

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: 25/00537/REM

Highway Reference Number: 2025/0537/04/H

Application Address: Land North Of A47 Normandy Way And East Of Stoke Road Hinckley

Application Type: Reserved Matters

Description of Application: Approval of reserved matters (appearance, landscaping, layout and scale) of outline planning permission 22/00318/OUT for construction of 475 dwellings and associated infrastructure and landscaping works.

GENERAL DETAILS

Planning Case Officer: Hinckley and Bosworth Borough Council

Applicant: Mr Hugh Harriman

County Councillor: Hollycroft ED - Ann Pendlebury CC

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 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 on a reserved matters application which relates to planning application 22/00318/OUT for construction of 475 dwellings and associated infrastructure and landscaping works on land North Of A47 Normandy Way And East Of Stoke Road Hinckley.

Site Access

The site access was determined as part of the outline planning permission 22/00318/OUT therefore the LHA make no comments in relation to the access.

Internal Layout

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 and parking must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG), which is available at <https://resources.leicestershire.gov.uk/lhdg>.

The following comments refer to the submitted documents bulleted below and are required to be addressed where required for the site to be suitable for adoption:

- Planning Layout 1 – Drwg no. P24-1360_DE_005_01_D;
- Planning Layout 2 – Drwg no. P24-1360_DE_005_02_D; and
- Planning Layout 3 – Drwg no. P24-1360_DE_005_03_D

Speed tables on bus routes

If the development is to be served by buses the speed tables on the bus route will need to be bituminous topped, as block paving is not suitable on a bus route.

Trees and verges

The layout details trees and verges are to be installed adjacent to the kerb line, these features will attract a commuted sum.

The LHA's preferred option would be for the developer to install the footway adjacent to the kerb line and relocate the grass verges and tree within the curtilage of the properties fronting the spine road.

Road numbers

The LHA would request the Applicant add road numbers to the design plan as these aid with providing design comments.

Road and footway widths

For clarity, please detail the road, footway and service margin widths that are proposed within the development.

Bend widening

The current design layout fails to provide our required bend widening on the bends within the development. Please amend the plan to include bend widening and detail this on the plan, further information on bend widening please refer to the Leicestershire Highway Design Guide, please reference link below.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays#widening>.

Road classification

Please clearly identify access roads, access ways and any shared surfaces to be installed on site. Further information can be found using the link below.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/road-types>.

Footway design

The design plan appears to detail a cycle way is to be designed into the layout on the northern side of the spine road.

Please clarify why this is being proposed as it does not appear to connect to any other of road cycling facility.

Proposed school

Please detail the school access points are to be installed on the design plan.

Please note the width of the spine road serving the schools should comply with our highway design guide, further information can be found using the link below.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/road-types#MRAR>.

Loop roads

The LHA does not accept private loop drive, please redesign the layout to form a break in the drive layout.



Unadoptable road design

The design plan details that the roads shown below, fail to serve the required number of direct frontage access points (minimum of 6 or more) as detailed in (LHDG) ref the link below design principles.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>.

Please note even if the road provides access to private drives this not counted as direct frontage access.



Dropped crossing points

Please detail the location dropped crossing points are to be installed on site.

Trees within private land

Please detail that, root protection will be installed where trees and bushes are located at the back of the highway boundary in private land. Trees must also have a minimum of 2m clear stem where they are located near the highway.

Forward visibility

Please detail that 25m forward visibility through bends on the design plan, please note this must be contained within the highway boundary. please reference link below.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>.

Junction visibility

Please detail 25m visibility splays will be provided at all junctions within the development on the design plan. Please note these must be contained within the highway boundary, please reference link below.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>.

