

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

APPLICATION DETAILS

Planning Application Number: 24/00854/REM

Highway Reference Number: 2024/0854/04/H/R2

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

Application Type: Reserved Matters

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

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Ms Esther Wiles

County Councillor: Ross Hills

Parish: Newbold Verdon

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

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

Advice to Local Planning Authority

Background

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

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

- Revised House Types; and
- Planning Layout, drawing number TGDP/BLNV/PL-1 Rev E.

The LHA previously advised within observations dated 30th November 2024 that whilst it had no objection to the proposals, amendments would be required to the internal road layout at the application stage should the Applicant wish for the internal roads to be adopted by Leicestershire County Council (LCC). The revised plans submitted appears to amend house types within the site. This matter will be addressed later within these observations.

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.

Internal Layout

Drawing titled 'Planning Layout', drawing number TGDP/BLNV/PL-1 Rev E demonstrates a number of house type amendments throughout the site. This has resulted in an overall decrease in the number of four and five-bedroom dwellings within the site, and an increase in the number of two and three-bedroom dwellings leading to a decrease in the overall number of off-street parking spaces.

The LHA have reviewed 'Planning Layout', drawing number TGDP/BLNV/PL-1 Rev E and find it to accord with [**Table 28**](#) of the LHDG in terms of quantum of off-street parking, and [**Figure 44**](#) of the LHDG in terms of parking space dimensions.

As advised previously, the acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the [**LHDG**](#).

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

- **Road and footway widths** - For clarity please detail the road, footway and service margin widths that are proposed within this development on the planning layout. Further information can be found within the LHDG - section titled [**Road Layouts and Design**](#).
- **Spine road width** – The LHA are aware that Leicestershire County Council (LCC) require the access road into the development to be 6.75m. However, it is inappropriate for this road width to extend into site for the distance currently proposed. Please amend the road width to detail the width reducing to 5.5m from the end of the raised table at plots 205 and 43 to comply with our design requirements as detailed in the LHDG – section titled [**Internal Development Road Types**](#).

Future development -The LHA are aware that an application is currently with the Local Planning Authority (LPA) for consideration under 24/01158/OUT for up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access). This proposed development should it eventually come forward would be accessed via the internal roads of this development. If the developer requires this road width to future proof the site for possible extension at a later date this should be detailed on the plan, but only for the required length of road required to facilitate the further development at the site.

However, this raises the issue of the road currently proposed to serve plots 64, 65 and 76 as demonstrated below:



This road currently fails to provide the required number of direct frontage access points required for adoption (which is six), therefore it will need to remain private. If the developer wishes to extend the site using this road, they will need to note that LCC will not adopt this road unless it provides the required number of direct frontages. The developer would be required to put this road up for adoption at this time. The Applicant should note that Policy 5 of the LHDG states that sites should not be linked by private through roads. Policy 5 can be found [here](#), this situation also applies to West Lane and any other spur roads with five or less direct frontages.

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

The proposed junction spurs to the roads that fail to comply with the LHDG design requirements for adoption will need to be removed and vehicle footway crossover points detailed.

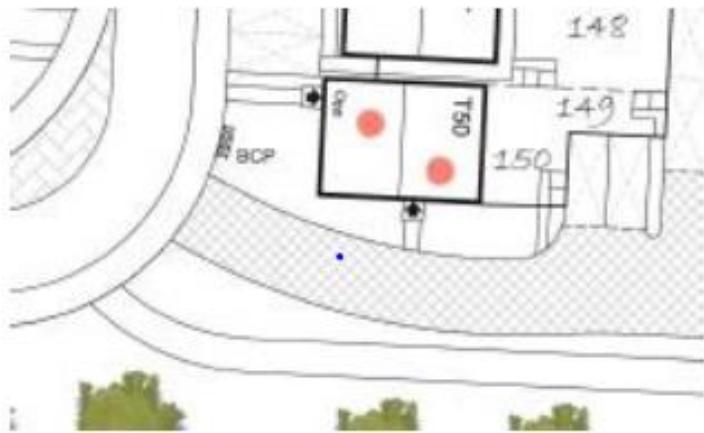
Footway alignment - The footway fronting plots 17 and 18 needs to be relocated adjacent to the kerb line and the open green area fronting these plots included within the curtilage of these properties.



Speed control - Please amend the layout plan to design speed control into the layout, to maintain a 20mph design speed. Further information on speed control can be found in the LHDG – section titled [Speed Control on Internal Development Roads](#).

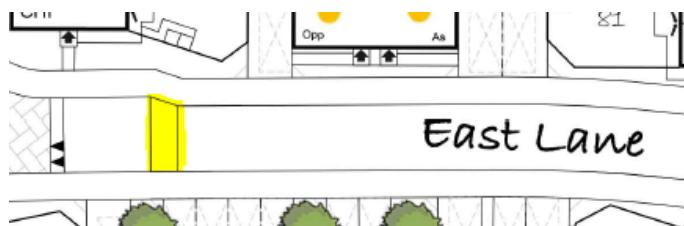
Road classification – The Applicant should clearly identify access roads, access ways and any shared surfaces to be installed on site. Further information can be found in the LHDG – section titled [Internal Development Road Types](#).

Junction stub - Please remove the junction stub fronting plots 222-221 and extend the private drive to mirror the one serving plots 150 to 153.

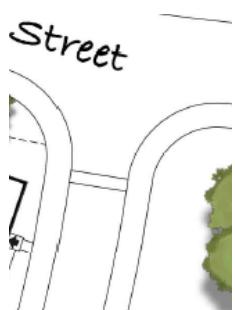


Dropped crossing points - Please detail the location dropped crossing points are to be installed on site.

Raised table issue - The design details a junction speed table (Shown below) is to be located very close to the ramp to access East Lane, this would be required to be removed to enable adoption.



Ramp detail - Please remove ramp detail as shown below adjacent to plot 124 as this is not required.



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 our design standards can be found in the LHDG [here](#).

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 the LHDG [here](#).

Date Received
20 January 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
03 February 2025