

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: 24/00560/HYB

Highway Reference Number: 2024/0560/04/H/R1

Application Address: Land Off Station Road Market Bosworth Leicestershire

Application Type: Hybrid

Description of Application: Re-consultation. Hybrid planning application seeking full planning permission for residential development of 138 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)

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: Helen Dawkins

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 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 a Hybrid planning application for:

Full planning permission for residential development of 138 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).

The site is located at land off Station Road, Market Bosworth.

The LHA previously advised within its observations dated 28th October 2024 that further information was required from the Applicant in support of the application, notably:

- Confirmation the pedestrian access onto Heath Lane will not pass through third party land;
- Additional trip distribution analysis considering a scenario where the new one-way system is implemented in the centre of Market Bosworth;
- Updated capacity assessments to reflect a scenario where the new one-way system is implemented in the centre of Market Bosworth;
- Consideration of application 24/00831/OUT as a sensitivity test within the updated capacity assessments;
- Amendments to the location of the proposed weight restriction;
- Amendments to the internal layout as detailed further above; and
- Provision of indicative bus stop locations close to the site access on Station Road.

The Applicant has submitted the following additional information with the view to resolving the LHA's outstanding points:

- Technical Note Response to LCC's Comments ([TN] authored by ADC Infrastructure and dated 10th December 2024).
- A letter from ADC Infrastructure dated 4th February 2025. This includes the following drawings:
 - ADC Drawing number ADC3326-DR-004 Rev. P6 (Review of Internal Layout)
 - ADC Drawing number ADC3326-DR-005 Rev. P6 (Swept Path Analysis of Internal Layout).
- Nineteen47 drawing number 008 Rev. B (Technical Planning Layout).

Following submission of the additional information, the LHA have been liaising with both the LPA and the Applicant with the view to resolving the points in respect of the site access and internal layout.

It should be noted that since the LHA previously commented on the proposals, the Leicestershire Highway Design Guide (LHDG) has been updated, this is available at <https://www.leicestershirehighwaydesignguide.uk/>. Notwithstanding this, the updated guide does not alter previous advice given by the LHA and the advice provided within these observations would not have been different had the previous LHDG guidance been used.

Site Access

The site would be accessed from Station Road, a C classified road subject to a 30mph speed limit. The Applicant is proposing a single point of access to serve both the residential and employment uses. Details of the site access are provided on ADC drawing number ADC3226-DR-002 Rev. P6, which is available in the TN.

The LHA previously advised additional information would be provided on the access arrangements in due course and has been liaising with the Applicant and LPA.

The junction geometry is in accordance LHDG guidance for widths and radii. Whilst the Applicant has stated the employment site would be for light industrial use and that a box van or similar is likely to be the largest vehicle type to regularly enter and exit the site, so a 6.75m wide carriageway could be provided, the LHA accepts that given the likely mix of both residential and commercial traffic at the access, a 7.30m wide access is preferable.

To determine vehicle speeds on Station Road, an Automatic Traffic Counter was placed on Station Road between Wednesday 4th October and Tuesday 10th October 2023. Whilst the Applicant has not confirmed the location of the speed survey, the LHA hold on record that a survey permit was issued by Leicestershire County Council (LCC) for a traffic survey to be undertaken between the dates stated by the Applicant outside property number 273 Station Road, which is in the approximate location of the site access. The results of the survey indicated the following 85th percentile speeds:

- 40.4mph eastbound
- 37.8mph westbound

The Applicant has acknowledged that vehicle speeds are in excess of the 30mph speed limit and proposes off-site works in the form of chicanes to reduce the speed of traffic along this section of Station Road. The LHA provide further advice in respect of the off-site works further below.

Notwithstanding the proposed off-site works, the Applicant has detailed visibility splays of 2.4 x 73 metres in each direction at the site access, which is in accordance with Part 3, Table DG4 of the LHDG for the recorded speed of passing traffic. This is accepted by the LHA. Whilst the LHA accept that appropriate visibility could be achieved within the extents of the public highway, it was noted on the site visit that to the east of the proposed access, there is an existing third-party hedgerow which overhangs the highway verge, partially obstructing visibility of the westbound lane. This hedgerow will require cutting back to the highway boundary. In addition, it would be beneficial for the Applicant to relocate the existing telegraph poles outside of the visibility splays.

