

**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: 25/00515/OUT

Highway Reference Number: 2025/0515/04/H/R3

Application Address: Land South of Bosworth Lane Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works (All matters reserved except for access)

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**GENERAL DETAILS**

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Mallory ED – Mark Bools CC

Parish: Osbaston

Road Classification: Class B

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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 advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works. The site is located at land south of Bosworth Lane, Newbold Verdon. All matters other than access are reserved at this stage.

The LHA previously advised that additional information was required in respect of the proposals within its observations dated 11<sup>th</sup> August 2025, notably:

- Amendments to the primary site access design as detailed;

- Further information in respect of forward/ junction visibility splays at the secondary access outside Plot 107 of the existing development;
- Provision of a pedestrian footway link alongside the B585 Bosworth Lane from the existing development access to the proposed development access;
- Consideration as to why PRTM is routing development traffic through Osbaston as opposed to the Bull in the Oak junction and whether a scheme of mitigation at the Bull in the Oak junction could prevent this;
- Further evidence of the developments impact at the Desford Crossroads and A47/ Dans Lane junction;
- A sensitivity test considering the four live/ refused developments in Newbold Verdon/ Market Bosworth detailed further above; and
- Further consideration of bus route improvements given those proposed as part of application 24/01061/OUT.

The Applicant has submitted the following document with the view to resolving the above points:

- Transport Assessment Addendum (TAA), dated October 2025 and authored by TTC.

Further to the above, the Applicant submitted a Technical Note (TN) in respect of providing a pedestrian footway link alongside the B585 Bosworth Lane from the existing development access to the proposed development access. The LHA specifically addressed this point within observations dated 30<sup>th</sup> October 2025.

### **Site Access**

As advised within the 11<sup>th</sup> August 2025 observations, two points of vehicular access are proposed to the site, details of which are shown on TTC drawing numbers 210988-10 Rev. A (the primary access) and 210988-03 Rev. D (the secondary access), included within Appendix B of the TAA. In addition, both access points are shown on TTC drawing number 210988-01 Rev. G.

### **Primary Access**

The Primary access to the site is proposed off Bosworth Lane, a B classified road (B585) subject to the national speed limit. Here, the Applicant is proposing a ghost right turn lane with a 6.75m wide access and 15.0m junction radii.

The LHA previously advised several amendments were required to the proposed site access design.

The LHA is now satisfied that the junction radii and tapers are in accordance with Design Manual for Roads and Bridges (DMRB) CD123, Para. 5.6.3. In addition, dimensions for the right turn lane have been shown, which are in accordance with Table 5.22 of the DMRB CD123 for a design speed of 100kph (62.5mph). The formation of the hatching is shown to be over a length of 77.5m and 75m suggesting that a taper of 1:25 has been provided. This is in accordance with Table 6.1.1 for a design speed 85 kph. The Applicant is also proposing to reduce the speed limit to 40mph along Bosworth Lane as previously requested by the LHA.

Swept path analysis is detailed on TTC drawing number 210988-02 Rev. D, available within Appendix D of the TA. The right turn in manoeuvre now no longer shows the rear of the vehicle encroaching into the straight ahead lane. In addition, the drawing now shows that vehicle speeds of 15kph have been used for the swept path analysis.

Given the above, the LHA considers the site access design to be acceptable. Notwithstanding this, it is advised that the LHA's comments in respect of a pedestrian footway alongside the B585 which were raised within its 30<sup>th</sup> October 2025 observations remain in full. The LHA advises a pedestrian footway alongside Bosworth Lane (B585) between the new site access and Hall Lane can be conditioned.

### **Secondary Access**

The LHA has also reviewed TTC drawing number 210988-03 Rev. D (secondary access) which would connect the development to the existing internal roads constructed as part of application reference 20/00143/FUL.

The LHA advises the corner radius of 7.5m which has now been detailed is in accordance with Table 9 of the LHDG. The Applicant has also detailed a 25.0m forward visibility splay on the bend and included this in their red line boundary for the site. Vehicular visibility splays have also been shown at the junction in each direction, which are accepted.

Given all the above, the LHA considers the secondary access design to be acceptable.

### **Highway Safety**

The LHA previously advised the frequency and severity of PIC's recorded within the Applicants study area over the latest five-year period does not suggest there are any inherent safety issues on the network. Given the LHA is now satisfied with the site access arrangements, it is considered the proposals are unlikely to exacerbate any existing highway safety concerns.

### **Trip Generation and Distribution**

#### **Trip Generation**

The LHA accepted the Applicants trip rates within its 11<sup>th</sup> August 2025 observations.

#### **Trip Distribution**

The LHA previously welcomed the Applicants use of Leicestershire County Council's [Pan Regional Transport Model](#) (PRTM) in order to establish the vehicular trip distribution for the development.

The LHA previously advised within its August 2025 observations that PRTM indicated approximately 35 vehicle trips (32 departures and three arrivals) would route through Osbaston via Osbaston Lane and Hall Lane during the AM peak. In the PM peak, approximately 20 trips (12 arrivals and eight departures) use the route.

