

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/01157/OUT

Highway Reference Number: 2025/1157/04/H/R2

Application Address: Land Opposite Industrial Estate Hill Lane Markfield Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of up to 67 dwellings (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Richard West

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Markfield

Road Classification: Adopted Unclassified

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 the Local Planning Authority (LPA) on application 25/01157/OUT which seeks permission for the erection of 67 dwellings at Hill Lane, Markfield. At this stage all matters are reserved other than those pertaining to the site access.

Throughout this response reference is made to the Leicestershire Highway Design Guide (LHDG) which is available at <https://www.leicestershirehighwaydesignguide.uk/>. The LHA conducted a site visit on 13th April 2026.

Planning History

Planning application 21/00387/OUT sought outline approval (access only) for the erection of 72 dwellings with access arrangements commensurate with those presented as part of the current application.

Through the response issued 26th November 2021, the LHA advised that the proposals were suitable in terms of highway safety subject to planning conditions to secure the access arrangements, a construction traffic management plan, offsite highway works, future submission of drainage details and the closure of an existing access.

The Applicant was also advised contributions would be required towards the Coalville Transport Strategy, regarding the speed limit re-location, improvements to nearby bus stops and to provide travel packs and bus passes to first occupants of each dwelling.

This application was refused by the LPA however the decision notice does not reference any highway related matters.

Through the previous response to the current application, issued 14th April 2026, the LHA asked the Applicant to make the following amendments to the proposals/ submit the following additional information.

- The provision of 25.0m visibility splays in either direction for pedestrians seeking to use the uncontrolled pedestrian crossing on the internal road close to the site access.
- Intervisibility between vehicles for a distance of 30.0m at the site access to allow vehicles to identify other oncoming vehicles. In addition, splays should be demonstrated to not pass-through third-party land.
- Re-location of private driveways so that they are not located within 10.0m of the site access/ junction.
- An overall carriageway width of 6.75m for the section of Hill Lane between the industrial estate (Hill Lane Close) and the junction with Ashby Road.
- Submission of a Stage 1 Road Safety Audit along with a Designer's Response and amended drawings as required.
- Confirmation that the proposed uncontrolled pedestrian crossing on Ashby Road does not clash with the existing bus stop.
- Submission of a Local Roads Risk Assessment Process (LRRAP) for all existing and proposed hazards along Hill Lane particularly the water course and embankment.
- Submission of the junction modelling, actual model files along with scaled junction geometry drawings.
- Submission of a revised Travel Plan.

The Applicant has subsequently submitted the following additional documentation in support of the application.

- Ridge, 'Proposed Site Access Junction', drawing No. T25596 001 Rev. C;
- Ridge, 'Proposed Gateway Feature and Speed Limit Change', drawing No. T25596 006 Rev. C;
- Ridge, 'Proposed Ashby Road Junction Improvement', drawing No. T25596 003 Rev. B
- Ridge, 'Swept Path Analysis 01', drawing No. T25596 002 Rev. C;
- Ridge, 'Swept Path Analysis 02', drawing No. T25596 004 Rev. B;
- Ridge, 'Swept Path Analysis 02', drawing No. T25596 005 Rev. B

- Ridge, 'Picardy Measurements', drawing No. T25596 SK1;
- Junctions 11, 'Picardy Report', Filename. T25596_Proposed Ashby Road-Hill Lane PICADY Assessment Rev A.j11;
- RKS Associates, 'Stage 1 Road Safety Audit Report', document Ref. VRP2190-02 RSA 1;
- Hub Transport Planning, 'Designer Response to Road Safety Audit Report', submitted to the LPA 8th May 2026;
- Picardy Files, submitted to the LPA 8th May 2026; and
- Ridge, 'Travel Plan Rev. B', submitted to the LPA 8th May 2026.

Site Access

The Applicant proposes the formation of a new access leading on to Hill Lane which is an adopted, unclassified road subject to the national speed limit. The access is to be located 30.0m south of and opposite the road serving Hill Lane Industrial Estate.