The access arrangements, along with the off-site works have been subject to a Stage 1 Road Safety Audit (RSA1), which is included in Appendix G of the original Transport Assessment. The RSA1 raised four problems in respect of visibility, drainage, dropped crossing points and space for cyclists between the proposed chicanes. The Applicant has accepted all four problems and amended the drawing as necessary.

Overall, the LHA advise the site access arrangements are considered to be acceptable.

The LHA previously advised a pedestrian link was proposed between the site and Heath Road, but the link was shown to fall outside the red line boundary into third party land. However, Nineteen47 drawing number 008 Rev. B details a revised link to connect to the highway. Based on available records to the LHA, the link may still cross third-party land prior to connecting with the highway. The link would not be considered for adoption, however, would be welcomed subject to it being deliverable. The Applicant would need to ensure an appropriate connection to the existing footway was made to ensure the link is accessible to all pedestrians including wheelchair users and those with pushchairs. The Applicant can obtain further information in respect of the highway boundary by contacting HRE@leics.gov.uk.

Highway Safety

The LHA previously advised it was satisfied that there are no specific trends within Personal Injury Collision data which could reasonably be expected to be exacerbated by the proposed development.

Trip Generation and Distribution

Trip Generation

The LHA previously advised the Applicants vehicular trip rates were acceptable.

Trip Distribution

The LHA also advised that the Applicant was required to consider proposals to implement a one-way system in the centre of Market Bosworth. The Applicant has now considered this scenario within the traffic flow diagrams. The LHA has undertaken spot checks of the Applicant's traffic flow diagrams within the previously submitted Transport Assessment and the Technical Note. Whilst some minor errors have been identified in some scenarios, it appears the final scenario (2029 With Development AM/ PM Peak) which considers live application 24/00831/OUT (100 Dwellings, land north of Shenton Lane, Market Bosworth), along with the one-way system in place is correct. Therefore, the traffic flow diagrams are considered to be acceptable.

Junction Capacity Assessments

As previously advised, the Applicant's study area is shown in Figure 1. The study junctions are accepted by the LHA.

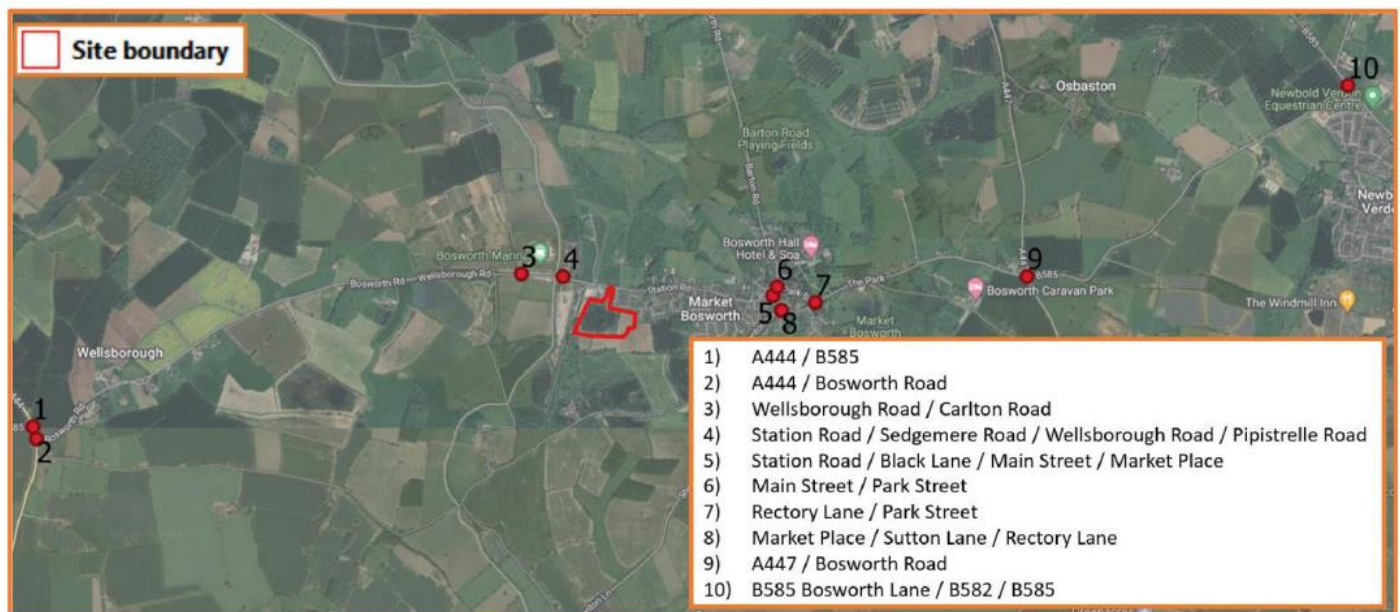


Figure 1: Applicant's study area reproduced from the Transport Assessment.

