

Pell Frischmann (PF) originally received comments from Leicestershire County Council (LCC) Highways on **17 November 2025** in relation to the above scheme and subsequently responded to these comments in a tracker dated **5th February 2026**.

Further comments from LCC Highways were received on **9th June 2026** and this tracker has been produced to address these comments.

The tracker is set out in Table 1 and includes LCC comments and PF responses.

Appendix 1 contains a full copy of LCC Highways latest comments and **Appendix 2** includes PF's revised drawings.

APPLICATION DETAILS

Planning Application Number: 25/00990/FUL

Highway Reference Number: 2025/0990/04/H

Application Address: Land Off Station Road, Bagworth

Application Type: Full

Description of Application: Full Planning Permission for the Erection of 46 Dwellings, Formation of Access, Associated Landscaping and Attenuation Pond

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: A R Cartwright Limited

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

Parish: Bagworth & Thornton

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Table 1: LCC Highways Response Tracker (June 2026)

Ref.	LCC Comments	PF Response
1.	Background The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the: 'Erection of 46 dwellings, formation of access, associated landscaping and attenuation Pond.' The proposals are on land off Station Road, Bagworth, Leicestershire.' Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide (LHDG) within this report. These are identified in bold, underlined and in blue text. The LHA have previously responded to the LPA on 17 November 2025 and again on 31 March 2026 via email requesting further information, this included: • Submission of a Stage One Road Safety Audit • Removal of footway to the northwest of the access within the highway extent • Drive lengths • Garage dimensions and • Various other matters relating to the adoptability of the site. In relation to the LHAs previous observations the Applicant has provided the following documents: • Site Layout, drawing number 04L • Revised Design and Access Statement and • Single Garage Plots 31,4 & 44, drawing number 31a The Applicant is yet to provide a Stage One Road Safety Audit with a suitably worded designer's response. As previously stated within the LHAs observations provided to the LPA on 17 November 2025, whilst the access may be suitable in principle for the scope of development, the LHA draw the Applicants attention to the section of the LHDG titled 'When Road Safety Audits are required by the Council', which states: 'Works under Section 278 agreements: The council will require Stage 1, 2, 3 and 4 Road Safety Audits for all works. The council will normally require a Stage 1 Road Safety Audit to be carried out when a planning application is submitted.' Given the above, the LHA would request the submission of a Stage One Road Safety Audit (RSA1) at this stage along with a suitable Designer's Response and amended, scaled plans if required.	N/A

Ref.	LCC Comments	PF Response
	The LHA previously noted that on the drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H the access has a 2m footway either side of the access. This drawing demonstrated the footway to the north of the site terminating within the site as expected, all other supporting documents including the revised drawing titled 'Site Layout', drawing number 04L demonstrate this footway terminating within the public highway. This matter should be rectified. The LHA are now satisfied that all driveway lengths accord with the LHDG. The Applicant has now provided garage floor plans, and the LHA are satisfied these accord with the LHDG.	
2.	Material Planning Considerations As stated above, the LHA confirms that the Applicant is required to provide a RSA1 along with Designers Response with amended, scaled plans if necessary.	Following 'in principle' agreement from LCC Highways to the access arrangements and internal layout, PF will issue a GG119 compliant Stage 1 RSA Brief for sign-off prior to sending to the independent audit team.
3.	Adoptability There are less than six plots fronting onto / being directly served by the road for plots 19,20,21 & 26, in line with Policy 5 of the LHDG this should be redesigned to increase the number of frontages or not be proposed for adoption. Therefore, the Applicant should confirm if this part of the layout is proposed for adoption or will remain private. Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. 60m. Further information can be found within Table 20 of the LHDG. The bends o/s plots 4 and 27 do not meet the requirements for a speed control feature as their inner radius exceeds 8m. Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information please see Figure 31 of the LHDG.	The access road physically fronts four dwellings (Plots 19–21 and 26). However, in functional and operational terms it serves eight dwellings in total, as the remaining four units (Plots 22–25) are wholly reliant on this same access. Therefore, the access road must properly be assessed as serving eight dwellings when considering its suitability for adoption and its compliance with Policy 5 of the LHDG. On this basis, the design and function of the access road align with the criteria set out in Policy 5 for circumstances in which the Council will adopt a residential access. <u>LCC Highways guidance seeks a minimum of six dwellings directly fronting or serving a street for the Council to adopt.</u> Adjacent to plots 4 and 27 a raised plateau has been proposed with a minimum length of length of 14.8m and 9.5m respectively which can be seen on PF Drawing 109538 - PEF - ZZ - XX - D - H – 00005 P03 and is attached at Appendix 2. The submitted vehicle-tracking evidence confirms that all cul-de-sac-style private drives—whether proposed for adoption or to remain unadopted—have been designed with an

