

**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.

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**APPLICATION DETAILS**

Planning Application Number: 25/00676/OUT

Highway Reference Number: 2025/0676/04/H/R1

Application Address: Land South of Jacqueline Road Field Head Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure (all matters except access reserved)

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**GENERAL DETAILS**

Planning Case Officer: Laura Ashton

Applicant: C/O Agent

County Councillor: Groby & Ratby ED – Ozzy O’shea JP CC

Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Groby

Road Classification: Class C

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**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 outline planning application for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure at land south of Jacqueline Road, Field Head. All matters other than access are reserved at this stage.

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

- Transport Assessment (authored by DTA. Ref. SJT/TM 22052-03d Transport Assessment\_REV1 and dated 24<sup>th</sup> June 2025);
- Travel Plan (authored by DTA. Ref. TM/KH 22052-04a Travel Plan\_REV1 and dated 24<sup>th</sup> June 2025); and
- CSA Environmental drawing number CSA/2550/122 Rev. H (Site Location Plan).

The LHA is aware of the planning history at the site including the following application references:

- **15/00889/OUT - Residential development of up to 140 dwellings and associated infrastructure (outline - access only).**

The LHA advised no objection subject to conditions and contributions to the application, however the LPA refused the proposals on non-highway related matters on 21<sup>st</sup> March 2016.

- **25/00392/EAS - EIA Screening Request - Erection of up to 135 dwellings**

The LHA do not appear to have been consulted by the LPA on this application.

The LHA undertook a visit to the site on 28<sup>th</sup> August 2025.

The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are underlined and in blue text.

### **Site Access**

The site would be accessed from Ratby Lane, an unclassified road subject to a 30mph speed limit and a 7.5t except for access weight restriction.

Details of the main site access arrangements are shown on DTA drawing number 22052-01 Rev. H available within the Drawings section of the TA. The Applicant is proposing a 5.50m wide access road with a 6.0m junction radii, along with 2.0m wide footways on each side of the access road. The access arrangements are identical to those accepted by the LHA as part of application reference 15/00889/OUT. The LHA advises the access design is in accordance with [Table 3](#) and [Table 9](#) of the LHDG.

The site access arrangements have been subject to an independent Stage 1 Road Safety Audit, which was undertaken in August 2023 and is available within Appendix F of the TA. This raised one problem at the site access, which was that a lack of a crossing facility was a hazard to pedestrians. The Applicant has accepted this problem and subsequently provided dropped kerbs/ tactile paving on the site access drawing.

To determine vehicle speeds on Ratby Lane, an Automatic Traffic Counter was placed on Ratby Lane approximately 135m northeast of the site access between 31<sup>st</sup> October and 6<sup>th</sup> November 2023. The LHA holds records of a survey permit for the survey. The results of the survey indicated the following 85th percentile speeds:

- 32.7mph north-eastbound
- 31.9mph south-westbound

Based on [Table 6](#) of the LHDG, for vehicle speeds between 31 to 35mph, visibility splays of 2.4 x 54 metres would be required in each direction at the access. The Applicant has provided visibility splays of 2.4m x 46.1m to the southwest of the access and 44.3m to the northeast based on Manual for Streets visibility calculations for the actual recorded speeds. The LHA note the Applicant has not applied an adjustment for bonnet length within the visibility splays which would increase the splay by just over 2.0m in each direction. Nevertheless, the LHA note the location of the speed survey on a straighter section of Ratby Lane, 135m from the site access. The site access is approximately 50m to the northeast of the junction with Ratby Lane/ Launde Road, which

would act as a speed restraint given the need for vehicles to give way and the bend in the road on approach. On this basis, the LHA considers visibility splays to be acceptable.

Swept path analysis of the site access has also been shown on DTA drawing number 22052-01 – TRK Rev. H available within the Drawings section of the TA.

The drawings shows that there is insufficient space for a refuse collection vehicle and another vehicle to enter and exit the junction simultaneously. It is advised that enough intervisibility is achievable, between the driver of a vehicle attempting to left into the proposed access, and a vehicle approaching the give way line of the access. This is likely to require the removal of a section of hedge to the north of the access.

Overall, the LHA considers the site access arrangements to be acceptable and in line with previously accepted proposals.

The LHA advise the existing field access off the C classified Ratby Lane will need to be permanently closed and the existing dropped kerbs re-instated with full height kerbs. An appropriately worded condition would be able to cover this should the Applicant not submit details at this stage.

### **Highway Safety**

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council (LCC) between 1<sup>st</sup> January 2020 and 11<sup>th</sup> January 2025. The study area is provided within Appendix D of the TA.

No PIC's have been identified on Ratby Lane in the vicinity of the site access, or the nearby Ratby Lane/ Ratby Lane/ Launde Road junction.