The LHA previously advised that in addition to considering the proposed road layout changes in the centre of Market Bosworth, the capacity assessments would need to consider application reference 24/00831/OUT within a sensitivity test. The Applicant has now amended traffic flows in this area and included application 24/00831/OUT within the 2029 background AM and PM peak flows (Diagrams 1 and 2 within the TN). Whilst that application has not been considered specifically as part of a sensitivity test, it has been considered as a committed development in the '2029 background year' scenario, under the site-specific circumstances, a revised capacity assessment is not considered necessary.

Since the LHA's previous observations, the LHA have been consulted by the LPA on the following major planning applications within Market Bosworth:

- *24/01079/OUT - Outline planning application for up to 126 dwelling (all matters reserved except access) | Land north of Station Road, 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 | Kyngs Golf and Country Club, Station Road, Market Bosworth.*
- *25/00027/OUT - Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access) | Land east of Bosworth Water Park, Wellsborough Road, Market Bosworth.*

The LHA advise it would be considered unreasonable for the Applicant to undertake further work to assess the potential impact of the above developments as part of a sensitivity test in the event they were granted planning permission by the LPA, alongside the impact of this development. This is on the basis that the application had been submitted considerably in advance of the more recent applications, and the LHA had already submitted formal observations prior to being consulted on the additional applications by the LHA. The LHA will however be requiring the above developments to consider each other within sensitivity tests, as well as other committed and live developments within Market Bosworth, as necessary.

The Applicant has compared the '2029 background year' scenario to the '2029 with development' scenario, which includes the proposed development. 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 LHA has reviewed the Applicants junction modelling and whilst some minor errors have been noted, when these are corrected, they would make no material difference to the modelling outputs. On this basis, overall, the LHA considers the junction modelling to be largely acceptable. The RFC of all junctions, except for junction 2 is not predicted to exceed 0.85 with the proposed development in place in 2029. Further consideration has been given to junction 2, as outlined below. In addition, given there are a number of current developments in the Market Bosworth and Newbold Verdon areas, the LHA provides additional advice on the modelling of Junction 9.

Junction 2. A444 Burton Road/ Bosworth Road

The Applicant has highlighted that in 2029 without the development, the RFC of the junction reaches 0.83 on the Wellsborough Road right turn arm in the AM peak. In 2029 with the development in place, the RFC increases to 0.88. Delays on the Wellsborough Road arm would increase by 16 seconds from 61 seconds to 77 seconds. In the PM peak, the RFC is not forecast to exceed 0.85 in any scenario. The Applicant considers the proposed development would not have a material impact on the operation of the junction.

The LHA advise it does not currently have any improvement scheme identified for the junction to which the Applicant could provide a proportionate contribution towards. The LHA consider it would be disproportionate to require the Applicant to design and implement an improvement scheme for the junction, particularly given that it is a single arm of the junction which is forecast to deteriorate, predominantly in the AM peak and it would be operating at an RFC of 0.83 in 2029 regardless of

the development. Under the site-specific circumstances, the LHA therefore advise that no further investigation of the junction is required by the Applicant.

Junction 9. Bosworth Road/A447 Ashby Road/ B585 Bosworth Lane

While the Applicants modelling details the junction would operate within capacity in all scenarios, the LHA have identified that the junction has been modelled incorrectly and should have been run as a right-left stagger as opposed to a crossroads.

Based on the Applicant's traffic counts, the junction has been modelled in a 'flat' profile in the AM and PM peak hours. This is where a consistent flow of traffic is forecast throughout the junction. The LHA requested the Applicant provided clarification whether the PM peak, as well as the AM peak could be considered as part of a flat profile. The Applicant has advised the average traffic flows in each 15-minute period on all arms is generally flat and as such the flat profile is considered suitable to use in the Junctions assessment.

When running the junction modelling with a right-left stagger, capacity has been reduced in comparison to the Applicant's results, however the RFC still does not exceed 0.85 in the worst case 2029 with development scenario as shown in Table 1. The LHA is however mindful as part of application reference 24/00831/OUT, that the capacity of this junction is forecast to exceed its practical capacity in the 2029 background scenario, as well as in the event both planning applications were granted planning permission.

