

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: 24/01079/OUT

Highway Reference Number: 2024/1079/04/H/R1

Application Address: Land North of Station Road Market Bosworth Nuneaton Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for up to 126 dwelling (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

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 outline planning application for the erection of up to 126 dwellings at land north of Station Road, Market Bosworth. All matters other than access are reserved at this stage. The LHA provided informal comments on the proposals to the LPA on 24th January 2024. These observations formalise the previous comments made and provide further detail.

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

- Transport Assessment (authored by Hub Transport Planning Ltd. and dated 11th October 2024);
- Travel Plan (authored by Hub Transport Planning Ltd. and dated 11th October 2024); and
- FCPR drawing number 10352-FPCR-L-03 Rev J (Development Framework Plan).

The LHA is familiar with the site access/ Station Road and has visited the area on several occasions recently due to the planning applications in the area. The LHA are also aware of live planning application reference 24/01157/HYB for up to 126 holiday lodges and a spa at Kyngs Golf Club, which shares an existing access with this proposed residential development. Both applications have been reviewed by the LHA concurrently, with a separate response provided for that application.

In addition, the LHA is aware application reference 24/00560/HYB (138 dwellings and 0.55ha of employment, land off Station Road, Market Bosworth) was granted planning permission by the LPA, subject to a Section 106 (S106) agreement, on 18th February 2025. Access to that site is proposed approximately 220m to the west of the existing access to this proposed development.

Finally, the LHA is aware of application references 20/01021/OUT (63 dwellings, land at Station Road, Market Bosworth) and 21/00970/OUT (105 dwellings, land south of The Stables, Wharf Farm, Station Road, Market Bosworth). The two applications covered the proposed development site. The first application was refused planning permission by the LPA on non-highways grounds and dismissed at appeal, whilst the second was withdrawn by the Applicant on 9th March 2022. The LHA advised no objection subject to conditions and contributions for the first application, however for the second, additional information was required from the Applicant prior to it being withdrawn.

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.

Site Access

The site would be accessed from Station Road, a C classified road subject to a 30mph speed limit. Two access points are proposed to serve the site, a 'track access' and the main vehicular access. The LHA addresses these in turn.

Track Access

The Applicant states that a track access to the west of the site gives access from Station Road to a property to the north known as The Stables. The Applicant suggests this access may also provide pedestrian and cycle access to the residential development. The LHA believe the access to be the existing farm access to Wharf Farm, to the west of the existing Kyngs Golf Club access.

The LHA advise that on the basis this access is stated to serve an existing property, it is unclear why the access could not be permanently closed and vehicles to that property use the proposed main vehicular access. The LHA would not seek to adopt the track access, or an [emergency access](#) to the site given the scale of development proposed. The Applicant should therefore provide details in respect of the volume of daily traffic which would use this access, as well as the type of vehicles. Measures to prevent unauthorised vehicular access would also be required. However, the LHA would advise the Applicant that any secondary access point to the site should not be available to vehicular traffic on the basis it would only serve a single property. It should also be noted that no detailed drawing of this access appears to be available. This is required along with any other proposals to close the access to vehicular traffic.

Main Vehicular Access

Details of the main site access arrangements are shown on Hub drawing number 001 available within the Drawings section of the TA. The Applicant is proposing to improve the existing access which currently serves the development site and Kyngs Golf Club. A 6.0m wide access with 2.0m footways on either side and a 10.0m wide junction radii are shown. The proposals have been subject to a Stage 1 Road Safety Audit.

To determine vehicle speeds on Station Road, an Automatic Traffic Counter was placed on Station Road to the east of the Godsons Hill bus stop. The results of the survey indicated the following 85th percentile speeds:

- 34.6mph eastbound
- 40.2mph westbound

The Applicant has stated it is worth noting that although eastbound speeds were lower than 60kph (37.2mph), at 34.6mph, calculation parameters were calculated in both directions based on the observed speeds over 60kph for robustness, i.e. visibilities in both directions were calculated in line with paragraph 10.1.6 of the Manual for Streets 2 document. Therefore, the revised splay for the eastbound direction, based on this approach, is indicated as 72.1m.

Based on [Table 6](#) of the LHDG, visibility splays of 2.4 x 59 metres would be required to the west of the access and 2.4 x 73m to the east. The visibility splays shown on the site access drawing show splays of 2.4 x 75m to the west and 2.4 x 104m to the east. As part of application reference 24/00560/HYB, visibility splays of 2.4 x 73m were accepted in each direction, given recorded 85th percentile speeds were higher for that application.

The LHA advise that it has been unable to find the speed survey data within the Transport Assessment and it is unclear what dates the survey covered. A visibility splay of 2.4 x 73m can be achieved in each direction however, which is consistent with what has been accepted by the LHA as part of the neighbouring application. Therefore, under the site-specific circumstances, the speed survey data is not required.

The LHA has reviewed the level of daily traffic which could be generated by the proposed development, which is in addition to committed development traffic at the golf club. The LHA would advise the Applicant that they should provide a ghost right turn lane on Station Road to access the development. This would need to consider the approved access to application 24/00560/HYB. Further guidance can be found in the Department for Transport document CD123 Geometric design of at-grade priority and signal-controlled junctions¹.