The access arrangements shown on drawing No. T25596 001 Rev. C, are proposed to have 6.0m corner radii leading into a road with a 5.50m carriageway width and 2.0m wide footways on each side. The LHA confirm, that in terms of geometry, the access has been designed in accordance with Table 3 and Table 9 of the LHDG. An uncontrolled pedestrian crossing with tactile paving and 25.0m visibility splays is to be provided just inside the site access and the LHA acknowledge the location of the crossing has been amended in response to the Stage 1 Road Safety Audit (RSA1) which is further discussed below.

To derive the required visibility splay lengths, the Applicant conducted a speed survey between 15th and 21st May 2024. The LHA confirm that the appropriate permit was obtained prior to commencement of the speed survey. The survey recorded 85th percentile speeds of 42.9mph (northbound) and 46.6mph (southbound). In accordance with Table 6 of the LHDG splay lengths of 160.0m to the north and 120.0m to the south are required.

Drawing No. T25596 001 Rev. C shows the proposed access provides a visibility splay of 2.40m by 120.0m to the south and 2.40m by 137.0m to the north. The splay to the south is therefore in accordance with Table 6 however the splay length to the north is substandard by 23.0m. When applying the measured 85th percentile speed to the Design Manual for Roads and Bridges desirable minimum stopping sight distance calculation, employing a driver reaction time of two seconds and a deceleration rate of 2.45 sq. metres per second a visibility splay length of 133.0m is required. The LHA therefore confirm the splay length to the north is acceptable.

Drawing No. T25596 002 Rev. C demonstrates refuse vehicle movements at the site access. The LHA note that for both the right turn in and right turn out manoeuvres the vehicle is required to occupy most of the access. The drawing also shows intervisibility, for a distance of 30.0m, will be provided between vehicles seeking to exit the site and vehicles preparing to enter the access. The LHA is satisfied this will afford smaller vehicles advance warning of larger vehicles, who are required to occupy most of the access when turning, so that the smaller vehicle can give way.

Notwithstanding the above, the Applicant previously submitted a site layout plan (GDA05 PL0002 Rev. E) that suggested the intervisibility splays would be obstructed by Plot 1 and Plot 8. No further site layout has been submitted, which is acceptable given the internal layout is not currently for consideration. Therefore, as part of any future Reserved Matters (RM) application it should be demonstrated the intervisibility splays will not cross any third-party land. The Applicant is also again advised that any direct frontage accesses or private shared driveways should not be located within 10.0m of the junction.

The LHA confirm the Applicant has demonstrated an access that is safe and suitable to serve the proposed development.

Off-Site Implications

As part of the proposals the Applicant intends to amend the 40mph speed limit extents. The Applicant is advised that the LHA will require a £7,500 fee for the implementation of a Traffic Regulation Order in association with the relocation of the speed limit. This would be requested as part of a Section 106 agreement if the planning application is approved.

To the north, as shown on drawing No. T25596 003 Rev. B, the 40mph speed limit signs are to be re-located from the junction of Hill Lane and Ashby Road to part way along Whitwick Road. To the south, as shown on drawing No. T25596 006, the 40mph speed limit sign along with a gateway feature and dragons teeth surface markings are proposed just south of the entrance to Hill Hole nature reserve. The Applicant is advised that red surfacing is no longer used in Leicestershire due to issues about ongoing maintenance. Dragon's teeth markings should be provided in accordance with Standard Drawing SD-1200-48 which is contained within the LHDG. The LHA is satisfied that both matters can be addressed at the detailed design stage of the planning process. The LHA again confirm acceptance of the location of the proposed gateway feature/ speed limit change.

A new 2.0m wide footway is proposed to run south from the access for approximately 50.0m to the Hill Hole nature reserve where Public Footpath R17 commences. To the north a new 2.0m wide footway is proposed to run from the site access for approximately 125.0m which will tie into the existing footway at the junction of Hill Lane and Ashby Road where an uncontrolled pedestrian crossing with tactile paving is to be provided.

