

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: 23/00573/FUL

Highway Reference Number: 2023/0573/04/H/R1

Application Address: Land To The West Of Normandy Way Hinckley Leicestershire

Application Type: Full

Description of Application:

Re-consultation. Full planning application for 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities.

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Sally Smith

County Councillor: Cllr David Bill MBE

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

This is the Local Highway Authority's (LHA's) second formal response to the planning application for the erection of 153 dwellings with a vehicular access from the factory access road and existing roundabout on A47 Normandy Way.

The LHA's first response, dated 05 July 2023, focused on the site access arrangements, off-site impact of the proposed development and the internal layout of the site. To address some of the initial comments and discuss the application, the applicant met with the LHA and National Highways (NH) on 05 September 2023. Following that meeting the applicant submitted the transport documents / plans listed below to the Local Planning Authority (LPA) on 16 November 2023:

- Define Covering Letter document ref:DE_155I_FPA Cover_2023 11 16_SP, 'Land west of Normandy Way Hinckley', dated 16 November 2023;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number: F-008, 'Planning Layout - Land at Normandy Fields, West of Hinckley', Revision G;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number: F-009, 'Presentation Layout - Land at Normandy Fields, West of Hinckley', Revision F;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number: F-402, 'Car Parking Schedule - Land at Normandy Fields, West of Hinckley', Revision C;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number: F-403, 'Refuse Strategy Plan - Land at Normandy Fields, West of Hinckley', Revision C;
- Capricorn Transport Planning, document ref: C21021, 'Highways Technical Note 3 (HTN3) 'Hinckley West Development', Revision A, submitted to the Local Planning Authority on 26 October 2023;
- Capricorn Transport Planning Consulting drawing number: DR001, 'Proposed Development - Access – Normandy Way', dated 14 November 2022;
- Capricorn Transport Planning Consulting drawing number: DR002, 'Proposed Pedestrian / Cycle Crossing at Outlands Drive – Normandy Way', dated 19 December 2022;
- Capricorn Transport Planning Consulting drawing number: DR003, 'Proposed Development - Access Vehicle Tracking – Normandy Way', Revision A, dated 19 December 2022;
- Capricorn Transport Planning document ref: C21021-RSARR1, 'Land west of Normandy Way, Hinckley - Section 278 Works – Site Access: Stage 1 Road Safety Audit Response Report', Issue 1, dated 11 August 2023;
- Capricorn Transport Planning document ref: C21021-RSARR2, 'Land west of Normandy Way, Hinckley - Section 278 Works – Off-Site Improvements: Stage 1 RSA Response Report, dated 11 August 2023;
- Waterman Aspen Stage 1 Road Safety Audit document ref: SA4197A, 'Normandy Way and Outlands Drive - Hinckley Section 278 Works', August 2023;
- Waterman Aspen Stage 1 Road Safety Audit document ref: SA4197B, 'Normandy Way and Outlands Drive - Hinckley Section 278 Works', August 2023; and
- Walker Engineering Residential Travel Plan (RTP) 'Normandy Fields, Hinckley – Travel Plan (Phase 4) (Phase 4 Extension Full Application)', dated August 2023.

The LHA has now had the opportunity to review further aspects of the proposed development and is pleased to offer the following comments for consideration by the applicant.

Site Access

As set out in the second response to the planning application, vehicular access to the proposed development would be via an extension to the existing Spine Road for the Hollycroft Grange scheme and would connect with Normandy Way at Roston Drive. The applicant has indicated that the new route would be a 6.75m single carriageway road, designed in accordance with the Leicestershire Highways Design Guide (LHDG) standard for a Major Residential Access Road and suitable for use by bus services. The scheme would therefore connect Hollycroft Grange to Normandy Way at two locations.

Following submission of a Stage 1 Road Safety Audit (RSA1) the LHA has now undertaken a design check on the proposed site access as shown on Capricorn Transport Planning Consultants drawing number C21021/DR001, and offers the following comments for the applicant's consideration / response:

