

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00669/NMA

Highway Reference Number: 2026/0669/04/H

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

Application Type: Non-material amendment

Description of Application: Non material amendment to planning permission 22/00318/OUT to revise the Ashby Rd/A47 Proposed Junction Improvement design

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Ms Olivia Tibbles

County Councillor: Hollycroft ED - Ann Pendlebury CC

Parish:

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) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an application for a non-material amendment to planning permission 22/00318/OUT to revise the Ashby Road /A47 Normandy Way proposed junction improvement design.

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

- Application Form
- Technical Note (TN) dated 06/03/26 and authored by PJA
- AJP Consulting Engineers drawing number 7000 Rev. P02 (Geneal Arrangement)

Condition 30 of appeal reference APP/K2420/W/23/3323113 states:

“No part of the development hereby permitted shall be occupied until such time as either the offsite works shown on Dwg No T19595-007 Rev C Ashby Rd/A47 Proposed Junction Improvements have been implemented in full, or an alternative scheme that mitigates the impacts of the development has been submitted to and approved in writing by the local planning authority and thereafter implemented in accordance with the approved scheme.”.

The Applicants TN outlines the following reason for the proposed change in scheme design:

“In progressing the section 278 design works for the junction in question, concerns have been raised about the feasibility of widening on the southern Ashby Road approach to the junction. The interaction with adjacent driveways and level changes to the west, where widening was proposed, has meant the works cannot be delivered in the form originally proposed.”.

The LHA advise the LPA that *either* scheme could be progressed through the Section 278 Technical Approval process. Whilst the conditioned scheme involves a more technical design and could potentially require lengthier and more disruptive works to implement on site, there is currently no reason why the principles of that scheme could not be implemented, if that is deemed to be the most appropriate scheme to mitigate the impact of the approved development.

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.

Scheme Design

AJP Consulting Engineers drawing number 7000 Rev. P02 provides details of the proposed alternative scheme design.

For the proposals to be fully reviewed, as per the [Road Safety Audit Policy](#) section of the LHDG, the LHA advises a Stage 1 Road Safety Audit should be undertaken, along with a Designer's Response to any problems raised and (if necessary) a revised scheme drawing.

[Swept Path Analysis](#) of an 18.55m HGV should also be provided demonstrating HGVs undertaking all manoeuvres. A minimum modelling speed of 15 kph should be used with the vehicle speed confirmed on the drawing.

Following provision of this information, the LHA will review the proposed junction design in more detail.

Junction Capacity Assessments

The Applicant has undertaken several junction capacity assessments to demonstrate how the junction would operate under the currently approved scheme, as well as the proposed scheme.

It is noted the original Transport Assessment (TA) referred to from application reference 22/00318/OUT is the March 2022 TA. Tables 19 (A47/Ashby Road Proposed Mitigation Pedestrian Phase not Called – LinSig Summary Results) and 20 (A47/Ashby Road Proposed Mitigation Pedestrians Every Other Cycle – LinSig Summary Results) have been used from that TA to base comparisons on the modelling using current traffic data from an Automated Traffic Count (ATC) in February 2026.

The LHA advise that both tables were based on trip distribution using Census data and this was not accepted. Instead, the LHA requested that modelling was undertaken using Leicestershire County Councils Pan Regional Transport Model (PRTM) within the observations dated 28th April 2023.

This was subsequently undertaken as part of application 23/00432/OUT, which was a re-submission of application 22/00318/OUT and enabled the LHA to advise it had no objection to both applications subject to conditions and contributions on 7th September 2023. The Technical Note is dated 27th June 2023 and the LHA believe Tables 39 and 40 show the updated results.

On this basis, the LHA advise the Applicant should review the junction modelling and use the outputs from PRTM (including future growth factors) to review what the impact of amending the junction improvements would be. This would then be consistent with the approved junction modelling.

The LHA request that the junction modelling files are also submitted as part of the updated modelling for these to be reviewed, along with the raw data for the ATC and confirmation of the survey date.

Date Received
28 July 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
2 September 2026