As part of the northern footway, the existing junction serving the private drive to the rear of dwellings on Ashby Road will be replaced with a continuous kerb with a dropped kerb vehicular crossing to afford priority for pedestrians on the new section of footway. The LHA acknowledge the Applicant has demonstrated that the proposed footway can be accommodated where it runs alongside the existing ditch and advise that a Local Roads Risk Assessment Process (LRRAP) will be required at the detailed design stage. The Applicant is also advised that where an open watercourse or ditch is near the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of Leicestershire County Council's Ordinary Watercourse Regulation and Culvert Policy. Further information is available at <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>.

The formation of a new footway will result in the reduction of the carriageway width on Hill Lane between the junction of Hill Lane Close and the junction of Ashby Road. Through the previous response the Applicant was advised that an overall carriageway width of 6.75m should be provided between these points given Hill Lane Close serves an industrial estate. The LHA welcome that drawing No. T25596 001 Rev. C shows that a 6.75m wide carriageway will be provided along this section apart from a 20.50m stretch where the on-street parking is to be formalised with white lining. For this section the carriageway width will be 6.30m. The LHA acknowledge the limitations in available space at this point and consider the formalisation of existing on-street parking and formation of additional public footways to be an important aspect of the proposals. Therefore, the LHA accept the carriageway widths as presented and welcome the installation of an additional uncontrolled pedestrian crossing with tactile paving to mitigate the gap in footway provision on the western side of Hill Lane.

Drawing No. T25596 004 Rev. B shows swept path analysis for an 18.55m long HGV undertaking all possible manoeuvres at the junction of Hill Lane and Ashby Road. The drawing also shows there will be suitable forward visibility where HGVs are required to cross into the opposite side of the carriageway so that other vehicles will be able to stop in advance of the junction and wait while an HGV undertakes the required turning manoeuvre.

Previously submitted, drawing No. T25596 007 Rev. A shows that an uncontrolled pedestrian crossing with tactile paving is proposed on Ashby Road to provide access to the south eastbound bus stop. Whilst the crossing width of 7.30m and pedestrian visibility splays are acceptable the LHA remain concerned the crossing may clash with the existing bus stop and are surprised that this matter was not raised through the RSA1. Given the rest of the proposals are acceptable the LHA shall seek to secure the provision of a suitably located crossing point by way of a planning condition. The Applicant remains required to demonstrate the crossing will not clash with the bus stop and this can be done either through this application or via a Discharge of Condition application.

Stage 1 Road Safety Audit (RSA1)

A RSA1 was conducted by RKS Associates during April 2026 with a site visit undertaken during the morning of Thursday 23rd April 2026. The LHA welcome the advance sight given by the Applicant of the RSA1 brief and audit team credentials. The Safety Audit Team examined matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria.

The RSA1 identified the following problems and made the following recommendations. The Designer's Response to each recommendation is also shown below.

Section 2.1- Potential risk of collisions associated with poor drainage. At this stage, no details have been submitted in respect of surface water drainage, the absence of which may result in the collection of surface water which could increase the risk of loss of control collisions. The RSA1 recommends that the detailed design incorporates surface water drainage to mitigate localised flooding/ ponding.

The Designer's Response confirms that management of surface water shall be addressed at the detailed design stage. This response is accepted by the LHA.

Section 2.2- Potential risk of vehicle collisions associated with obstructed visibility at the site access/ junction with Hill Lane. There is concern that any proposed landscaping along Hill Lane may obstruct visibility which may increase the likelihood of failing to give way collisions. The RSA1 recommends that any landscaping is setback and is low-level.

The Designer's Response confirms that all landscaping contained within visibility envelopes will be maintained and below a height of 0.60m. The LHA accept the Designer's Response and shall seek to secure the perpetual provision of the splays through a suitable planning condition.