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2029 Background															
Stream B-C	D3	0.1	8.91	0.11	A	8.51	A	-2 % [Stream D-BC]	D4	0.2	10.57	0.15	B	7.40	A	7 % [Stream B-AD]
Stream B-AD		1.4	21.91	0.59	C					1.9	25.10	0.88	D			
Stream A-BCD		0.2	9.49	0.19	A					0.4	9.11	0.27	A			
Stream D-A		0.5	15.43	0.34	C					0.3	8.66	0.21	A			
Stream D-BC		2.1	39.20	0.68	E					0.9	22.04	0.48	C			
Stream C-ABD		0.2	7.65	0.13	A					0.1	7.44	0.11	A			
	2029 with Development															
Stream B-C	D5	0.2	10.42	0.14	B	10.77	B	-5 % [Stream D-BC]	D6	0.2	11.32	0.18	B	8.11	A	5 % [Stream B-AD]
Stream B-AD		2.0	27.73	0.57	D					2.2	27.15	0.58	D			
Stream A-BCD		0.3	9.69	0.21	A					0.4	9.16	0.27	A			
Stream D-A		0.7	18.88	0.39	C					0.3	9.20	0.21	A			
Stream D-BC		2.8	49.21	0.73	E					1.1	23.58	0.52	C			
Stream C-ABD		0.2	8.08	0.13	A					0.1	7.51	0.11	A			

Table 1: Junction capacity using a right-left stagger reproduced from the Applicants Transport Assessment.

The LHA advise it is likely that different traffic counts between two applications that has resulted in different modelling outputs. Previous applications within Market Bosworth (notably 22/00167/OUT – 125 dwellings, land north of Shenton Lane and 21/00966/OUT – 90 dwellings, land south of Market Bosworth Cemetery, Shenton Lane, of which were either dismissed at appeal or refused planning permission by the LPA) have also identified capacity being exceeded at the junction. The LHA could not demonstrate that the impact of each of those developments was considered significant enough to justify an improvement scheme at that time. Furthermore, the LHA could not demonstrate the impact of current live application reference 24/00831/OUT to be severe when considered cumulatively with this application. As such, the LHA could not justify the developer proposes works to the junction in order to improve capacity under the site-specific circumstances.

The LHA does however advise it is aware of a number of residential developments in the Market Bosworth and Newbold Verdon areas which are likely to result in additional traffic being loaded onto the junction. The impact of each development will be reviewed on a case-by-case basis.

Off-Site Implications

All details of the proposed off-site works are shown on ADC drawing number ADC3226-DR-002 Rev. P6.

Proposed Speed Reducing Measures

As detailed within the Site Access section further above, the Applicant has proposed chicanes in order to assist in reducing the speed of passing traffic along Station Road. The LHA welcomes measures to reduce vehicle speeds on this section of Station Road and is aware speeding traffic has been a longstanding local concern along this section of the road.

The proposed off-site works have also been subject to a RSA1, which raised one problem in respect of the carriageway widths at one of the chicanes. This has been accepted by the Applicant and the carriageway widths widened so that they are in accordance with Local Transport Note 1/20.

The LHA advised the Applicant that whilst the Stopping Sight Distance (SSD) to the chicane on the west side of the proposed access was considered to be acceptable due to it being in accordance with [Table 6](#) of the LHDG (73m), there were concerns that if vehicles are queueing at the chicane to give way to westbound traffic, eastbound traffic may not have an appropriate SSD to the back of this queue due to the brow of the bridge. The Applicant responded stating that the submitted drawings detailed that a forward visibility splay of 73m was achievable to the give way line and that this can also be demonstrated through Google Street View. The LHA does not accept Google Street View as a means of demonstrating visibility given that the camera is usually mounted at some height above a vehicle, therefore this would not be representative of a typical driver eye height.

Notwithstanding the above, the LHA has visited the site and believe that the give way line would be visible from a drivers eye height of 1.05m at a distance of 83m. Furthermore, the LHA believe it would be possible to see to 0.6m above the carriageway 15m (the approximate length of three queueing cars) from the give way line at a distance of 73m, which would leave a sufficient SSD for approaching vehicles.

The LHA also asked the Applicant to provide swept path analysis of appropriate vehicles turning left in/ left out of the access to the Market Bosworth Battlefield Line Railway Station. The Applicant has confirmed that a box van and large car have been used for the analysis. The LHA consider this to be acceptable and it appears there is additional space for larger vehicles to undertake the left turn out of the site without hitting the proposed refuge should this be necessary.