Furthermore, application reference 24/00560/HYB proposed chicanes along Station Road to reduce the speed of traffic travelling past the site. The LHA advises that a similar scheme should be proposed as part of this development. The Applicant should be aware that the chicane proposed to the east of Godsons Hill as part of the approved traffic calming scheme for that development may require relocation to accommodate a ghost right turn lane.

The ghost right turn lane would need to be subject to a Stage 1 Road Safety Audit, along with a Designers Response to any problems raised and, if necessary, a revised drawing.

Swept path analysis should be undertaken for an 11.2 metre length refuse vehicle, a fire tender and a pantechnicon / removal lorry. This should include access / egress manoeuvres at the site access in all directions. Swept path analysis should be undertaken at a minimum vehicle speed of 10mph / 15km/h, and this should be stated on the drawing. Ideally, a 0.5 metre clearance to kerbs should be provided.

¹ <https://standardsforhighways.co.uk/search/html/962a81c1-abda-4424-96c9-fe4c2287308c?standard=DMRB>

Highway Safety

The Applicant has studied Personal Injury Collision (PIC) for a six-year period between January 2017 and December 2022. The study area is provided within Appendix D of the TA.

The LHA advises that the Applicants PIC analysis is out of date, given it only considers up to 2022. In addition, the Applicant has not considered to the east of Market Bosworth in the analysis, which based on the LHA’s advice further below, would typically require inclusion within the PIC analysis.

Nevertheless, the LHA have very recently advised as part of application reference 24/00560/HYB that there are no specific trends within the PIC data for that application which could reasonably be expected to be exacerbated by the proposed development. Based on the LHA’s own records, there are also no PIC’s recorded along the length of Station Road during the last five years, with the PIC identified by the Applicant now being over five years old.

The LHA’s records are regularly updated and now include an additional two PIC’s on The Park, which were not identified as part of application reference 24/00560/HYB. Both PIC’s were classified as slight in severity and occurred in September/ October 2024. The LHA do not consider the proposals are unlikely to exacerbate an existing highway safety concern.

Under the site-specific circumstances, the LHA advise it does not require up to date PIC analysis which considers the most recent five-year period.

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.

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.132	0.291	17	38	55
PM	0.316	0.184	41	24	65

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

Table 1: Proposed vehicular trip rates (extracted for the Applicants TA).

The LHA advises that the proposed trip rates are low in comparison to those used and accepted by the LHA as part of application reference 24/00560/HYB, particularly in the AM peak. Similar trip rates were also accepted by the LHA as part of application reference 24/00831/OUT (100 dwellings, land north of Shenton Lane, Market Bosworth). On this basis, the LHA does not accept the Applicants trip rates and advises for a robust and consistent approach with other recent residential developments in Market Bosworth, the same trip rates are used as those accepted as part of application 24/00560/HYB.

Trip Distribution

The Applicant has based trip distribution analysis on 2011 Census data for the Hinckley & Bosworth 004 Middle Super Output Area. Based on the [Transport Assessments](#) section of the updated LHDG, it is strongly advised the Applicant uses the Pan Regional Transport Model (PRTM) to establish trip distribution. However, given the submission timing of this application alongside other residential applications in Market Bosworth, and the proximity of these, the LHA

accept under the site-specific circumstances that this is not necessary. The LHA advise the LPA that any further residential development which comes forward in Market Bosworth and requires a TA may require use of the PRTM to establish trip distribution.

For a consistent assessment with nearby sites however, the LHA advise the Applicant uses the accepted trip distribution pattern put forward as part of application 24/00560/HYB. In addition, Figures 6.1 – 6.4 which are stated to show the development traffic on the network do not appear to be available within the TA.

The LHA is aware that there are proposals to implement a new one-way system in the centre of Market Bosworth in summer 2025. The scheme would include implementing one-way systems on Market Place and Main Street. The LHA will provide a drawing detailing the proposals to the LPA separately for information. On this basis, the LHA request the Applicant ensures they use the updated trip distribution put forward as part of application 24/00560/HYB to account for this and ensure other committed/ live developments traffic flows reflect the new layout.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access/ Station Road junction
2. Station Road/ Back Lane/ Main Street/ Market Place junction
3. Station Road/ Wellsborough Road/ Pipestrelle Drive/ Sedgemere Road roundabout

Following updated trip rates, the LHA advise the Applicant may need to expand their study area to consider junctions in the centre of Market Bosworth and strongly advise that a capacity assessment of the Bosworth Road/A447 Ashby Road/ B585 Bosworth Lane is undertaken.

To establish the baseline survey data, Automatic Traffic Counts (ATC's) were undertaken at the study junctions between Wednesday 3rd and Tuesday 9th July 2024. The LHA holds records of survey permits being applied for at all junctions for this date. The LHA advise the Leicestershire school holidays commenced week commencing 8th July. The Applicant has used the data from 3rd July however for the traffic surveys.

