

FAO: Matt Jedruch
Development Management
Hinckley and Bosworth Borough Council
Hinckley Hub
Rugby Road
Hinckley
LE10 OFR

28th March 2024

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Dear Matt,

LAND WEST OF NORMANDY WAY, HINCKLEY: FULL PLANNING APPLICATION (REF. 23/00573/FUL)

I write further to the comments received from National Highways (NH), Leicestershire County Council Highways (LCC) and Active Travel England (ATE) in relation to the above full planning application by Bloor Homes Limited (BHL) for the delivery of 153 dwellings at Land to the west of Normandy Way, Hinckley.

Those comments have been considered by BHL and the consultant team. Whilst the team are not entirely in agreement with some of the specific details of the responses, we have sought to take a proactive and robust approach in order to address the consultee responses and bring forward what is a longstanding allocation site that forms a critical part of the spatial strategy for development in the Borough. In that light, I attach alongside this letter a comprehensive submission that we consider sufficiently addresses the comments raised, in order to allow for the outstanding objections to this application to be lifted and the application to be positively determined.

The new and revised documents are shown in red in the updated Schedule of Documents, and include the following:

- A Highways Response Technical Note that responds to the comments raised by LCC Highways in relation to off-site and on-site highways matters in their comments dated 22/12/23 ("the LCC Technical Note"). This appends an additional Technical Note relating to Strategic Road Network (SRN) impacts (at Appendix C) in response to the comments raised by NH dated 23/02/2024;
- A separate Highways Response Technical Note in response to the comments raised by ATE dated 07/07/2023 ("the ATE Technical Note");
- A standalone revised vehicular access plan that takes account of the comments that have been received, and shows the proposed toucan crossing adjacent to the Normandy Way / Roston Drive junction (Ref. C21021-DR101-A);
- Associated vehicular swept path analysis plans relating to an articulated lorry accessing the Triumph Motors premises to the south and a bus accessing the application site (Ref. C21021-DR102-A);

- A plan showing the proposed toucan crossing adjacent to the Normandy Way / Outlands Drive junction, which has been updated to take account of comments from ATE (Ref. C21021-DR104) and a separate Technical Note providing justification for the approach that has been taken ("Technical Note 6");
- A plan showing the proposed mitigation scheme for the A47 / Dodwells Roundabout (Ref. 07839-TR-A-0001);
- A revised suite of detailed plans that reflects the above amendments.

With reference to those plans, the following covering letter provides a summary of the approach that has been taken by the applicant team to address the comments received.

1. JUNCTION CAPACITY ASSESSMENT:

Methodology:

The LCC Technical Note responds to LCC's request for a review of all junctions along the A47 corridor between the A47 / B4668 Leicester Road and A47 Dodwells Road / A5.

Whilst the applicant team rejects the principle of applying the Sword Drive trip rates and trip distribution to the full application development only, that approach has been taken to address LCC's comments. In addition, trip generation has also been amended to remove the previous reduction to trips based on the modal shift assumption. This provides a robust assessment that effectively presents the 'worst case scenario'.

On that basis, the LCC Technical Note confirms that the development traffic flows are forecast to be well below 30 vehicles at all junctions highlighted by LCC, except for the Normandy Way / Roston Drive junction and the A5 / A47 Dodwells Road junction.

A5 / A47 Dodwells Road junction:

The LCC Technical Note confirms that the increase to the traffic flow at the A5 / A47 Dodwells Road junction is forecast to be below 50 vehicles during both the AM and PM peak based on the parameters proposed by the highway authorities, and as such will be modest relative to the existing traffic flows.

Notwithstanding that, the applicant proposes a physical highway mitigation scheme at the A5 / A47 Dodwells Road junction, as shown on the newly submitted plan (Ref. 07839-TR-A-0001). As set out in the PJA Technical Note that is appended to the LCC Technical Note, the proposed mitigation package will reduce forecast queuing and delay on the A47 Dodwells Road to a level that is lower than in the operation of the network in the scenario without the additional traffic associated with the proposed development. PJA's Technical Note concludes, therefore, that the identified scheme mitigates the impact of the development at the Dodwells Roundabout, and that the operation of the A47 will actually be improved beyond what is required to mitigate the development impacts, and so will provide some wider benefits to conditions on this approach.

Therefore, BHL propose that an obligation be incorporated into the Section 106 Agreement for this application that would require delivery of the off-site works on Plan Ref. 07839-TR-A-0001 prior to the occupation of the 1st dwelling associated with the development. The trigger for the transfer of the required monies will be subject to discussion, and in that regard BHL will instruct

a costing exercise in the near future, and will share the final outputs with NH and LCC once finalised.

Therefore, whilst BHL retain in-principle objections to some of the requests from the highway authorities that have underpinned the updated capacity assessment and the subsequent conclusion that off-site mitigation is required, this approach is entirely robust in that it presents a worst case scenario and allows for the delivery of the mitigation required to address that. BHL would, therefore, welcome confirmation from NH / LCC that this approach is accepted.

Normandy Way / Roston Drive junction:

In light of the above findings regarding the Normandy Way / Roston Drive junction, and given that the junction is subject to modifications, the LCC Technical Note provides an updated capacity assessment of the junction.

That is based on the methodology as set out in the LCC Technical Note, but notably includes the application of the Sword Drive trip rates across the combined 1,003 dwellings (i.e. the committed Normandy Fields development, plus the FPA proposals). That is considered to be a robust approach in relation to this specific junction as set out in the LCC Technical Note and the PJA Technical Note that is appended to it.