Weight Restriction Relocation

The Applicant has relocated the weight restriction immediately to the east of the proposed site access as previously requested by the LHA. In addition, a note has been provided on the drawing stating positive black HGV signage would be installed opposite the proposed junction to direct HGVs back to the A444 when exiting the site.

As previously advised by the LHA, given the proposed employment use of the site, relocation of the existing weight restriction is necessary to prevent HGVs accessing the site via the centre of Market

Bosworth. The cost of the Traffic Regulation Order (TRO) associated with relocating the existing weight restriction will be approximately £7,500. This would be required as part of a Section 106 contribution in the event the proposals are granted planning permission by the LPA. In addition, the Applicant will be liable for all costs associated with the relocation/ installation of signage because of the proposals.

Internal Layout

As advised previously, the Applicant has applied for full planning permission for the residential element of the proposals only and at this stage, the layout of the employment element of the site is not to be determined. The LHA has reviewed ADC Drawing numbers ADC3326-DR-004 Rev. P6 and ADC3326-DR-005 Rev. P6, as well as Nineteen47 drawing number 008 Rev. B (Technical Planning Layout).

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the [LHDG](#). The LHA advise that currently, the road layout would not be designed to an adoptable standard and would need to remain private. The amendments stated within the Internal Geometry section further below will be required.

Pedestrian Access

Previously, the LHA advised the pedestrian access onto Heath Road appeared to pass through third party land prior to meeting the highway. The Applicant has made changes to orientation of the pedestrian link to Heath Road, however, this path still passes through land outside of the red line boundary which is not considered to be part of the highway. Whilst the LHA would welcome this link, should it be deliverable, the LHA would not consider it for adoption. The Applicant would need to ensure there was appropriate pedestrian connectivity to existing footpath provision on Heath Road should this link be deliverable.

Internal Geometry

- The proposed width of 7.3m for the access road to the employment area is in accordance with Table 4 of the LHDG. The turning head geometry at the proposed limit of this road is not in accordance with Figure 13 of the LHDG, however, the HA accept the argument in the Applicants TN which states that the turning facilities for industrial vehicles will be provided within the employment zone, which is currently at outline application stage only.
- Once past the Employment Road, the site becomes a wholly residential layout of a maximum 126 dwellings (12 being served from the Employment Road or Arrival Road). The Applicant has shown the Tree Lined Street as a 6.75m wide Major Residential Access Road which is suitable for serving up to 400 dwellings from a single point of access and has an 85%ile design speed of 20pmh. The road is then designed to narrow to a Residential Access Road after plot 44, where it becomes Loop Lane. This road is, however, increased from the standard 5.5m width to 6m making it suitable for use by buses if required in the future. A Residential Access Road is also defined as a 20mph 85%ile design speed within the LHDG. An increased number of vertical speed control features should not be used to attempt to lessen the visibility requirements for a particular road designation. 25m forward visibility splays are required throughout. In order to reduce the forward visibility requirements, the Applicant would need to significantly reduce the road widths in accordance with the number of dwellings served and the details of Table 3 of the LHDG.

In addition, the TN states that an S bend would control speed. This is not listed within LHDG as a geometrical speed control feature.

- Vehicle accesses should be located at least 10m from the radii of a junction to avoid conflict with turning vehicles and crossing points. Remaining plots with vehicle accesses within 10m of a junction are noted. LCC will request a safety audit on submission of S38 drawing pack.

General Comments

- Leicestershire County Council will not maintain any of the green areas shown on the Planning Layout.
- Any shared private drive serving more than 5 but no more than 25 dwellings shall be a minimum of 4.8 metres wide for at least the first 5 metres behind the highway boundary and a drop crossing of a minimum size, as shown in Table 13 of the Leicestershire Highways Design Guide, at its junction with the adopted road carriageway.
- The Applicant should refer to the following link to the LHDG regarding the use of long private drives to ensure compliance with the requirements set out regarding refuse collection, turning heads and emergency vehicle access
<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>.
- Any roads which are proposed to be put forward as part of a Section 38 agreement should have gradients which conform to the standards set out in Table 3: General geometry of residential road (internal) in the LHDG.
- The LHA are unable to comment on drainage proposals as gully positions have not been shown. All drainage should be in accordance with the Highway Drainage Design section of the LHDG. It must be ensured that surface water from private land does not run or pool in the public highway

Parking Provision

- The LHA has reviewed the parking provision in respect of each plot and can confirm that the number of parking spaces per plot are acceptable, as well as the dimensions.
- As requested previously, 1.0 x 1.0m pedestrian visibility splays have been detailed where shared private drives meet the adopted highway.