The LHA traffic flows at the study junctions appear to be comparable to other applications in the area, however when the Applicants capacity assessments are reviewed the LHA may undertake its own further checks if it is felt further investigation is required into any specific junction in comparison to other recent developments in the area, and subsequently advise accordingly.

TEMPO traffic growth factors have been applied to the baseline counts to create forecast baseline traffic flows at the future year of 2029. The LHA accepts the Applicants traffic growth factors.

The Applicant has also considered the following committed developments within their assessments:

- ***24/00019/FUL - The proposed erection of a 50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). Kyngs Golf and Country Club, Station Road, Market Bosworth.***

Whilst application reference 19/01437/FUL is stated as a committed development, the Applicant has considered application reference 24/00019/FUL (50x room Golf and leisure

accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). Part 9.5.3 of the TA outlines how trips from the development have been considered by the Applicant. While these are accepted, the Applicant should continue the development traffic through the centre of Market Bosworth through to the A447 Ashby Road/ The Park junction.

- **21/00379/FUL – 73 dwellings. Sedgemere, Station Road, Market Bosworth.**

The Applicant has advised that at the time the of the traffic counts, 34 dwellings were occupied, therefore this level of traffic would have been on the network at the time of the traffic surveys. On this basis, only 39 dwellings have been considered, as well as any construction vehicle movements which would have been identified by the ATC's.

- **24/00560/HYB - Hybrid planning application seeking full planning permission for residential development of 135 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8) | Land Off Station Road, Market Bosworth.**

The Applicant has advised whilst this development is not committed, they have included traffic from this development within their capacity assessments. As advised further above, the LHA are aware this is now a committed development.

The LHA advise in addition to the committed developments above, the following application references should be considered

- *23/00667/FUL (Change of use of dwelling to Special Educational Needs School. The Old Rectory, 8 Rectory Lane, Market Bosworth) This will also need to be included within the traffic flow diagrams as the development has been granted planning permission by the LPA.*

In addition, as advised further above, the LHA is aware of the following live application references:

- 24/00831/OUT (100 dwellings, land north of Shenton Lane, Market Bosworth);
- 24/01157/HYB (Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works); and
- 24/01061/OUT (Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure | Land North Of Barlestone Road Newbold Verdon).

This application will require consideration as part of capacity assessments for at least the Bosworth Road/A447 Ashby Road/ B585 Bosworth Lane junction.

The above applications should be considered as part of a sensitivity test within the Applicants capacity assessments. Furthermore, given the proposed works to Market Place and Main Street, the Applicant should consider a scenario where these works have been completed, to demonstrate

whether the proposed development would have a detrimental impact on the revised junction arrangements/ priorities.

Following the above, the LHA will be able to consider the Applicants capacity assessments further.

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.

The LPA should note that the LHA has advised as part of application 24/01157/HYB that currently, it believes there could be pressures on parking within that site and that overspill parking could occur within the internal road network of this site in the future in the event both sites are granted planning permission.

Off-site Implications

The Applicant is proposing to widen the footway to 2.0m along the site frontage as shown on Hub drawing number 001. This is welcomed by the LHA.

As per the site access section further above, application reference 24/00560/HYB is required to install two chicanes along Station Road to reduce the speed of passing traffic. The LHA advise that a similar scheme should be implemented as part of this development, therefore the Applicant should provide details of such a scheme and ensure proposals do not conflict with a ghost right turn lane.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and can advise currently this would not be accepted. Further consideration should be given to the following:

- The Travel Plan Co-ordinator contact details will need to be provided to LCC, once appointed;
- Promotion of national campaign days such as National Walking Month and Cycle to Work Day;
- Promotion of the Betterpoints app - a free incentive app which can be promoted to residents and staff within the development;
- Will there be any provisions for EV charging? and
- Consideration to adding the Choose How You Move Journey planner for personalised travel planning.

The LHA will require a condition for an updated Travel Plan should the amendments not be undertaken at the application stage.

As part of application reference 24/00560/HYB, the Applicant is required to extend the existing 153 Arriva bus service to cover Station Road and provide two new bus stops with raised kerbs, pole, flag, timetable case and bus stop markings. Therefore, given the similar locations and distances from the centre of Market Bosworth, the LHA advise that the same provision would be required as part of this application. The Applicant should look to discuss this option with Arriva which will provide better access to public transport for future residents.

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 £510 per pass.

Construction Traffic

Construction traffic and how HGV's/ construction vehicles would 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 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:

- Further information in respect of the proposed track access as detailed above;
- Provision of a ghost right turn lane at the main site access, which takes into consideration approved application reference 24/01157/HYB in terms of that site access and the proposed chicanes;
- A Stage 1 Road Safety Audit of the site access and Designer's Response to any problems raised;
- Updated trip rates and trip distribution to reflect those accepted as part of 24/01157/HYB;
- Updated capacity assessments which include the updated trip rates, trip distribution (including the one-way system in the centre of Market Bosworth) and committed/ live developments as necessary;
- Provision of an updated Travel Plan; and
- Public Transport measures including a commitment to provide an extension to the existing 153 bus service and provision of two new bus stops/ raised kerbs/ time table cases etc.

Date Received
6 March 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 March 2025