

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00515/OUT

Highway Reference Number: 2025/0515/04/H/R1

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)

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant:

County Councillor: Mallory ED – Mark Bools CC

Parish: Osbaston

Road Classification: Class B

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 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 has reviewed the following documents which have been submitted by the Applicant in support of the proposals:

- Transport Assessment ([TA] Project Reference 210988-03 Rev C dated 20th May 2025 and authored by TTC); and

- Travel Plan ([TP] Project Reference 210988-04 Rev B dated 20th May 2025 and authored by TTC).

The LHA visited the site on 10th July 2025.

Site Access

Two points of vehicular access are proposed to the site, details of which are shown on TTC drawing numbers 210988-01 Rev. D (the primary access) and 210988-03 Rev. A (the secondary access), included within Appendix F of the TA.

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 Applicant has undertaken a speed survey on Bosworth Lane, which is stated to have been undertaken as part of an Automatic Traffic Count between Tuesday 11th and Wednesday 17th April 2024. It is stated within Part 4.4 of the TA that the traffic counter was located south of the proposed access location and that the results of the speed survey have been subject to a wet weather correction. The results of the speed survey indicated the following 85th percentile speeds:

- 57.4mph northeast bound
- 57.5mph southwest bound

However, Table 2.1 of the Applicants TA states speeds of 55.3mph in each direction.

The LHA holds records of a survey permit along this section of Bosworth Lane for the dates stated by the Applicant, however the survey data does not appear to be available on the planning portal and this is therefore requested.

The Applicant has stated that visibility splays of 2.4m x 186m would be required to the northeast of the access and 2.4 x 187m to the southwest based on recorded vehicle speeds, however splays of 2.4 x 215m can be achieved in each direction and have been detailed on the drawing. Following a site visit, the LHA is satisfied splays of 2.4m x 215m can be achieved in each direction, which based on [Table 6 of the Leicestershire Highway Design Guide](#) would be suitable for recorded vehicle speeds of between 54 to 62mph.

The primary site access proposals have been accompanied by a Stage 1 Road Safety Audit (RSA1) and a Designer's Response, which are included within Appendix I of the TA. The RSA raised three problems in respect of drainage street lighting and overgrown hedges withing visibility splays. The Applicant has accepted all three problems and outlined measures to resolve these within the Designer's Response. This is accepted by the LHA.

After reviewing TTC drawing number 210988-01 Rev. D (Primary access), the LHA provide the following comments:

- At ghost island junctions where no diverge or merge tapers are provided, the corner radii should be 15 metres followed by a corner taper of 1:6, over a distance of 30 metres (Design Manual for Roads and Bridges CD123 5.6.3). Although the correct radii are shown on the

drawing, the LHA requests the Applicant to confirm the tapers on the drawing.

- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the turning length, deceleration length and the direct taper length in accordance with DMRB CD123 Table 5.22. The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
- The LHA accept the carriageway width at the site access and can confirm the lane widths on the B585 meet the requirements of the DMRB CD123 para 6.8 and 6.105.

Swept path analysis of the primary site access has also been undertaken using a refuse collection vehicle, as shown on TRC drawing number 210988-02 Rev. C available within Appendix H of the TA. The LHA provide the following comments:

- The right turn in manoeuvre shows the rear of the vehicle kicking out into the straight-ahead lane, which could result in collisions with adjacent vehicles. This should be considered by the Applicant.
- As per the LHA's [swept path analysis](#) guidance, the LHA advises a vehicle speed of 15kph is used for swept path analysis. Swept path analysis should therefore be undertaken at this speed and a note should be added to the drawing confirming this.

The LHA has also considered the proposed access arrangements against [HDM policy 2: access to the existing highway network](#). Bosworth Lane does not form part of the Department for Transport's Major Road Network, or Leicestershire County Council's Resilient Network. The LHA notes that one Personal Injury Collision has occurred within 500m of the access road on Bosworth Lane within the last five years. 85th percentile vehicle speeds, whilst high, are also marginally below the legal speed limit.

As part of application reference 20/00143/FUL (116 dwellings, land south of Bosworth Lane, Newbold Verdon), the now existing access on to Bosworth Lane required the reduction of the speed limit to 40mph. A 2m wide footway was also continued from Barlestane Road along the edge of the carriageway to the site access.