- A traffic capacity assessment would be required for the proposed junction layout for the LHA to review, and also to inform the design layout requirements for any queuing length provision, ensuring traffic does not block the roundabout etc.
- The tactile paving arrangements appears excessive, the "tails" could be removed and a layout in keeping with Figure 11 of "Guidance on the Use of Tactile Paving Surfaces" proposed instead.
- The existing footway link between the splitter island and footway/cycleway should be identified as to be removed.
- In accordance with Table DG5 of the LHDG the LHA would advise the applicant to design the access to the Triumph factory as a major industrial access. This could alleviate the issues identified with the swept path analysis below.
- Signal heads should be shown on the drawing with dimensions demonstrating that the design criteria required by LTN1/20 can be adhered to.
- The changes to the roundabout geometry are minor and acceptable however the roundabout exit width leading towards the proposed crossing is considerably below the required 7 to 7.5m stated in DMRB CD116.
- Visibility splays for the proposed access should be based on measured 85th percentile speeds and not the signed speed limit. The splays should also be to both the left and to the right of the junction.
- As the access is located on the outside of a horizontal bend, an additional visibility area ought to be shown to a point tangential to the nearer edge of the main road carriageway, as per DMRB CD123 Figure 3.9.
- Where the existing splitter island is shown to be widened there are currently kick over arrows. What provision has been made to ensure vehicles exiting the roundabout do not collide with the widened splitter island?
- Whilst the visibility splays and Stopping Sight Distances (SSD) should be acceptable as it is an existing roundabout, the LHA require confirmation that the SSD for the traffic signal heads for vehicles exiting the roundabout is sufficient. These should be based on measured 85th percentile speeds.
- Full width carriageway resurfacing is required where the carriageway is to be widened. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement.

Stage 1 Road Safety Audit

Following a request from the LHA in its initial observations the applicant has commissioned an independent Stage 1 Road Safety Audit (RSA1) of the site access arrangements. The RSA1 identified four problems which are referenced below:

1. There is an existing Advanced Direction Sign on the verge on this arm of the roundabout, where the drawings suggest a new footway will be located. The ADS is relatively low on one side and, if this remains, then pedestrians may collide with the sign.
2. The proposed link will lie adjacent to an existing gas governor. Pedestrians and cyclists emerging from the crossing may not be able to see cyclists approaching, possibly at speed, and may step in front, risking a collision.
3. There is considerable vegetation on the south-west bound approach to the proposed crossing. This may obscure visibility for pedestrians / cyclists waiting to cross, and of the signal head for drivers. If drivers cannot see either pedestrians / cyclists or the signal head, then they may not be prepared to stop and a collision may result.
4. The roundabout has considerable vegetation on the central island. This may reduce forward visibility of queuing vehicles at the proposed crossing and this may in turn result in rear shunt collisions.

The applicant has provided a Designers Response and accepted each recommendation in the RSA1 to overcome the four issues raised in the RSA1. All the responses provided by the Designer for the access improvements are accepted by the LHA.

Other Considerations

If the LPA is minded to grant planning permission, the applicant should note the following issues which will need to be addressed as part of the Section 278 technical approval process:

- Carriageway cores are required to determine the existing carriageway construction so that a suitable make up for the new construction can be determined;
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch 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; and
- The drainage system will be need to be adjusted to allow for the additional surface water. This can be undertaken at the detailed design stage of the scheme

Highway Safety

The applicant has reviewed the Personal Injury Collision (PIC) data for the period 1 January 2017 to 31 August 2022. The study area covers the length of Normandy Way between the Roston Drive roundabout to the south, and Greenfinch Road roundabout to the north, including both junctions.

There was just one PIC during period under consideration which was at the Normandy Way / Outlands Drive junction in April 2021 and classified as slight in severity. The applicant has concluded that based on the PIC record there is no spatial clustering or trends and there are no existing road safety issues that could be exacerbated by the proposed development.

Figure 3.3: Extent of Collision Study Area

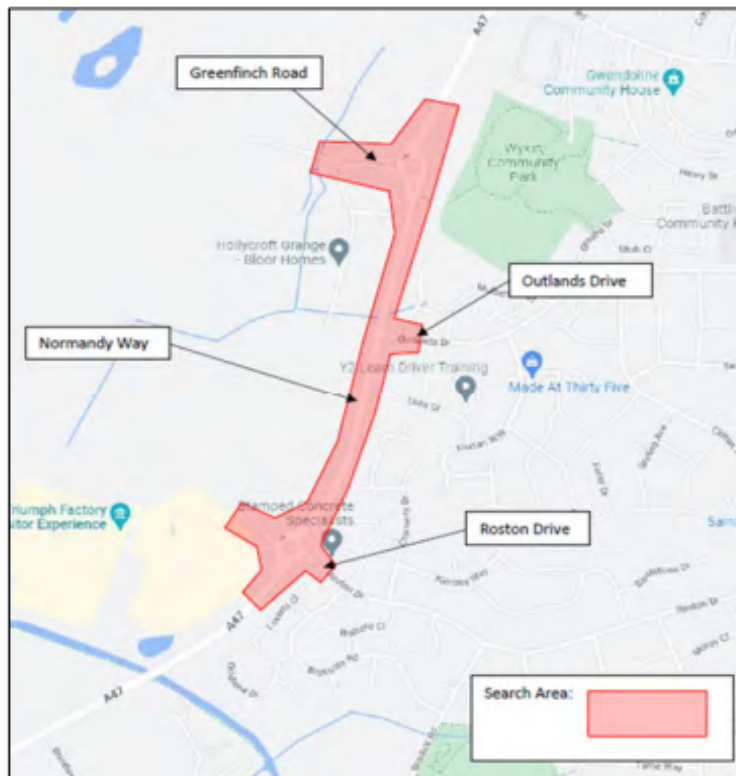


Figure 1: Location of Personal Injury Collision Study Area reproduced from Figure 3.3 of Capricorn Transport Planning Transport Statement

