

**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

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

Application Type: Full

Description of Application:

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

The application is for the erection of 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47 Normandy Way, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities. The proposed development is on land to the west of Normandy Way, Hinckley. The application site forms part of the 'Land West of Hinckley' site. The Local Highway Authority (LHA) understands the site was allocated (Site SA2) for residential development in the Site Allocations and Development Management Plan Document (SADM DPD) adopted in 2016. The A47 runs in a north - south direction adjacent to the proposed development. The Triumph motorcycle factory is located to the south of the site.

This is a full planning application, and the applicant has submitted the following documents / plans to support the planning application which are relevant to transport:

- Planning application form;
- Define Planning Statement, 'Land west of Normandy Way Hinckley', dated June 2023, submitted to Local Planning Authority 14 June 2023;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number: F-001, 'Site Location Plan - Land at Normandy Fields, West of Hinckley', Revision B, submitted to Local Planning Authority 14 June 2023;
- Nineteen47 Design and Access Statement, 'Proposed Residential Development - Land at Normandy Fields, West of Hinckley', submitted to Local Planning Authority 14 June 2023;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number:
- F-008, 'Planning Layout - Land at Normandy Fields, West of Hinckley', Revision D, submitted to Local Planning Authority 14 June 2023;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number:
- F-009, 'Presentation Layout - Land at Normandy Fields, West of Hinckley', Revision D, submitted to Local Planning Authority 14 June 2023;
- Nineteen47 Chartered Town Planners and Urban Designers, drawing number:
- F-402, 'Car Parking Schedule - Land at Normandy Fields, West of Hinckley', Revision B, submitted to Local Planning Authority 14 June 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, Transport Assessment (TA) 'Land west of Normandy Way Hinckley', Revision A, dated 9 May 2023;
- Walker Engineering Travel Plan (TP) 'Normandy Fields, Hinckley – Travel Plan (Phase 3)', Revision P02, dated January 2022; and
- Walker Engineering Travel Plan (TP) 'Normandy Fields, Hinckley – Travel Plan (Phase 7)', Revision P02, dated January 2022.

The LHA has now had the opportunity to review some of the documents submitted and offers further comments on the site access arrangements and internal layout below.

Proposed Development

The LHA understands the proposed development comprises a re-planned layout within Phase 4 of the approved Hollycroft Grange scheme, which lies at the south-eastern corner of the site, and the development of adjacent land Parcel 2. If planning permission is granted it would provide a further 153 dwellings on the site increasing the total within Hollycroft Grange from 850 to 1,003. The proposed development would also provide an additional access from Normandy Way via Roston Drive, which the applicant has indicated would improve access to all other approved residential and non-residential land uses within Hollycroft Grange.

Site Access

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.

As part of the proposed development the access arrangements to Triumph motorcycles would be modified to a priority T-junction with a 6m corner radius on its western side and a 10m radius on the eastern side. There will also be a new pedestrian crossing at the Triumph site access. Lastly the applicant has indicated that they will extend the splitter island to accommodate a toucan crossing.

The site access details are shown on Capricorn Transport Planning Consultants drawing number: C21021/DR001, dated 14 November 2022 and reproduced in Figure 1 below:

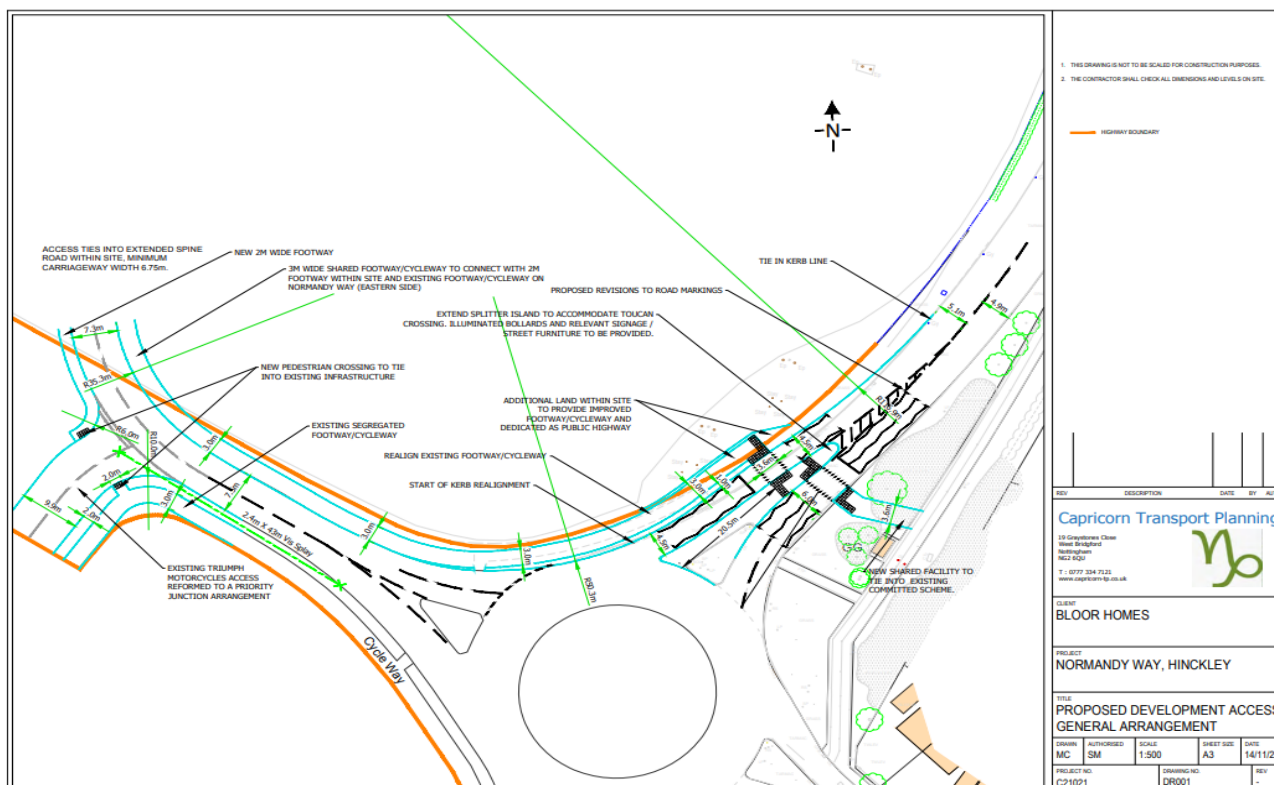


Figure 1: Proposed Site Access reproduced from Capricorn Transport Planning Consultants drawing number: C21021/DR001, dated 14 November 2022.

Stage 1 Road Safety Audit

The applicant has not included a Stage 1 Road Safety Audit (RSA1) as part of the application. Whilst the applicant has concluded in Paragraph 9.2.2, that satisfactorily vehicular access to the development can be achieved and the proposals would be subject to a RSA1, Part 3 of the LHDG requires a RSA1 to be submitted as part of the planning application.

Therefore the applicant should submit a RSA1, Designers Response to any problems raised in the audit and amended drawing (if required) for review by the LHA.

Off-Site Implications

The applicant has also proposed a new uncontrolled crossing of Normandy Way north of Outlands Drive. This would connect with a dedicated pedestrian/cycle link to the site. The drawing of the crossing is shown in Figure 2 below:

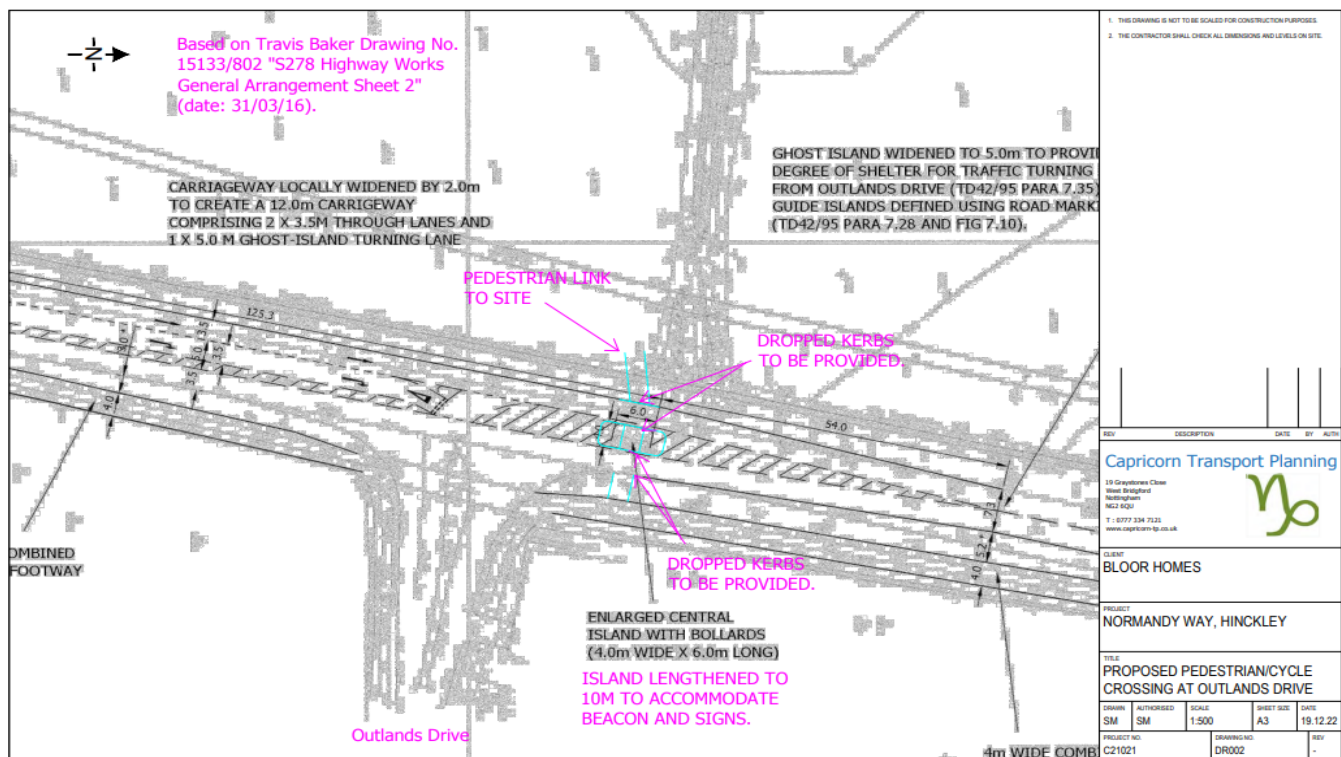


Figure 2: Proposed Site Access reproduced from Capricorn Transport Planning Consultants drawing number: C21021/DR001, dated 14 November 2022.

Once again the applicant has not provided a RSA1 for the highway works which should be submitted for the planning application.

Internal Layout

The LHA has now had the opportunity to check the internal layout of the site submitted for the planning application and shown on drawing no: N1787 F-008-D against the LHDG. The layout is currently not considered suitable for adoption. The applicant should therefore make the following amendments.

Road numbers

The LHA would ask the applicant to add road numbers to the design plan as these assist when providing design comments.

Road and footway widths

For clarity the applicant should provide details on the road, footway and service margin widths for the proposed development.

Speed control

The layout of the site should be amended to design speed control into the layout, to maintain a 20mph design speed. Further information on speed control can be found in Part 3, Section DG4, point 3.48 of the LHDG .

Road classification

The amended plan should identify access roads, access ways and any shared surfaces to be installed on site.

Turning head radii

Please detail the turning head radii on the design plan, further information relating to our design standards can be found in Part 3, point 3.36 onwards of the LHDG.

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 Part 3 Table DG5 of the LHDG.

Forward visibility

Applicant to show that 25m forward visibility through the bend on the spine road on the design plan, please note this must be contained within the highway boundary.

Junction visibility

Please confirm on amended drawing that 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.

Private loop road

The design plan details the private drive from plots 40 to 63 forms a loop road. The LHA does not accept private loop roads within new developments. Please amend the design plan to show this private drive as being broken.

Excessively long turning head arms

The turning head fronting plots arms 17-18, 85-86, 56 -63 and 135, are excessive in length and therefore fail to comply with those detailed in Part 3 point 3.36 of the LHDG. The applicant will need to amend the design plan to shorten the turning head arms inline with the LHA's design guide.

Junction design

The design plan indicates two trees are to be put forward for adoption and two areas of additional footway or grass verge are to be put forward for adoption.

The LHA will not adopt trees or grass verges in isolation, please amend the road layout to run the footway adjacent to the carriageway and include the areas at the back of the highway boundary into the frontage curtilage of the properties 101 -102- 80 to 82.

Roads unsuitable for adoption

For a road to be considered for adoption it must provide direct frontage access to five properties or more. The roads serving Plots 39, 40, 64, and 86 and Plots 15-18, 25 and 63 fails to comply with this requirement, please amend the design plan to resolve this issue.

Parking

The LHA has not checked the parking provision across the site but note the housing mix proposed in the key on the planning layout drawing. The LHA would advise the applicant that parking should be based on two spaces for dwellings of up to three bedrooms and three spaces for four or more bedrooms.

Parking spaces should measure a minimum of 2.4 x 5.5m with an additional 0.5m width if bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side, 1m if bounded on both sides as set out in the LHDG. For a garage to count as a parking space, internal dimensions should measure 3.0 x 6.0m for a single garage or 6.0 x 6.0m for a double garage.

Parking spaces should not be 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. The applicant should review the layout and try to resolve this issue where possible.

Private Drives

The applicant is advised that for shared drives that are to remain private the minimum effective width of an access to a shared private drive serving two to five dwellings is 4.25m and for 6 to 25 dwellings is 4.8m for a minimum distance of 5m behind the highway boundary. The minimum width for private drives is 5m if more than 25m in length. In all cases the applicant should add 0.5m if bound by a wall, fence, hedge, line of trees, etc. 1m should be added if the drive is so bound on both sides. Please refer to Part 3, Section DG18 of the LHDG for further guidance.

Date Received
16 June 2023

Case Officer
David Hunt

Reviewer
RD

Date issued
5 July 2023