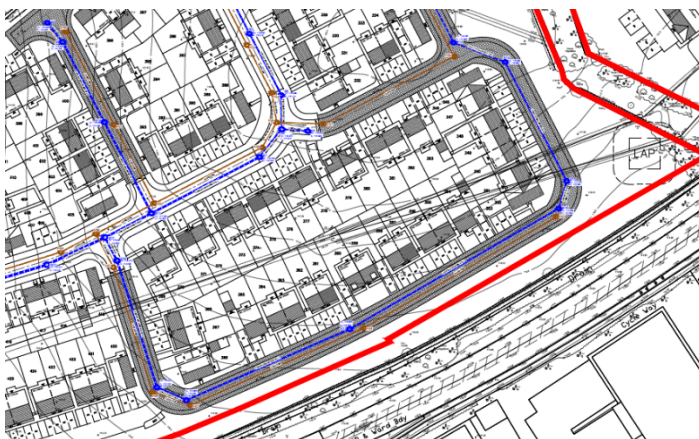
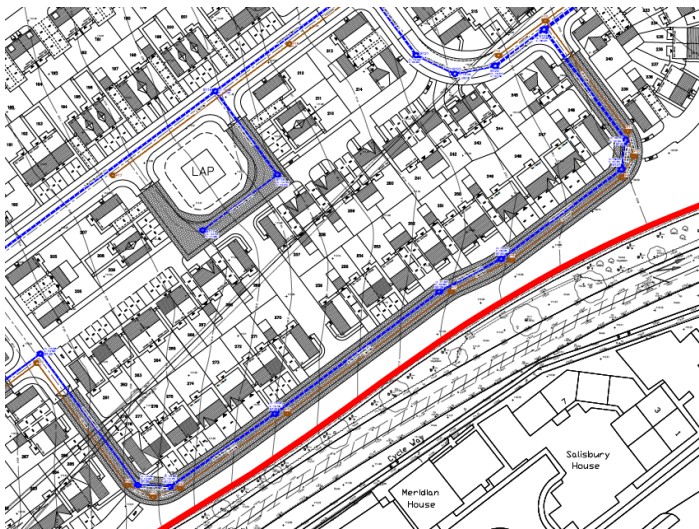
Junction radii

Please detail the junction radii to be installed on site at all junctions within the development. Further information relating to junction radii can be found in (LHDG), please reference the link below

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/junction-type-geometry-and-spacing>.

Shared surface road

A shared surface should not exceed 40m in length unless speed control bends are designed into the layout. Please amend the road layout at the location detailed below and detail this as an access road.



Remote parking

A number of plots have, private parking bays, located remotely from the front door access points. Experience has shown this type of parking arrangement leads for inconsiderate parking at junctions and on footways. Please review, the layout to resolve this issue.

Turning head radii

Please detail the turning head radii on the design plan, further information relating to the LHA's design standards which can be found in (LHDG), please reference the link below.

<https://www.leicestershirehighwaydesignguide.uk/design-layouts/road-design-and-layout/turning-headspoint>.

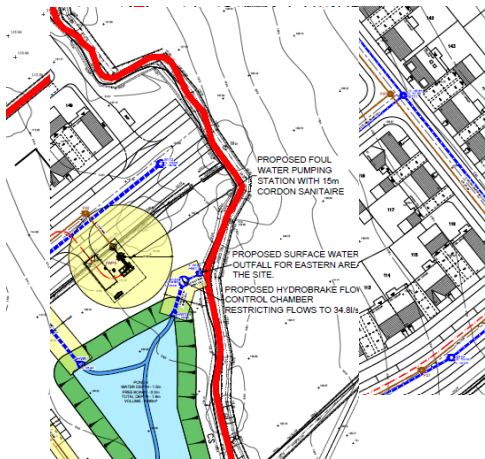
Turning Head arm length excessive

Some of the turn head arms lengths are excessive. Please amend the turning design to comply with the LHA's design requirements.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/turning-heads>.

Turning head required

Whilst the LHA appreciate it is the developers intention to extend the development at a later stage, this cannot be guaranteed. Therefore q turning head will need to be designed into the road layout to resolve this issue.



Tracking

Please provide a tracking plan to detail junctions, bends and turning heads. A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. At turning heads and for reversing movements in service yards, the slower, default swept path vehicle speed is acceptable.

Swept path analysis details are required for 11.2m long refuse vehicles and 18.55m long heavy goods vehicles at turning heads (unless the borough or district already uses a larger vehicle, in which case that vehicle should be used) to ensure they can be satisfactorily navigated.

Public right of way T60& T60/2 (PROW)

The LHA note that there is a public right of way that runs through the development. Please make contact with the LHA's PROW team, at Footpaths Footpaths@leics.gov.uk to gain their permission to close or divert the existing PROW.

Water Courses

The LHA note that our records show there is a water course running through the development site. Please make contact with the Local Lead Flooding Authority at Flooding@leics.gov.uk , if the proposed works affect the existing water course.

Easements

If the developer is required to culvert a water course under the proposed public highway, the LHA will require a 3m easement to be provide at each end and either side of this feature.

Please note! Gradients should conform to the standards set out in Table DG1: General geometry of residential roads (internal) in the Leicestershire Highway Design Guide (LDG). Please use the link below.

<https://www.leicestershirehighwaydesignguide.uk/>.

Date Received
17 June 2025

Case Officer
Suraj Dave

Reviewer
AW

Date issued
8 July 2025