The LHA advise that given recorded speeds are higher at the proposed access location than at the location surveyed for the now existing access given the proximity of the nearby junction, the Applicant should seek to reduce the speed limit to 40mph fronting the site to encourage lower vehicle speeds. This would require a Traffic Regulation Order at a cost of £7,500. In addition, the LHA would request that the 2m wide footway alongside Bosworth Lane is continued from the existing access up to the proposed access into the site. Whilst the LHA acknowledge pedestrian footfall is likely to be higher on other links to the south of the development, this is consistent with the access strategy for the existing development and would also provide the most direct link to existing bus stops on Barlestane Road.

Secondary Access

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

- Dimensions should be added for the corner radii ensuring these meet the requirements of [Table 9](#) of the LHDG.
- The 2m footway width and 5.50m carriageway width is in accordance with [Table 3](#) of the LHDG for an access serving up to 400 dwellings from more than one access.
- The 2m wide footway is in accordance with the [Table 18](#) of the LHDG.
- The 2m footway width and 5.50m carriageway width are therefore considered acceptable.
- A 15m forward visibility splay has been shown on the bend in the road outside Plot 107 of the existing development. The LHA would require a 25m forward visibility splay at the bend, this should therefore be detailed on the drawing. It is however noted that the forward visibility splay falls within land outside of the Applicants red line boundary and the LHA understand does not form part of the current Section 38 agreement for the adoption of the existing development roads. The Applicant would therefore need to show this area within their red line and could potentially add it to the existing S38 agreement for the existing development.
- In addition to the above, a 2.4m x 25m visibility splay should be shown to the southwest of the junction and the maximum achievable splay to the northeast of the junction.

Pedestrian Links

A 2m wide pedestrian footway link to Moat Close, shown on TTC drawing number 210988-05 is proposed by the Applicant. This is welcomed by the LHA, however may not be considered for adoption.

The LHA note the Applicant has also stated within the TA that a pedestrian connection will be provided from the southeast part of the site to the back of Newbold Verdon Primary School. This would reduce walking distances from the site to the school, and it is stated this has been agreed with the Local Education Facility. The LHA would welcome such a connection and would strongly advise that a hard bound surface is provided along any such link.

The Applicant has stated that as the main desire lines from the development would be towards the centre of Newbold Verdon, providing a footway connection along the B585 Bosworth Lane was not deemed necessary, and doing so would have resulted in the loss of green vegetation along the frontage of the site and further north along the frontage of the Ferrers Green development. In addition, the Applicant states any pedestrians wishing to travel towards Barlestoke Road would be able to through the Ferrers Green development utilising the proposed links to Moat Close or via the proposed secondary access.

Notwithstanding this, as detailed within the Primary Site Access section further above, the LHA would expect a continuation of the 2m wide footway link from the existing site access up to the proposed development access alongside Bosworth Lane and therefore this is required.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from Leicestershire County Council for between 1st January 2019 and 31st August 2024. This is summarised within Table 2.5 of the TA, along with a location plan which is included within Appendix D.

The LHA advise that it has reviewed its PIC database and there has been one additional PIC recoded since the Applicant's review. This occurred on Bosworth Lane (B585) close to the Osbaston Lane junction in April 2025 and was recorded as serious in severity. The PIC involved a pedestrian and another vehicle.

Notwithstanding the additional PIC, the LHA accepts the Applicants conclusion that overall, whilst all PIAs are regrettable, the frequency and severity of PIC's recorded within the study area over the latest five-year period does not suggest there are any inherent safety issues on the network. As a result, subject to a safe and suitable access design being demonstrated, the LHA considers the proposals are unlikely to exacerbate any existing highway safety concerns.

Trip Generation and Distribution

Trip Generation

In order to establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours, the Applicant has used the same TRICs trip rates as those accepted by the LHA as part of approved application reference 22/00277/OUT and live application reference 24/01061/OUT (Land North of Barlestone Road Newbold Verdon), and 24/01158/OUT (Land off Brascote Lane Brascote Lane Newbold Verdon). The LHA therefore considers the vehicular trip rates shown in Table 1 to be acceptable.

It should be noted that the proposals also include for a community use as either a health hub and well-being centre or community shop. However, due to the size of this development (108sqm gross external area) it is envisaged that the community health hub and well-being centre would have a limited number of consultant rooms. Furthermore, the Applicant states the community shop would only afford basic provisions and would not be a significant draw from the local area aside from residents in the immediate vicinity of the proposed development. The Applicant has therefore assessed trip rates for 220 dwellings as opposed to 200 in order to account for peak hour traffic which could be generated by the community use area.