The assessment finds that the roundabout will operate within capacity in all scenarios except for the PM peak hour, but that this is a worst case scenario that notably does not account for the agreed 15% modal shift arising from the delivery of the Travel Plan and incorporation of the active travel infrastructure as set out below. Therefore, the LCC Technical Note concludes that this is a reasonable trade-off between highway capacity and improved pedestrian and cyclist connectivity (by allowing for the delivery of the toucan crossing on the desire line rather than further to the north). The proposed Toucan will further support the 15% modal shift target such that the capacity assessment result is a worst case scenario in any event.

The capacity assessment of the proposed Triumph Motorcycles Access also confirms that the junction will operate with significant reserve capacity and no discernible queuing.

2. SITE ACCESS AND OFF-SITE PEDESTRIAN / CYCLIST INFRASTRUCTURE:

Site Access:

Revised vehicular access plans have been submitted as part of this re-submission (Ref. C21021-DR101-A). With reference to the updated vehicular swept path analysis that has been submitted separately (Ref. C21021-DR102-A), the Technical Note demonstrates how the revisions that have been made respond entirely to each of the comments raised by LCC Highways.

Therefore, LCC's confirmation that there are no outstanding concerns relating to the proposed site access would be welcomed.

Pedestrian / Cyclist Infrastructure and Active Travel:

The ATE Technical Note provides further justification in relation to the Travel Plan's target to reduce the share of single occupancy car journeys during the peak hour by 15%, which aligns with the approved Travel Plan for the committed Normandy Fields development and provides a realistic and achievable target that is entirely consistent with national guidance. The pedestrian

and cycle infrastructure that is proposed as part of this development, both within the internal layout and relating to the A47 corridor, will support the achievement of that target, and also provide opportunities to exceed it.

The proposed works to the Normandy Way / Roston Drive junction will deliver a new toucan crossing on the northern arm of the roundabout. As above, the detailed design of the works to the junction have been carefully considered to ensure that the crossing reflects the desire line of cyclists and pedestrians who are seeking to travel towards Hinckley Town Centre.

A revised plan has also been submitted in relation to the proposed facility to the north of the Normandy Way / Outlands Drive junction (Ref. C21021-DR104-A). This crossing was previously proposed to be an uncontrolled crossing, but is now proposed as an additional toucan crossing in light of ATE's comments. That will facilitate safe and convenient pedestrian / cycle crossings for residents from the north of the committed Normandy Fields development and for residents at the south of the Normandy Fields development (including in Phase 4) who wish to travel north.

As the ATE Technical Note demonstrates, those new facilities will significantly contribute to meeting / exceeding that target, particularly when other measures are considered. That includes the additional cycle / pedestrian links within the scheme, the significantly improved bus service that will be facilitated by the provision of the second vehicular access, and the soft measures to support home working. The approach towards active travel is, therefore, also considered to be entirely robust.

Proposed condition wording:

BHL would, therefore, welcome a condition to secure the delivery of the off-site active travel infrastructure.

It is suggested that the crossing at the Normandy Way / Roston Drive junction will be delivered first, as part of the S278 works to deliver the wider works to the roundabout in order to facilitate the site access. Those works will, of course, be required prior to occupation of the first dwelling. Therefore, the following condition is suggested:

No part of the development hereby permitted shall be occupied until such time as the junction, pedestrian access, toucan crossing and associated infrastructure as shown on Drawing Ref. 'C21021-DR101-A Development Access Arrangements: Option 1' have been implemented in full.

The delivery of the crossing to the north of the Outlands Drive junction will then follow that. The timescales for the delivery of that second facility will ultimately reflect the availability of road space bookings. Therefore, to provide flexibility in that regard and to allow for the management of the works to minimise disruption to Normandy Way, it is suggested that a 50 dwelling trigger is applied. That would also provide an appropriate balance in ensuring that the benefits in terms of active travel are realised at an early stage. Therefore, the following condition is suggested:

No more than 50 dwellings of the development hereby permitted shall be occupied until such time as the toucan crossing facility and associated works as shown on Drawing Ref. 'C21021-DR104 Normandy Way / Outlands Drive Toucan Crossing' have been implemented in full.

BHL trust that the approach set out in the ATE Technical Note is sufficient to lift the outstanding objection and that the above conditions are acceptable.

3. INTERNAL LAYOUT

Revised detailed design plans have been submitted as part of this submission, to account for any amendments to account for the above matters (i.e. to reflect the delivery of the two toucan crossings and account for slight amendments to the site access junction). However, there have been no material amendments to the internal layout when compared to the suite of plans that were submitted to the Council on 26th February. Indeed, BHL are confident that the updates that were incorporated into those plans addressed LCC's comments in that regard, although it is noted that confirmation to that effect has not yet been received.

In response to the query in relation to the size of the proposed garages, and whether there will be sufficient space for cycle parking, BHL are happy to deliver a bicycle storage shed for each new house, to be secured by condition. In that regard, the following wording is suggested:

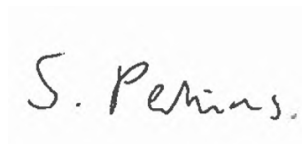
The development hereby permitted shall not be occupied until such time as details of the delivery of 1no. bicycle storage shed for each new home have been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

4. APPLICATION DETERMINATION

The above covering letter and the submitted suite of information demonstrate the proactive and robust approach that has been taken by BHL in order to address the comments received from NH, LCC and ATE and facilitate the delivery of this key allocation site to support the spatial strategy and maintain the housing land supply in the Borough. BHL are, therefore, confident that the submitted information is more than sufficient to support the removal of the outstanding objections and facilitate the approval of this application.

I would be grateful if you could please confirm safe receipt of the submitted documentation. In the meantime, please do not hesitate to contact me should you have any queries.

Yours sincerely

A handwritten signature in black ink that reads "S. Perkins". The signature is written in a cursive, slightly slanted style.

Sam Perkins
Senior Planner

Encs