The LHA questioned why traffic was shown to be routing via Osbaston as opposed to via the B585 Bosworth Lane/A447/Bosworth Road (Bull in the Oak) junction and whether this was re-routing via Osbaston to avoid congestion at Bull in the Oak. The LHA advised the most appropriate route for additional development traffic would be via the Bull in the Oak junction to avoid rural, single track roads. The LHA advised the Applicant should seek to route development traffic via the Bull in the Oak junction and it may be that a scheme of mitigation would result in traffic re-routing this way as opposed to via Osbaston. The Applicant has addressed the LHAs comments, and this is considered further in the Junction Capacity Assessment section below.

### **Junction Capacity Assessments**

The Applicants study junctions are detailed below:

1. Proposed Site Access Junction with B582 Barlestone Road.

2. B582 Barlestone Road/B582 Barlestone Road/B585 Bosworth Lane Signal Junction.
3. B585 Barlestone Road/Bagworth Road Priority T-junction.
4. B582 Barlestone Road/Dragon Lane Priority T-junction.
5. B582 Barlestone Road/Mill Lane Priority T-junction.
6. B585 Bosworth Lane/A447/Bosworth Road Staggered priority T-junction (Bull in the Oak).
7. Hall Lane/A447 Priority Junction.
8. A447/Barton Road/Lount Road Priority Cross-roads.
9. A447/Main Street/Barton Lane Crossroads.

The LHA has previously confirmed that the junctions had been modelled correctly.

#### Dans Lane and Desford Crossroads Junctions

Further information was requested in respect of the impact of the development on the Dans Lane/ A47 Hinckley Road and B582 Leicester Lane/ A47 Hinckley Road / B582 Leicester Lane (Desford Crossroads) junctions. This was due to the LHA actively seeking contributions towards an improvement scheme.

The Applicant has subsequently acknowledged that both junctions are operating over their capacity on Page 11 of the TAA. The Applicant has not undertaken any further capacity assessments of either junction, however stated that the proposals would not result in a material increase in traffic at the locations. The LHA note that in the Desford Crossroads 2029 Do Something scenario, where the development is fully built out, traffic flow is reduced by approximately four vehicles on the Hinckley Road eastern arm in the AM peak. This could suggest that traffic is re-routing elsewhere due to congestion at the junction.

Notwithstanding this, under the site-specific circumstances, the LHA consider it would be more appropriate and reasonable, given the location of the development and that the Applicant has now agreed they will contribute towards an improvement scheme, at Junction 6, in lieu of any contribution towards the Desford Crossroads. Additional information on Junction 6 is provided further below.

#### Sensitivity Test

The LHA also requested the Applicant undertakes a sensitivity test using PRTM which includes the below three developments, as well as application 24/01061/OUT, so the cumulative impact of all development in the area could be considered.

- 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth);
- 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth); and
- 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon).

The Applicant has undertaken the sensitivity test as requested. This is shown as the Sensitivity Test – 2029 ‘Do Something’ scenario within the Applicants junction modelling results in the TAA.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of junctions 1, 2, 3, 4, 5, 7, 8 and 9 is not predicted to exceed 0.85 with the development in place in 2029, this includes under the sensitivity test scenario where all the above applications are considered to have been granted planning permission or allowed at appeal. The LHA is satisfied these junctions will operate within capacity. Further consideration has been given to junctions 6, as outlined below.

#### **Bull in the Oak Junction (Junction 6)**

The results of the Applicants junction modelling shown on Page 18 of the TAA indicate that the junction is operating overcapacity in all scenarios in the AM Peak. The Applicant has acknowledged that the junction would benefit from an improvement scheme. The Applicants modelling results indicated that approximately 29 trips would route through the junction in the AM peak, however there would be an additional 35 two-way trips routing to/ from the northbound A447 through Osbaston. The Applicant has also acknowledged on Pages 9 and 10 of the TAA that improvements to the junction would likely result in traffic indicated to route through Osbaston to travel to the A447 would likely re-route through the Bull in the Oak junction if delays were reduced. This would mean 64 two-way trips are likely to go through the junction in the AM peak.

LCC have recently and independently from all current planning applications in the area identified draft proposals to signalise the junction, which would offer significant capacity benefits in future years, given the additional pressure cumulative development traffic is likely to have on this junction. The scheme has a current cost estimate in the region of £1.5m to £2m.

To date, the LHA have requested an appropriate contribution proportionate to the level of traffic generated from application references 24/01079/OUT and 24/01061/OUT. When considering the level of traffic generated by the proposed development (64 two-way trips), the LHA advise it requests a contribution of £607,296 towards the works. This would negate any further assessment of the junction.

The LHA has advised the Applicant of the requested contribution and received confirmation that they are content with this, which would be secured as part of the Section 106 agreement if planning permission is granted.

#### **Off-Site Implications**

The LHA advise that there are no other off-site implications because of the development, other than the Bull in the Oak Crossroads and the requirements for a pedestrian footway alongside Bosworth Lane, which have both been dealt with above.