The LHA has reviewed the TRICs database for both convenience stores and a GP surgery and considers that similar levels of traffic could be generated in comparison to the additional 20 dwellings in the AM and PM peaks, however there could be a negligible increase in arrivals in the AM peak and departures in the PM peak in comparison to residential use. On this basis, the LHA accept the analysis based on 220 dwellings.

Time Range	Trip Rate			Trip Generation (220-dwellings)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (07:00 – 08:00)	0.074	0.606	0.681	16	133	149
PM Peak (17:00 – 18:00)	0.521	0.170	0.691	115	37	152

Table 1: Vehicular trip rates (220 dwellings).

Trip Distribution

In order to distribute the development traffic through the network, the Applicant has used Leicestershire County Council's [Pan Regional Transport Model](#) (PRTM).

The LHA has worked with the Applicant throughout the pre-application stage and agreed the Base Year Model Review and Uncertainty Logs. The results of the PRTM assessment indicate development trips are forecast to route predominantly via the following roads:

- to and from the north, via the A447 and B585, towards Coalville with some trips accessing the M1 at junction 22;
- to and from the east via Merrylees Road and Desford Lane, towards Ratby and Groby, to access the A46;
- to and from the south use the A447 to access Hinckley;
- to and from the southeast via Desford and beyond.

The LHA note that PRTM indicates 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 Applicant suggests that whilst these roads take the form of country lanes with occasional passing places, any additional flows along Osbaston Lane and Hall Lane associated with the proposed development site are predicted to be tidal in nature, with northwest-bound traffic from the B585 (Bosworth Lane) towards the A447 being the primary direction of travel in the AM peak period. The baseline turning counts indicate that at the A447/Hall Lane junction during the AM peak, just two vehicles are shown heading southeast-bound on Hall Lane. As a result, the chances of conflicts between traffic passing in opposite directions is low.

The LHA questions why traffic is routing via Osbaston as opposed to via the B585 Bosworth Lane/A447/Bosworth Road (Bull in the Oak) junction and whether this is re-routing via Osbaston to avoid due to congestion at Bull in the Oak. The LHA advise the most appropriate route for additional development traffic would be via the Bull in the Oak junction to avoid rural, single track roads. In addition , whilst PRTM has not specifically routed traffic via the junction of Osbaston Lane with the A447 and only the junction of Hall Lane with the A447, the visibility when exiting Osbaston Lane onto the A447 is sub-standard based on the LHA's site visit. The Applicant should therefore seek to route development traffic via the Bull in the Oak junction. It may be that a scheme of mitigation would result in traffic re-routing this way as opposed to via Osbaston.

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 Applicant has also undertaken estimates for junction capacities within the PRTM analysis. This has indicated the Dans Lane/ A47 Hinckley Road and B582 Leicester Lane/ A47 Hinckley Road/ B582 Leicester Lane (Desford Crossroads) junctions in Desford exceed capacity in the 'do nothing' scenario in both the AM and PM peaks. The Applicant has stated this does not suggest the issues

are as a result of the development traffic, rather these issues exist in the 2024 base scenario and get worse with the 'Do Nothing' scenario as a result of growth associated with committed developments. Furthermore, the Applicant states the forecast change in traffic flows show little to no change in flows at these locations as a result of the development traffic being added to the network.

The LHA request further evidence in respect of the impact of the development on the Desford Crossroads in particular, given that it is seeking to implement an improvement scheme at the junction and is obtaining developer contributions towards the works.

It is also shown that the Main Street/ B582 Kirkby Road junction is shown to operate between 75-85% capacity once development traffic is added. The Applicant has again stated the change in traffic flows reported in the PRTM forecast report shows very little change in traffic through this part of the network. As a result, the proposed development is not considered by the Applicant to have a material impact at this location.

The LHA advise that as part of application reference 24/01061/OUT, an improvement scheme is being proposed by the Applicant to introduce ahead/ right and left turn lanes on the B582 arms of the mini roundabout in order to improve capacity. The LHA would therefore request the Applicant to consider why there would be differences between the two proposals.

The LHA has obtained the junction modelling files from the Applicant for junctions 1 – 9 above and can confirm that the junctions have been modelled correctly.

The LHA advise that as part of application reference 24/01061/OUT, the Applicant was required to undertake a sensitivity test as part of the PRTM work which included the following residential developments:

- 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).