Ref.	LCC Comments	PF Response
	A turning head should be provided at the end of all cul-de-sacs or wherever vehicles would otherwise have to reverse over 20m or more. Please see Figure 12 of the LHDG for further information. The Applicant should please provide refuse vehicle tracking of the site in accordance with the section of the LHDG titled 'Swept Path Analysis'. The visitor parking bays proposed within the highway extents should be removed from the layout, however, if these are to be offered for adoption the Applicant could provide a commuted sum.	appropriate turning-head arrangement. As a result, vehicles are able to enter, turn within, and exit these private drives without the need to reverse more than 20 metres. All vehicle tracking (refuse vehicle, fire tender and car) has been undertaken using a minimum modelling speed of 15 kph in the forward direction and 2.5 kph in reverse, as set out on PF drawings 109538-PEF-ZZ-XX-D-H-00002 P04 and 109538-PEF-ZZ-XX-D-H-00004 P02 presented in Appendix 2. The visitor parking bays are being removed from the layout.

Revised drawings are as follows and are contained in **Appendix 2**: -

- 109538-PEF-XX-XX-D-H-000002 P05 Refuse Vehicle and Fire Tender Tracking
- 109538-PEF-XX-XX-D-H-000003 P04 Visibility Assessment
- 109538-PEF-XX-XX-D-H-000004 P03 Car Tracking Assessment
- 109538-PEF-XX-XX-D-H-000005 P03 Highway Review - Road Alignment, Turning Heads, Speed Restraints, Dimensions

Appendix 1 – LCC Highways Response dated 9th June 2026

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: 25/00990/FUL

Highway Reference Number: 2025/0990/04/H/R2

Application Address: Land Off Station Road, Bagworth

Application Type: Full

Description of Application: Re-consultation. Full Planning Permission for the Erection of 46 Dwellings, Formation of Access, Associated Landscaping and Attenuation Pond

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: A R Cartwright Limited

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

Parish: Bagworth & Thornton

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

*'Erection of 46 dwellings, formation of access, associated landscaping and attenuation Pond.'
The proposals are on land off Station Road, Bagworth, Leicestershire.'*

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](#)) within this report. These are identified in bold, underlined and in blue text.

The LHA have previously responded to the LPA on 17 November 2025 and again on 31 March 2026 via email requesting further information, this included:

- Submission of a Stage One Road Safety Audit
- Removal of footway to the northwest of the access within the highway extent

- Drive lengths
- Garage dimensions and
- Various other matters relating to the adoptability of the site.

In relation to the LHAs previous observations the Applicant has provided the following documents:

- Site Layout, drawing number 04L
- Revised Design and Access Statement and
- Single Garage Plots 31,4 & 44, drawing number 31a

The Applicant is yet to provide a Stage One Road Safety Audit with a suitably worded designer's response. As previously stated within the LHAs observations provided to the LPA on 17 November 2025, whilst the access may be suitable in principle for the scope of development, the LHA draw the Applicants attention to the section of the LHDG titled ['When Road Safety Audits are required by the Council'](#), which states:

'Works under Section 278 agreements:

The council will require Stage 1, 2, 3 and 4 Road Safety Audits for all works. The council will normally require a Stage 1 Road Safety Audit to be carried out when a planning application is submitted.'

Given the above, the LHA would request the submission of a Stage One Road Safety Audit (RSA1) at this stage along with a suitable Designer's Response and amended, scaled plans if required.

The LHA previously noted that on the drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H the access has a 2m footway either side of the access. This drawing demonstrated the footway to the north of the site terminating within the site as expected, all other supporting documents including the revised drawing titled 'Site Layout', drawing number 04L demonstrate this footway terminating within the public highway. This matter should be rectified.

The LHA are now satisfied that all driveway lengths accord with the LHDG.

The Applicant has now provided garage floor plans, and the LHA are satisfied these accord with the LHDG.

Material Planning Considerations

As stated above, the LHA confirms that the Applicant is required to provide a RSA1 along with Designers Response with amended, scaled plans if necessary.

Adoptability

There are less than six plots fronting onto / being directly served by the road for plots 19,20,21 & 26, in line with [Policy 5](#) of the LHDG this should be redesigned to increase the number of frontages or not be proposed for adoption. Therefore, the Applicant should confirm if this part of the layout is proposed for adoption or will remain private.

Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx.