#### **Internal Layout**

As previously advised, the LHA has not considered the internal layout of the site in detail at this stage as this is not for determination. Further advice on the LHAs Adoption Policy can be found here: <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/highway-adoption-policy>

#### **Transport Sustainability**

The LHA previously advised the Applicants Travel Plan was acceptable, however the LHA previously asked the Applicant to contribute towards pump-priming the existing 153 bus service through the village with additional early morning and later evening bus services. The Applicant has stated that since the application was submitted, the service has been updated and now includes additional morning services. Given the improvements to the timetable, the LHA believe it would not be possible to justify additional funding towards pump-priming the bus service.

### **Public Rights of Way**

The LHA previously advised a contribution of £89,785 would be required towards improvements to Public Footpath S19 outside of the application site. This would include 2.0m wide surfacing, lighting, fencing and diversions. The applicant has confirmed within the TAA that they would be willing to contribute towards the works.

Furthermore, it was advised there would need to be more detailed consideration of the treatment of footpath S19 inside the application site and at the associated boundary crossing points, including the crossing of Bosworth Lane. The LHA advise this section within the site could be dealt with by means of a suitably worded condition. It is also noted that TTC drawing number 210988-01 Rev. G. details that installation of crossing infrastructure for Footpath S19 is to be agreed with LCC.

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

The Applicant has acknowledged the LHA's previous comments in respect of construction access points onto classified roads and the Construction Management Plan. The Applicant is happy to accept a condition for a Construction Management Plan.

### **Conditions**

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development shall be occupied until such time as a scheme to provide a 2.0 metre wide pedestrian footway alongside Bosworth Lane (B585) from the proposed primary site access to tie into the existing pedestrian footway at the Hall Lane junction/ Bosworth Lane (B585) junction. This should be subject to a Stage 1 Road Safety Audit and Designer's Response and be submitted to and agreed in writing with the LPA. The approved scheme shall then be implemented in full prior to occupation of the first dwelling.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on TTC drawing number 210988-10 Rev. A (the primary access) have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

4. Prior to the occupation of the 151<sup>st</sup> dwelling, the access arrangements shown TTC drawing number 210988-03 Rev. D (the secondary access) shall have been implemented in full.

REASON: To provide a second point of vehicular access to the site, to ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

5. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 215 metres have been provided at the primary site access on to Bosworth Lane. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

6. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2024).

7. The Travel Plan shall be carried out in accordance with the details contained within Travel Plan Reference 210988-04 Rev B (dated 20th May 2025 and authored by TTC). A Travel Plan Co-ordinator shall be appointed from commencement of development until five years after first occupation. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

8. No development shall take place until a scheme for the treatment of the Public Rights of Way S19 within the site has been submitted to and approved in writing by the Local Planning Authority. A scheme shall include management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PROW alignments, or any legal diversion order to ensure they do so in future; and any new construction works. Physical construction should address width, surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire County Council's adopted guidance on Development and Public Rights of Way. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

REASON: To protect and enhance Public Rights of Way and access in accordance with Paragraph 105 of the National Planning Policy Framework (2024).

## **Contributions**

To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of highway safety, encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. A contribution of £607,296 towards a junction capacity improvement scheme at the A447 Ashby Road/ B585 Bosworth Lane/ Bosworth Road (Bull in the Oak) junction.

Justification: To accommodate the wider growth in the area, including the impact from this development.

Suggested trigger point: Prior to the occupation of the first dwelling.

2. A contribution of £7,500 for a Traffic Regulation Order to reduce the existing speed limit on B582 Barestone Road from 40mph to 30mph as detailed on TTC drawing number 210988-01 Rev. G.

Justification: To ensure that legal orders are in place to support the delivery of the proposed highway works and in the interests of highway safety.

Suggested trigger point: Prior to construction.

3. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack per plot). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to the occupation of the first dwelling.

4. Six month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at an average of £605 per pass for an Arriva service).

Reason: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 25% of total obligated contribution paid prior to the occupation of the first dwelling. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

5. STARS for (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

Reason: To enable Leicestershire County Council to provide support to the appointed Travel



Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

Suggested trigger point: Prior to the occupation of the first dwelling.

6. A contribution of £89,785 towards improvements to Footpath S19 outside of the site including surfacing, widening, fencing, lighting, diversions and provision of appropriate street lighting.

Justification: To improve the accessibility of Footpath S19 between the site and Main Street, Newbold Verdon.

Suggested trigger point: Prior to occupation of the first dwelling.

### **Informative**

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, 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/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- 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, 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.
- A minimum of 6 months' notice will be required to make or amend a Traffic Regulation Order of which the applicant will bear all associated costs. Please email [road.adoptions@leics.gov.uk](mailto:road.adoptions@leics.gov.uk) to progress an application.
- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement

issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers.

- 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.
- For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.
- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be allowed for at the detailed stage of the scheme.
- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.
- Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to [networkmanagement@leics.gov.uk](mailto:networkmanagement@leics.gov.uk) at least 12 weeks before the temporary diversion is required.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to

repair at their own expense to the satisfaction of the Highway Authority.

- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

**Date Received**  
**6 November 2025**

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

**Reviewer**  
**DH**

**Date issued**  
**11 December 2025**