Section 2.3- Potential collisions at the site access due to insufficient carriageway space. Given refuse vehicles are required to overrun/ traverse the opposing traffic lanes this could lead to an increase in sideswipe or head-on collisions. The RSA1 recommends that the access design should be reviewed and amended to ensure vehicles can safely enter and exit the site without overrunning

the opposing carriageway. Alternatively, it should be ensured that forward visibility is provided at the access to mitigate the risk of vehicle collisions.

The Designer's Response partially accepts the above recommendation. It has been demonstrated that forward visibility can be provided and it is considered that widening of the access would encourage higher vehicular speeds turning in and out of the junction and therefore the access should continue to serve a carriageway with a 5.50m width. The LHA accept the Designer's Response and shall seek to secure the perpetual provision of the intervisibility splays through a suitable planning condition.

Section 2.4- Potential risk of collisions associated with inconsiderate parking on Hill Lane at the approach to the Ashby Road junction. There is concern that inconsiderately or poorly positioned parked vehicles in this location may obstruct forward visibility and reduce the effective carriageway width. This obstruction could increase the risk of vehicle collisions between opposing traffic travelling along Hill Lane, particularly on the approach to the junction. The RSA1 recommends measures should be introduced to discourage on-street parking along the western side of Hill Lane on its approach to the Ashby Road junction in order to mitigate the risk of collisions between opposing traffic travelling along Hill Lane.

The Designer's Response disagrees with the above recommendation as the LHA has requested formalisation of the on-street parking area with white lining. The Response also highlights that there have been no recorded collisions at this location in the latest available five-year period. The Designer considers that formalisation of the on-street parking will provide a safer layout. The LHA concur with the Designer's Response which is accepted.

Section 2.5- Potential risk of collisions associated with setting back of uncontrolled pedestrian crossing facility at the site access. Given the crossing is setback from Hill Lane there is a risk that pedestrians traveling along Hill Lane may attempt to cross directly at the junction where the risk of trip or fall injuries will be greater as pedestrians negotiate full height kerbs. Additionally, vehicles entering the development and stopping to give way to pedestrians using the crossing may increase the risk of rear-end shunt collisions, as drivers travelling along Hill Lane may not anticipate vehicles slowing or stopping at this location. The RSA1 recommends the uncontrolled crossing should be moved closer to the entry onto Hill Lane to accord with the natural crossing desire line. In response and as shown in drawing No. T25596 001 Rev. C, the Designer has relocated the crossing point 2.0m closer to the junction so that it falls generally along pedestrian desire lines. The Designer's Response is accepted.

The LHA confirm the Applicant has provided suitable responses to all problems identified through the RSA1 along with acceptable amendments to the design of the proposals

Highway Safety

The LHA welcome the Applicants engagement to obtain Personal Injury Collision (PIC) data for the period between January 2020 and May 2025. The LHA has undertaken a further review of PICs that have occurred within 500.0m of the site access in the previous five years whereby data is currently available for up until April 2026.

During the above period three PICs have occurred within the study area. A PIC recorded as being 'slight' in severity occurred on Whitwick Road at the junction of the slip road to the A50 (northbound). A PIC recorded as being 'serious' in severity occurred on Whitwick Road at the junction of the slip road to the A50 (southbound). The third PIC occurred on the A50 southbound

slip road and was recorded in resulting in injuries classified as 'slight' in severity. The LHA is satisfied that there are no patterns in the data which are likely to be exacerbated by the proposals.

Public Rights of Way

The southwestern corner of the application site adjoins Public Footpath R17 at Hill Hole nature reserve. R17 is an earth crushed stone track that passes village allotments before exiting into the old core of Markfield Close to Saint Michael & All Angels Church.

The proposals show that the shortest route to Markfield village centre will be via Public Footpath R17. As part of the consultation response to application 21/00387/OUT the LHA sought the provision of a pedestrian link to Upland Drive however the Applicant advised this was not possible. The LHA assume this is again the case for the current application.