Two PICs, one slight in severity and the other 'serious', were identified at the Launde Road/ Leicester Road/ A50 Leicester Road/ Markfield Lane roundabout (Field Head Roundabout). The slight PIC occurred in December 2020 during the hours of darkness and involved two cars. The serious PIC occurred in June 2024 during the hours of darkness and involved a single car.

Two further incidents were recorded on the A50 in the study area – one to the north of Ratby Lane and the other at the A50/ Bradgate Hill roundabout to the south-east. Both of these were recorded as being slight in severity.

The Applicant concludes that the number and nature of the incidents recorded within the vicinity of the site does not indicate any existing highway safety issues that would warrant mitigation as part of the development proposals.

The LCC's records are regularly updated and now include an additional two PIC's on the A50 Leicester Road, both of which were recorded as slight in severity. One PIC occurred in late January 2025 involving a motorbike and another vehicle at the A50 Leicester Road/ A50 Bradgate Hill roundabout. The second PIC occurred at the Field Head Roundabout in April 2025 involving two vehicles.

Notwithstanding the additional two PIC's identified by the LHA, it is accepted that the development is unlikely to exacerbate an existing highway safety concern. It should however be noted that the Applicants PIC study area may need to be expanded following further trip distribution analysis as detailed further below.

## **Trip Generation and Distribution**

### **Trip Generation**

The Applicant has used the TRICS database to ascertain the approximate level of vehicle trips which could be generated by the proposals during the AM and PM peaks. These are shown in Table 1.

	Trip Rates			Traffic Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.253	0.503	0.756	34	68	102
17:00-18:00	0.466	0.283	0.749	63	38	101

**Table 1:** Proposed vehicular trip rates, 135 dwellings (extracted for the Applicants TA).

The LHA considers the proposed trip rates to be acceptable.

### **Trip Distribution**

After establishing the level of vehicular trips the proposed development could generate, the Applicant has distributed these on to the surrounding highway network using 2011 Census journey to work data for the Hinckley & Bosworth 001 MSOA.

Within the [Transport Assessments](#) section of the LHDG, it is strongly recommended LHA that the Pan Regional Transport Model (PRTM) is used for trip distribution and assignment. As advised within the LHA's initial holding response, the LHA consider the use of PRTM is necessary for the proposed development given the proximity of the Field Head Roundabout and the number of developments nearby.

The LHA are aware the Applicant has already contacted the team and a 'hybrid' level of assessment has been suggested. Given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed.

## **Junction Capacity Assessments**

The Applicants study junctions are detailed below:

1. Site Access/ Ratby Lane priority junction
2. Ratby Lane/ Ratby Lane/ Launde Road priority junction
3. Ratby Lane/ London Road priority junction
4. A50 Field Head Roundabout

Junction capacity assessments will be reviewed once the PRTM modelling has been completed, as these will need to be updated by the Applicant. As a guide, key junctions where approximately 30 or more two-way trips (e.g. 15 arrivals and 15 departures) will require assessment.

## **Internal Layout**

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for [adoption](#) by the LHA.

## **Off-site Implications**

### **A511 Growth Corridor**

The LHA has identified several junction improvement schemes along the A511 Growth Corridor. This includes the A50 Field Head Roundabout, which the LHA are aware will be operating overcapacity because of development in the area. The Applicant has stated within Paragraph 6.6.14 of the TA that they are willing to provide a financial contribution towards the works.

The LHA can confirm that a financial contribution towards the improvement works will be required, which is proportionate to the scale of development proposed. Further information on the A511 Growth Corridor, including currently anticipated construction timescales is available [here](#).

### **Proposed Pedestrian Refuge**

The Applicant has proposed a new pedestrian refuge on Launde Road close to the junction of Countryman Way, as detailed on DTA drawing number 22052-04. This is on the desire line for pedestrians to reach destinations such as the school, medical centre and a convenience store as well as the village centre via a network of predominantly traffic free footways through to Chittreman Way and Oakfield Avenue.

After reviewing the drawing, the LHA can provide the following advice:

- A Stage 1 Road Safety Audit is required for the proposed works, along with a Designer's Response to any problems raised and (if necessary) a revised drawing.
- The Applicant should ensure that the taper on the south side of the refuge meets the requirements of Traffic Signs Manual Chapter 5, Table 2-7.
- In accordance with Local Transport Note 1/20, Clause 7.2.5, carriageway lane widths at refuges and other traffic calming features should be either less than 3.2m or greater than 3.9m to avoid unsafe overtaking of cyclists by motor vehicles these therefore need to be amended on the drawing.
- The LHDG requires swept path analysis is undertaken for an 11.2m length refuse vehicle, fire tender and pantechnicon / removal lorry, at a speed of 15kph. Ideally 0.5m clearance to kerbs should be provided. A note should be added to the drawing showing that vehicle speeds of 15kph have been used.
- The 6m corner radius on the corner of Launde Rd and Countryman Lane is in accordance with Table 9 of the LHDG and therefore considered to be acceptable.