Those applications are either still to be determined by the LPA or, in the case of application 24/00831/OUT, an appeal has been submitted. The LHA advises it is essential it has an understanding of the cumulative impact of all developments in the area and how these could impact the operation of the Bull in the Oak junction in particular in the event that all planning applications were granted planning permission. Without this, it is not possible to advise the LPA what the cumulative impact of all development in the area could be.

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

It should be noted that recently permitted application 24/00560/HYB (135 dwellings and 0.6ha employment - Land Off Station Road, Market Bosworth) was included as a committed development within PRTM and therefore traffic for that development would already be included within the sensitivity test.

Off-Site Implications

The LHA will consider whether there are any improvements required to nearby junctions as a result of the proposals, once further information has been submitted by the Applicant in respect the above.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the LHDG if they wish for the internal development roads to be put forward for adoption, which is strongly advised given the proposed through route to the neighbouring development. The LHA are aware that whilst a Section 38 agreement for the internal development roads of the neighbouring development has been signed and the roads are prospectively maintainable by Leicestershire County Council, the roads have yet to be formally adopted. Should the roads within that development not be put forward for adoption, this could have implications for the proposed development in terms of adoptability due to the vehicular link.

The Applicant should also note the requirement to provide some [visitor parking](#) as part of the planning layout if planning permission is granted.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and considers this to be acceptable.

The Applicant will however need to ensure the Travel Plan Co-ordinator details are provided to s106monitoring@leics.gov.uk as soon as appointed.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of a Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

It is noted that the closest bus stops to the site are 550m away from the centre of the site on Dragon Lane and are served by the Arriva 153 service. It is also noted that these stops are well equipped. Walking distances between many of the dwellings and these stops will be above the desired 400m distance within the LHDG. It is identified that it would not be feasible to divert existing bus services closer to the site due to minimal width of the roads close to the site.

The LHA advise that as part of application reference 24/01061/OUT, within the submitted TA for that application consideration was given to re-routing the existing hourly bus service between Market Bosworth and Leicester (153) to pass closer to that site. Correspondence with the bus operator (Arriva) within parts 7.8 – 7.11 and Appendix R of the TA suggested that the operator would not be willing to re-route the service as this would increase the walking distance from the established demand within the existing built-up area of Newbold Verdon. Re-routing alternate buses would also leave this area with a two hourly service.

As part of that application, Arriva suggested as an alternative that the Applicant looks to contribute towards pump-priming extended hours of operation from Newbold Verdon with additional early

morning journeys (the first Leicester bound journey is not until 0749 currently) and potentially later return departures from Leicester.

Given the above, and the similar scale of development, the LHA request the Applicant gives further consideration to bus service provision and advises what measures could be introduced because of the proposals.

Public Rights of Way

As noted in Page 18 of the submitted Design & Access Statement “*A Public Right of Way runs along the south west of the Site, providing convenient access to main street and access to facilities in the village.*” The public right of way is Footpath S19. However, it requires physical enhancement and possible legal changes to fulfil this role. As a result, a Footpath Improvements Contribution would be requested by the LHA. This would include 2.0m wide surfacing, lighting, fencing and diversions at a cost of £89,784.

Any development would bring greater use of Footpath S19, at least for leisure in better weather, however its present condition is unsuited to everyday all-weather pedestrian access to this site. Currently Footpath S19 is across a grass paddock used for grazing; via a short corridor prone to weed overgrowth; and along a secluded unlit section beside the cemetery. The landowners may want the grazing animals separated from the public by fencing which would require the footpath diverting around the field edges. That would involve a separate legal order made by the Local Planning Authority, for which a separate application is needed before the development is substantially complete. Also, the route is secluded and goes via several right-angle bends, so street lighting is advisable to deter anti-social behaviour.

The National Planning Policy Framework (NPPF) Dec 2024 paragraph 105 requires that:

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

This requirement is echoed in the National Design Guide para 82. The NPPF is accompanied by Planning Practice Guidance (PPG) that includes Defra Rights of Way circular 1/09. These are applied locally by the Leicestershire Highways Design Guide (LHDG) annex on Development and public rights of way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>.

There also needs 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, which it would advise if it was mindful to advise it had no objection to the proposals in the future.

Construction Access and Construction Traffic

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

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

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

Closing

Based on the above, the following information should be submitted to the LPA for consideration by the LHA:

- Amendments to the primary site access design as detailed further above;
- 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;
- Further consideration of the impact of the development at the Main Street/ B582 Kirkby Road junction in Desford given application 24/01061/OUT has proposed an improvement scheme;
- 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.

Date Received
25 July 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 August 2025