Transport Sustainability

The Applicant has not updated the Framework Travel Plan (FTP) to reflect the comments previously made by the LHA. Nevertheless, the LHA advise that an updated FTP could be conditioned.

Indicative bus stop locations have also been shown on ADC drawing number ADC3326-DR-002 Rev P6. Final bus stop locations would need to be agreed with LCC at the detailed design stage.

Construction Traffic

No further details have been provided in respect of a Construction Traffic Management Plan, including the routing of construction traffic, however the LHA is satisfied this can be secured by means of a suitably worded condition.

Conditions

1. No part of the development shall be occupied until such time as the offsite works shown (Proposed chicanes and uncontrolled pedestrian crossing point across Station Road) on ADC drawing number ADC3226-DR-002 Rev. P6 have been implemented in full.

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).

2. 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.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on ADC drawing number ADC3226-DR-002 Rev. P6 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. The residential development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Nineteen47 drawing number 008 Rev. B. Thereafter the onsite parking and turning provision shall be kept available for such use(s) in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of 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 73 metres have been provided at the site access. 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 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

7. No part of the development hereby permitted shall be first occupied until an amended Framework Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

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 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).

9. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

10. Prior to occupation of any part of the development hereby permitted, a Public Transport Strategy shall be submitted to the Local Planning Authority, agreed in writing and implemented in full to provide public transport along the length of Station Road in order to serve the development and take into consideration the wider local bus network. The submitted scheme shall include:
 - hours of operation and service frequencies (minimum hourly service Monday – Saturday 7am-7pm);
 - measures to cover the full operation of the service for the minimum period of the duration of the Framework Travel Plan;
 - routing of the service;
 - details of any impact on the existing wider bus route/ service in order to provide the extended service; and
 - provision of necessary off-site infrastructure, including 2 x new pole and flags, raised kerbs, information display cases and bus stop markings on Station Road.

Reason: To ensure adequate steps are taken to provide a choice in mode of travel to and from the site.

Contributions

Please note that the exact monetary values will need to be agreed prior to the signing of the Section 106 agreement and may be subject to indexation.

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 £7,500 contribution toward the Traffic Regulation Order consultation process for the relocation of the existing 7.5 Tonne (except for loading) weight restriction on Station Road in accordance with ADC drawing number ADC3226-DR-002 Rev. P6.

Reason: In the interests of highway safety.

Suggested trigger point: Prior to construction.

2. A contribution of £11,337.50 prior to commencement of development for the monitoring of the Framework Travel Plan and the effects of the development using the County Council's monitoring programme payable prior to the occupation of any part of the development hereby permitted of any part of the development hereby permitted.

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 the Travel Plan targets are met.

Suggested trigger point: Prior to first occupation.

3. Appointment of a Travel Plan Co-ordinator from commencement of development until five years after the occupation of the last unit. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.

REASON: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the Planning Application.

4. Travel Packs, one per dwelling/ employee; to inform new residents/ employees from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). 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.

Reason: To inform new residents/ employees from first use what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to first occupation/ first use of the residential/ employment development.

5. Six month bus passes, two per dwelling (application forms to be included in Travel Packs and funded by the developer)/ one per employee; to encourage new residents/ employees 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

£510.00 per pass).

Reason: To encourage new residents/ employees 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 100% paid prior to the occupation of the residential/ employment development. However, payment of 75% of the total contribution for each development may be deferred to a later date by agreement of a timescale with the County Council.

Informatives

- 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/>
- The proposed road layout does not conform to an acceptable standard for adoption and therefore it will not be considered for adoption and future maintenance by the Local Highway Authority. The Local Highway Authority will, however, serve Advance Payment Codes in respect of all plots served by (all) the private road(s) within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please note that the Highway Authority has standards for private roads which will need to be complied with to ensure that the Advanced Payment Code may be exempted and the monies returned. Failure to comply with these standards will mean that monies cannot be refunded. For further details please email road.adoptions@leics.gov.uk. Signs should be erected within the site at the access advising people that the road is a private road with no highway rights over it.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- 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 to progress an application.
- 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/>

Date Received **Case Officer**
12 December 2024 **Ben Dutton**

Reviewer
DH

Date issued
17 February 2025