## **Transport Sustainability**

The LHA has reviewed the submitted Travel Plan (TP) which aims to develop a package of measures aimed at promoting sustainable transport, with the main aim of reducing travel by single occupancy vehicles. The LHA advise that currently, the TP is not accepted, and the following amendments would be required:

- Please note that the 125 service has now recently been replaced with the LCC funded LC15 service which operates on a mainly two-hourly frequency, Monday to Saturday. The LHA will advise of any requirements such as bus stop improvements or new bus stops in due course.

- It is noted that there are ample, well-lit footways and paths around the proposed development and pedestrian access will be provided and maintained throughout the life of the plan, which include suitable nearby pedestrian crossings for all trafficked routes.
- Although cycling is mentioned in the plan and local cycle routes are specified, there are no details of proposed cycling infrastructure and facilities within the development. There are several measures to be implemented to promote walking and cycling including the provision of walking & cycling maps, promoting events and offering residents with details of the facilities and potential cycle training and a cycle to work scheme. The following points should be considered:
  - An understanding of how infrastructure within the site will be made to encourage walking, cycling and wheeling. This should include further evidence of the cycleways and footpaths provision, as well as an approximation of cycle parking if applicable.
  - A Dr Bike session/s could also be offered to residents for bike maintenance.
  - All of the above should be included in the action plan, showing a timeline for the initiatives to be implemented.
- The TP Coordinator for the site will need to liaise with local bus operators to establish any changes in services and the network. The TP Coordinator will also need to provide a timeline for measuring the indicators of walking, cycling, public transport user percentages in Para. 4.5.2.
- Monitoring should begin from first occupation of the site until at least five years following full occupation. Specific methods to monitor the Travel Plan should be tailored to targets but as a minimum, they should include annual travel surveys, periodic transport counts, uptake in interventions (e.g. cycle to work scheme) and traffic counts.

The LHA advise a revised Travel Plan could be conditioned if not provided at this stage.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass. In addition, a Travel Plan Monitoring Fee would be required at a cost of £6,000.

### **Public Rights of Way**

The application site adjoins public right of way Footpath R21 which links Ratby Lane, Markfield with the footway of the A50 heading towards Groby village. The submitted Illustrative Masterplan and Illustrative Landscape Strategy Plan have no direct link from the site onto this footpath, whereas in the submitted Statement of Community Involvement, the plan in the Consultation Notification Leaflet and with the community newspaper feature both show several new links between Footpath R21 and the new ponds, woodland, and children's play area which comprise the new public open space.

The application site red line boundary briefly crosses Footpath R21. The plan (drawing 21067 003 Rev E) in the Surface Water Drainage Strategy explains this is so the site's surface water network can discharge to an ordinary watercourse some way south of the development area. This will involve some construction works affecting Footpath R21.

To ensure the latter issues are appropriately addressed, should the LHA be mindful to advise approval of the proposals in the future, an appropriately worded condition would be required.

The National Planning Policy Framework (NPPF) paragraph 105 requires that:

*"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ..."*

The NPPF expects developments to "protect" (or "conserve") and "enhance" in various environmental contexts including biodiversity and geodiversity, or green infrastructure including public rights of way (PRoW) and countryside access. In these contexts, both mitigation and public benefits (relative to a development's scale) are needed to make a development acceptable in planning terms. As the example of biodiversity highlights, environmental gains can be within an application site or in other locations associated with a particular development.

The expected PRoW enhancement could be delivered by the Section 106 Agreement including a Public Rights of Way contribution applicable within 0.5 mile of the application site boundary, to improve Footpath R21 and where possible replace stiles with gates. This reflects government policy (derived from the Equality Act 2010) that barriers on public rights of way should be the "least restrictive option" and accessible to users with reduced mobility. Stiles can be awkward even for otherwise able walkers, such as older people, who have mobility limitations such as hip or knee problems that make it more difficult to climb over barriers. If further information is required from the Applicant at this stage, they can contact the Public Rights of Way team on (0116) 305 0001 or [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk).

### **Construction Access and Construction Traffic**

Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, such as on to the C classified Ratby Lane where there is an existing field access to the site, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused. It is therefore strongly advised the Applicant provides details of any construction access, should it not be in accordance with the site access details, at this stage.

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities.

### **Closing**

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Use of PRTM to establish the developments trip distribution onto the network along with updated capacity assessments as required;
- A Stage 1 Road Safety Audit / Designers Response of the proposed pedestrian refuge; and
- An updated Travel Plan.

**Date Received**  
**5 August 2025**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**DH**

**Date issued**  
**1 September 2025**