To understand the latest situation with the PIC data the LHA has also checked its own database for the five year period from 1 January 2017 - 31 October 2023 on the A47 between A47 / Stoke Road junction (to the north) and the A5 / Dodwells Road junction (south of the site). The key findings of the LHA's review are detailed below:

- 10 slight and three serious collisions in the expanded study area. There were no fatalities in the period under consideration; and
- One collision in 2017, four collisions in 2019, two collisions in 2020 and 2021, one collision in 2022 and three collisions up to end of October 2023.

There were various circumstances involved in the collisions, therefore given the scope of the study area there are no patterns / trends within the data which would require a road safety scheme of mitigation in connection with the development proposals.

Trip Generation

Following discussions with the LHA and NH in September 2023, the applicant undertook a review of the TRICS database and automatic traffic surveys on Sword Drive for one week in October 2023 to establish a trip rate / trip generation for the proposed development. As well as a residential development, two retail park accesses also exist off Sword Drive. Therefore, to identify the residential trips only, the applicant identified three locations and discounted the retail park access trips from the total number of vehicles counted on Sword Drive.

The methodology and results of the TRICS exercise and traffic surveys is provided in Appendices TN3-A, TN3-B and Appendix TN3-C of the October 2023 HTN3. A summary of the trip rates from the TRICS surveys and Sword Road development are reproduced in Figure 2 and Figure 3 below:

Table TN3.5: Residential Vehicle Trips/Dwelling (TRICS v7.10.2)

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.163	0.395	0.558
PM (17:00-18:00)	0.350	0.169	0.519

Figure 2: Trip rates from the Sword Road development reproduced from Table TN3.5 of Capricorn Transport Planning Highway Technical Note 3.

**Table TN3.8: Local Trip Rates for Sword Drive Residential Area
(Vehicle trips/dwelling)**

Time Period	Arrival	Departure	Two-Way
AM (08:00-09:00)	0.167	0.384	0.551
PM (17:00-18:00)	0.246	0.210	0.457

Figure 3: Trip rates from the Sword Road development reproduced from Table TN3.8 of Capricorn Transport Planning Highway Technical Note.

Based on the scale of development of 153 dwellings this would generate 85 and 79 (two-way) trips in the AM and PM peak hours respectively based on TRICS surveys or 84 and 70 (two-way) trips based on the 2023 traffic count at Sword Drive.

The LHA considers that the site should be assessed as a stand alone site with the Sword Drive trip rates to understand the impact of the proposed development on the local highway network and wider Strategic Road Network.

Junction Capacity Assessments

The LHA acknowledge that the applicant has considered the impact of the proposed development at the following junctions:

- A1: A47 Normandy Way / Greenfinch Road Roundabout;
- J1: A47 Normandy Way / Outlands Drive; and
- J2: A47 Normandy Way / Roston Drive

Notwithstanding the above based on the scale and impact of the proposed development the LHA would expect the applicant to review all the junctions along the A47 corridor between the A47 / B4668 Leicester Road and A47 Dodwells Road / A5.

Furthermore the LHA would expect the applicant to also undertake capacity assessments at local junctions where approximately 30 additional two-way trips or more are generated by the proposals as well as at other key location junctions which already reaching capacity or operating over capacity.

The LHA may have traffic counts and junction models for some of these junctions so the applicant should contact ndi@leics.gov.uk and trafficandsignalconsultation@leics.gov.uk respectively for further information.

Off-Site Implications - Pedestrian and Cycling Infrastructure

Whilst the impact of the proposed development on the local highway network has not been established, the applicant has put forward a scheme of mitigation to encourage walking and cycling to and from the proposed development. The scheme is shown on Capricorn Transport Planning Consultants drawing number: C21021/DR002, dated 11 August 2023.

The LHA has now undertaken a design check on the proposed Pedestrian/Cycle Crossing at Outlands Drive and offers the following comments for consideration / response:

1. The drawing is of a poor quality and appears to be based on a photocopy of a previous drawing. The designs should be based on an actual topographical survey.
2. The hatching should be amended so as not to force traffic turning right into Outland Drive to drive over the centre hatching.
3. The 1.5m width hatching alongside the right turn lane forces right turning vehicles over to the left and into the visibility splay for pedestrians waiting to cross on the proposed refuge. If the 85th percentile speeds are less than 85kph then a width of 5.5m is acceptable as per DMRB CD123 para 6.11.1 and the hatching can be removed.
4. The width of the footway / cycleway should be maintained throughout, and not narrowed at the Outlands Drive crossing.
5. The proposed pedestrian link to the north of the proposed refuge should meet the kerb line perpendicularly and not at an angle as shown. Tactile paving should also be shown on the drawing.
6. The proposed taper gradient for the ghost island should be identified on the drawing and should be in accordance with Table 6.1.1 of the DMRB CD 123.