The LHA welcome, as stated in Paragraph 1.38 of the previously submitted Technical Note, the Applicants willingness to contribute towards upgrades for Public Footpath R17 by way of a Section 106 Contribution.

Trip Generation

The Applicant has utilised the trip rates previously submitted and agreed by the LHA as part of application 21/00387/OUT. Whilst this data is now quite old the LHA remain of the view that the trip rates are acceptable and unlikely to have significantly changed. The trip rates show the proposed development is likely to generate 46 two-way trips during the AM highway network peak and 50 two-way trips during the PM peak.

The Applicant has used 2011 Census journey to work data for the Hinckley & Bosworth 001 Middle Super Output Area to ascertain the most likely routes vehicular trips will distribute on to the network. The LHA consider the trip distribution to be acceptable.

Junction Capacity Assessments

The trip distribution, part of the previously submitted Transport Assessment shows the proposed development will result in 40 trips passing through the Hill Lane/ Ashby Road junction during the AM peak and 43 trips during the PM peak. During the AM peak 23 trips will turn to/ from the north and 17 to/ from the east. During the PM peak 24 trips will assign to/ from the north and 19 to/ from the east. The LHA support these assertions.

The Applicant has undertaken capacity assessments of the site access and the junction of Hill Lane and Ashby Road using the PICADY module of Junctions 11. The committed developments in accordance with previous LHA advice have been included within the capacity assessments.

To derive baseline traffic flows the Applicant conducted turning count surveys during May 2024. Traffic growth has been factored using TEMPro v8.1 which shows a growth rate of 1.0434 for the AM peak and 1.0447 for the PM peak to derive the impact the development along with committed and proposed developments may have on the junctions in the year 2030. The TEMPro growth factors are accepted by the LHA.

The submitted modelling, which has been validated by the LHA shows that both junctions are considered to operate within capacity with the development in place in all scenarios.

The LHA welcome the Applicants confirmation that, as part of the planning application, a contribution of £4,800 per dwelling will be made towards the A511 Growth Corridor Scheme.

A request for this contribution is included at the end of this response and should be include in the Section 106 agreement.

Internal Layout

Matters pertaining to the internal layout will be considered through a future RM application. At this stage the Applicant is advised that for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHDG. Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found within the LHDG at <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private>.

The LHA welcome the Applicants intention to provide a minimum of two off-street parking spaces for dwellings with up to three bedrooms and three spaces where dwellings with four or more bedrooms are proposed. The Applicant should note that where three spaces are proposed in a tandem arrangement (one of which could be a garage) only the first two spaces will count towards the required minimum parking standards.

Transport Sustainability

The development site is in the northwest corner of the village of Markfield. The LHA has reviewed the submitted Travel Plan Rev. B, created by Hub Transport Planning. The LHA welcome the Applicants intention to provide a £150 sustainable travel voucher per household towards a bike along with secure and undercover cycle parking facilities for each proposed dwelling.

A new public footway from the site will provide continuous pedestrian access to the bus stops on Ashby Road and the LHA welcome the Applicants intention to upgrade the bus stop on either side of Ashby Road to include raised kerbs. First residents are to be issued with two six-month bus passes along with Welcome Travel Packs which can be supplied by the LHA at a cost of £52.85 per pack.

The LHA confirm that the Travel Plan contains a suitable action plan, measures/ targets to encourage sustainable travel along with appropriate monitoring details. A Travel Plan Coordinator is to be appointed three months prior to first occupation and shall remain in post for the five-year monitoring period.

Leicestershire County Council will require a monitoring fee of £6000 for the site.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Ridge drawing number T25596 001 Rev. C have been implemented in full. Vehicular and pedestrian visibility splays 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 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, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

2. No part of the development hereby permitted shall be occupied until such time as 30 metre vehicular intervisibility splays as shown on Ridge drawing number T25596 002 Rev. C have been provided at the site access. These shall thereafter not cross third-party land and will 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).

