.

Travel Plan

The LHA have reviewed the submitted Travel Plan and have the following comments.

The plan lacks detail of specific initiatives to encourage and increase active travel rates. For example, the action plan could note National sustainability days/weeks e.g., cycle to work day. This should be supported by events throughout the life of the plan that enable and encourage active travel, Dr Bike, bike maintenance sessions and cycle training courses could be considered along with led walks, walking groups etc.

Overall, the plan shows a good level of commitment but would benefit from additions to the travel plan to make it more robust.

Transport Sustainability

The LHA understand that given the proximity of the Phase 1 site, the Applicant anticipates that the proposed development will benefit from a wide range of active travel measures being implemented through the delivery of Phase 1.

These include the provision of toucan crossings, and the provision of pedestrian and cycle routes through Phase 1, connecting with the proposed Phase 2 development and therefore providing routes away from the A47 Normandy Way. Should the LHA be in a position to advise of a positive recommendation, the LHA will advise of a public transport strategy condition/contribution which should include details of sustainable travel measures associated with the development.

Date Received
19 April 2024

Case Officer
Suraj Dave

Reviewer
AW

Date issued
03 July 2024