Stage 1 Road Safety Audit

Following a request from the LHA in the initial highway observations the applicant has commissioned an independent Stage 1 Road Safety Audit (RSA1) of the off-site works. The RSA1 identified two problems which are referenced below:

1. The existing splitter island lies opposite a lighting column and a large utility box cover. These could coincide with the area of dropped kerbs and tactile paving for the proposed pedestrian facility. If this is the case, then it could result in pedestrians colliding with the column or slipping on the cover.
2. The proposed refuge will be close to the right-turn lane and reservoir for Outlands Drive. Vehicles waiting in the lane / reservoir may obstruct pedestrian visibility. If pedestrians cannot see approaching vehicles (and vice versa), then they may step out in front of moving traffic, risking a collision.

The applicant has provided a Designers Response and accepted each recommendation in the RSA1 for the off-site improvements. To address the two issues raised in the RSA1, the Designer

has provided an updated drawing for the off-site improvements drawing number: C21021/DR002, Rev A. Both responses to the RSA1 recommendations provided by the Designer are accepted by the LHA.

Internal Layout

The LHA has reviewed the internal layout of the proposed development as shown on drawing number N1787 F-008-G against the LHDG and can confirm that the outstanding issues identified in the highway observations dated 5 July 2023 remain. Whilst these are not reproduced in full for the purposes of this response the LHA would encourage the applicant to refer to the earlier observations and make all the amendments to ensure the site is adoptable and that parking is in accordance with the LHDG.

Transport Sustainability

Section 4 of the TA considers the transport sustainability of the site. The LHA has considered this aspect of the proposed development and provides further comments below.

Walking

The Presentation Layout of the proposed development is shown on drawing number: N1787-F-009, Revision D and a 2km walking catchment plan is shown in Figure 4.1 of the TA. The applicant is planning to provide pedestrian links from the proposed development to tie in with the existing footway provision.

Cycling

The area is covered by several cycle routes to allow residents to travel to adjacent built-up areas in and around Hinckley / Nuneaton to access other leisure, employment, and shopping opportunities. The LHA note the applicant's aspiration to improve walking / cycling crossings around the proposed development in Section 5 of the TA. The LHA also note the applicants commitment to provide cycle storage for all properties in resident's garages or cycle stores. Whilst this is welcomed to promote cycling this should not be to the detriment of the internal dimensions of a single garage required to accommodate a car (3m x 6m in LHDG) or a double garage (6m x 6m).

Public Transport

There are two Arriva services 6/6A and 7 that residents can use which could serve the proposed development. These link Burbage and Hinckley at various intervals through Monday - Saturday.

As part of the Outline planning consent for Hollycroft Grange there is an approved Public Transport Strategy for Phases 1 and 2. The approved bus route commences on Greenfinch Road, west of Normandy Way. According to the applicant it will run at a 30-minute frequency to and from the town centre via Normandy Way, Roston Drive, Brodick Road and Coventry Road. The service is subject to six-monthly reviews over a five-year period commencing at the occupation of the 50th dwelling.

The applicant has confirmed that they intend to provide bus stops along the spine road at locations and to a specification that would be agreed with the LHA. Lastly the applicant has indicated that the approved Public Transport Strategy will be updated to include the proposed development.

Notwithstanding the above, the LHA would agree with NH response to the applicant's via email dated 1 December 2023 which asked for further justification / evidence as to why a modal shift of 11.7% is appropriate for this planning application.

Closing

The LHA has identified some concerns and inconsistencies in the way that the transport impact of the development has been assessed. Therefore, the applicant should provide further evidence / clarification on the issues raised in this response, including:

- Proposed site access strategy;
- Off-site pedestrian / cycle crossing at Outlands Drive;
- Traffic survey data at junctions identified above along with revised junction capacity assessments and model files based on revised trip rates; and
- Justification / evidence of current mode split and detailed breakdown of proposed 11.7% distributed to other modes

Notwithstanding the above the LHA has been advised that the applicant has submitted Highway Technical Note 4 (HTN4) which may address some of the issues NH have raised and which this response refers to. The updated HTN4 will be reviewed and the LHA will provide further observations in due course along with comments on the Travel Plan.

Date Received
16 November 2023

Case Officer
David Hunt

Reviewer
AW

Date issued
22 December 2023