3. No part of the development shall be occupied until such time as the offsite works shown on Ridge drawing number No. T25596 003 Rev. B 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).

4. No part of the development shall be occupied until such time as the offsite works shown on Ridge drawing number T25596 003 Rev. B and Ridge drawing number T25596 006 Rev. C have been implemented in full. For clarity this entails re-location of the existing speed limit terminals, amendments to the carriageway on Hill Lane, formalisation of on-street parking through white lining, provision of new public footways, uncontrolled pedestrian crossings with tactile paving and a new gateway entrance feature with appropriate surface dressing.

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).

5. Prior to any commencement on site, a highway improvement scheme to provide an uncontrolled pedestrian crossing with dropped kerbs and tactile paving to serve the south eastbound bus stop on Ashby Road (opposite 41 – ID260011105) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be available for use prior to first occupation of any dwelling of the development hereby permitted.

REASON: To promote the use of sustainable modes of transport, in the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

6. The measures and incentives included in the Travel Plan Revision B created by Ridge, dated 7th May 2026 shall be implemented in full from first occupation unless an alternative timetable is submitted to and approved in writing by the Local Planning Authority.

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).

7. 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.

Contributions

To comply with Government guidance in the National Planning Policy Framework and commensurate with Leicestershire County Council Planning Obligations Policy, the following contributions would be required in the interests of encouraging sustainable travel to and from the site, reducing private car use and mitigating a severe impact upon the highway:

1. A Residential Travel Plan monitoring fee of £6,000 for Leicestershire County Council's Travel Plan Monitoring System.

Justification: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

2. 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.

Justification: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the planning application.

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

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

4. Six-month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at £632.50 per pass).

Justification: To encourage residents to use bus services as an alternative to the private car.

5. Improvements at the two nearest bus stops (outside 59 – ID260011104 and opposite 41 – ID260011105, Ashby Road, Markfield) comprising of a raised kerb (£4950 per stop). Total Cost of £9,900.

Justification: To mitigate the impact of the development, in the interests of encouraging

sustainable travel to and from the site, achieving modal shift targets and in accordance with the National Planning Policy Framework (2024).

6. A contribution of £321,600 (£4,800 per dwelling) towards the Coalville Transport Strategy.

Justification: To mitigate the otherwise severe impact of the development on the A511/ A50 corridor.

7. A proportional contribution towards improvements to Public Footpath R17 as considered appropriate by Hinckley & Bosworth Borough Council in consultation with Leicestershire County Council.

Justification: To accommodate the impact from this development in the interests of amenity, safety and security of users of the Public Right of Way in accordance with the National Planning Policy Framework (2024).

8. A £7,500 contribution toward the consultation process for the relocation of the existing 40/ national speed limit on Hill Lane and Ashby Lane, Markfield.

Justification: To maintain free-flowing traffic along Hill Lane and Ashby Road. Springwell Lane and to ensure the safe operation of the proposed new junction and amended Hill Lane/ Ashby Road junction.

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the LHDG which is available at <https://www.leicestershirehighwaydesignguide.uk/>.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the LHDG (link above).
- A minimum of six 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 S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues

which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing.

- Full width carriageway resurfacing will be required across the length of the access to eliminate joints and potential weak points in the carriageway and reduce the chances of differential settlement.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertake stating that they are unaffected. If Statutory Undertakers are affected the response letter, estimate of works and plan of the works will be required.
- Where an open watercourse or ditch is in close proximity to the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of Leicestershire County Council's Ordinary Watercourse Regulation and Culvert Policy. Further information is available at <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>. Suitable headwalls and aprons should be provided where the pipes outfall into the ditches, as per Part 5e of the LHDG. Ideally, the end of the pipe should be directed so it discharges at an angle less than 60 degrees to the direction of flow in the ditch or watercourse.

Date Received
21 May 2026

Case Officer
Simon Herbert

Reviewer
DH

Date issued
29 May 2026