60m. Further information can be found within [Table 20](#) of the LHDG. The bends o/s plots 4 and 27 do not meet the requirements for a speed control feature as their inner radius exceeds 8m.

Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information please see [Figure 31](#) of the LHDG.

A turning head should be provided at the end of all cul-de-sacs or wherever vehicles would otherwise have to reverse over 20m or more. Please see [Figure 12](#) of the LHDG for further information.

The Applicant should please provide refuse vehicle tracking of the site in accordance with the section of the LHDG titled '[Swept Path Analysis](#)'.

The visitor parking bays proposed within the highway extents should be removed from the layout, however, if these are to be offered for adoption the Applicant could provide a commuted sum.

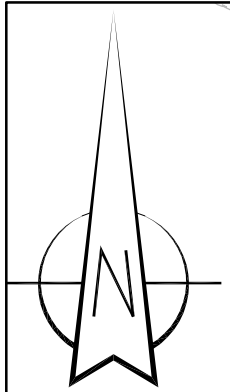
Date Received
19 May 2026

Case Officer
Neal Chantrill

Reviewer
DH

Date issued
9 June 2026

Appendix 2 – PF Revised Drawings

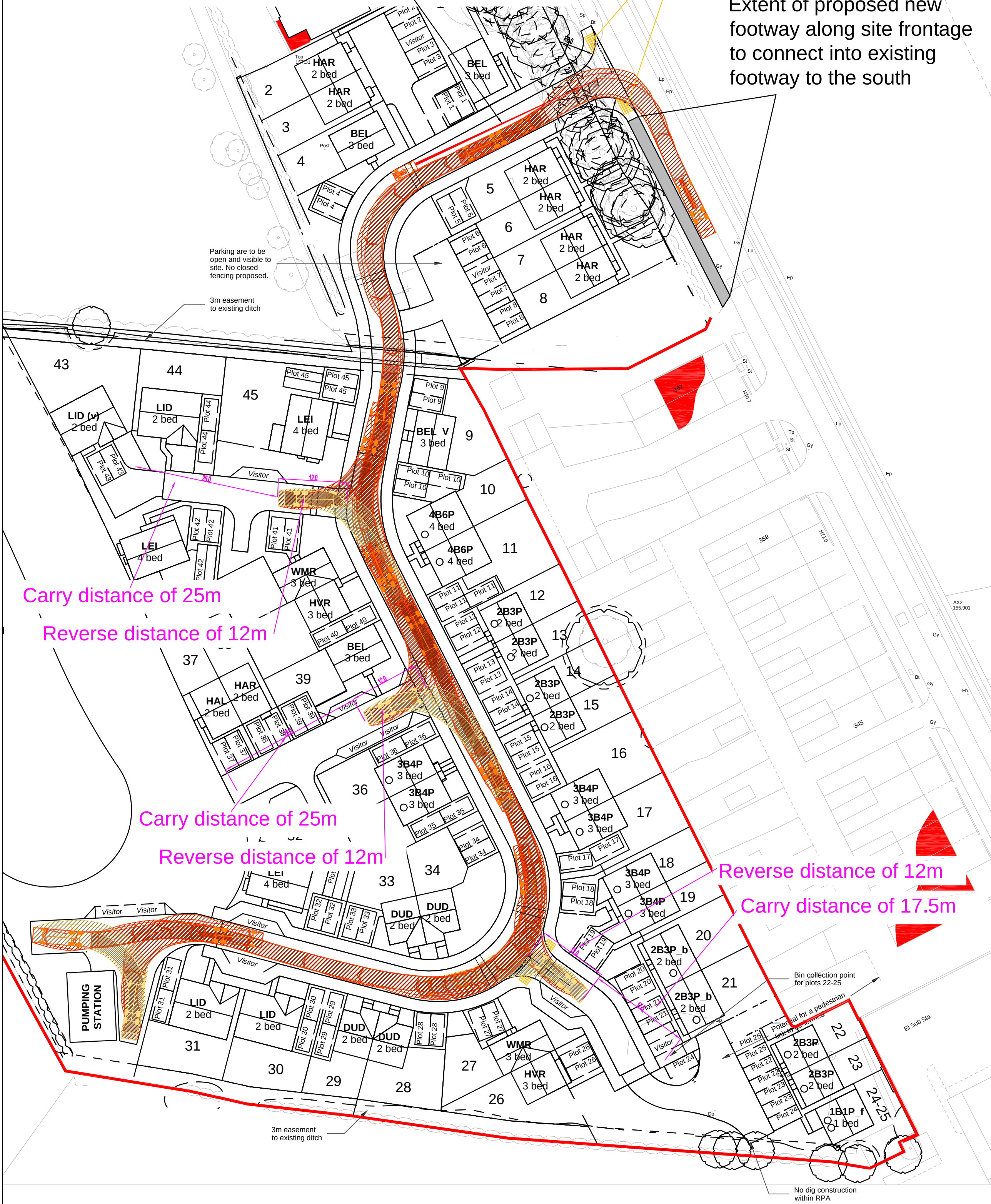


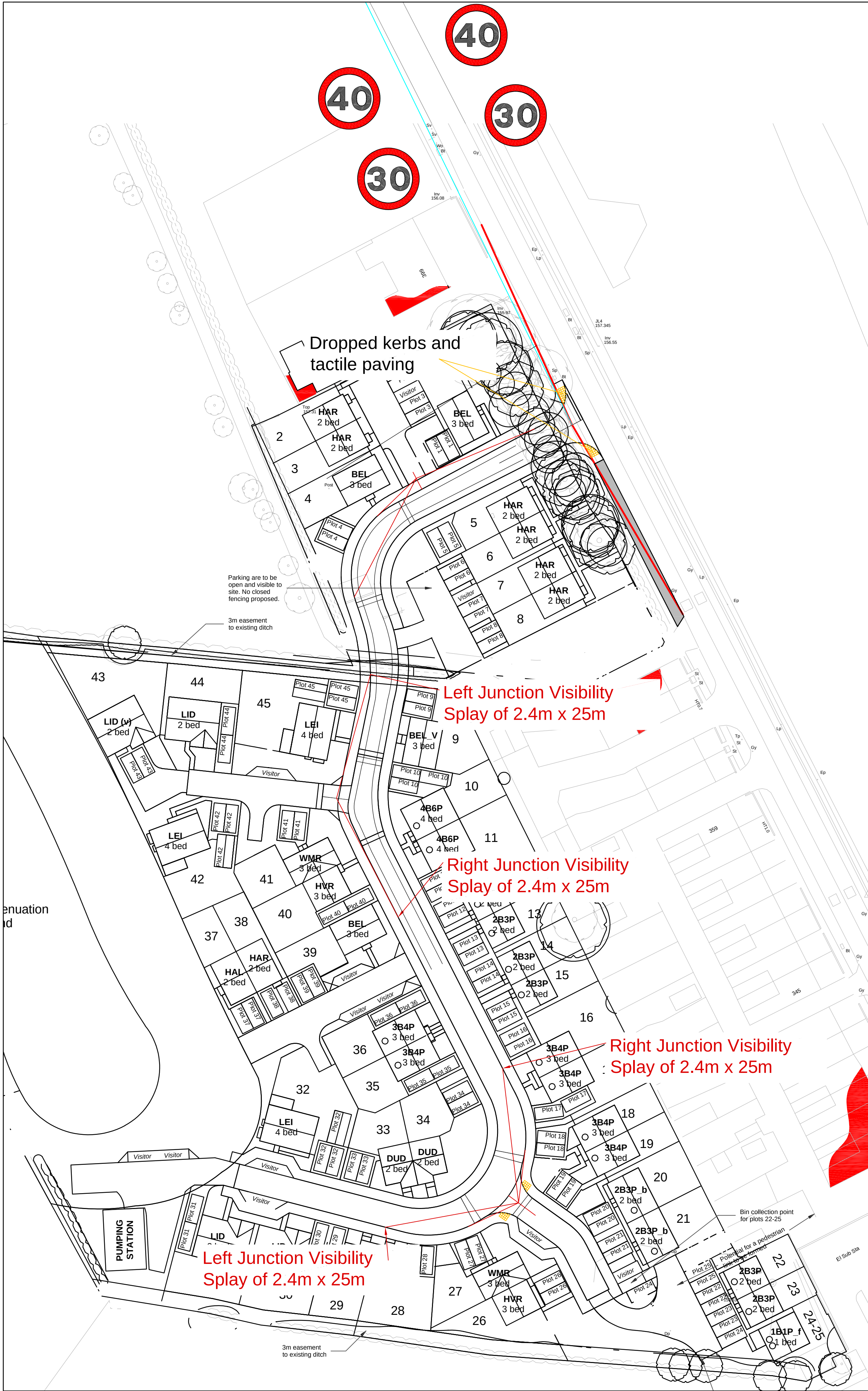
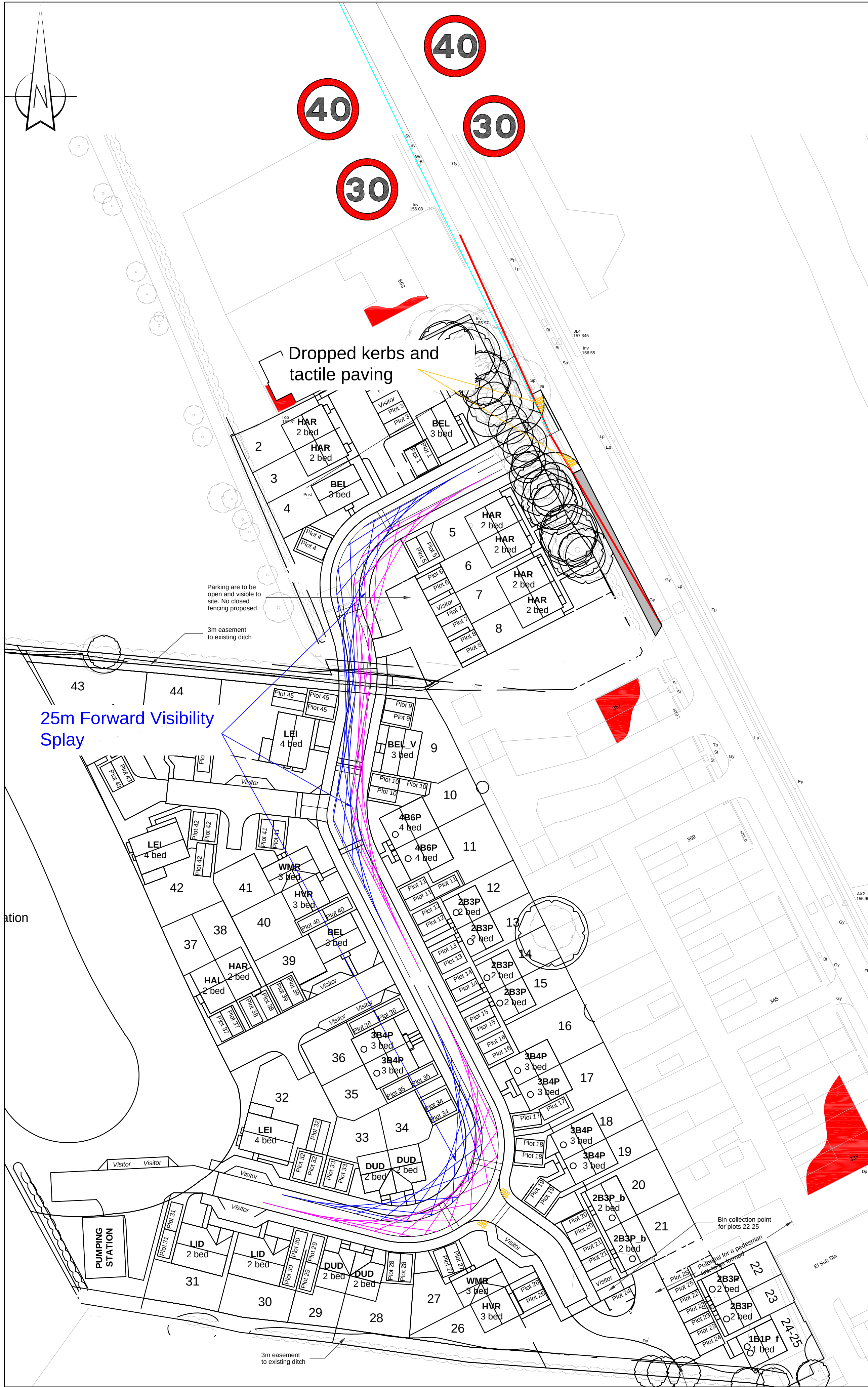
Swept Path Assessment for Refuse Vehicle

Minimum available intervisibility of 39m between a refuse vehicle seeking to enter the site and a vehicle approaching the give way line (leaving the site)

Dropped kerbs and tactile paving

Extent of proposed new footway along site frontage to connect into existing footway to the south





NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Refuse: Maximum reverse distance is 12m and maximum bin carry distance is 25m.
4. Fire Tender: Maximum reverse distance is 20m and maximum distance from dwelling is 45m.
5. Internal visibility of 25m for 20mph speed limit.

KEY:

PO4	Speed Restraint Features Added	AB	AB	MA	10.06.26
PO3	Revised Masterplan Layout	AB	AB	MA	04.02.26
PO2	Transport Statement	AB	AB	MA	07.10.25
PO1		XX	XX	XX	00.00.00
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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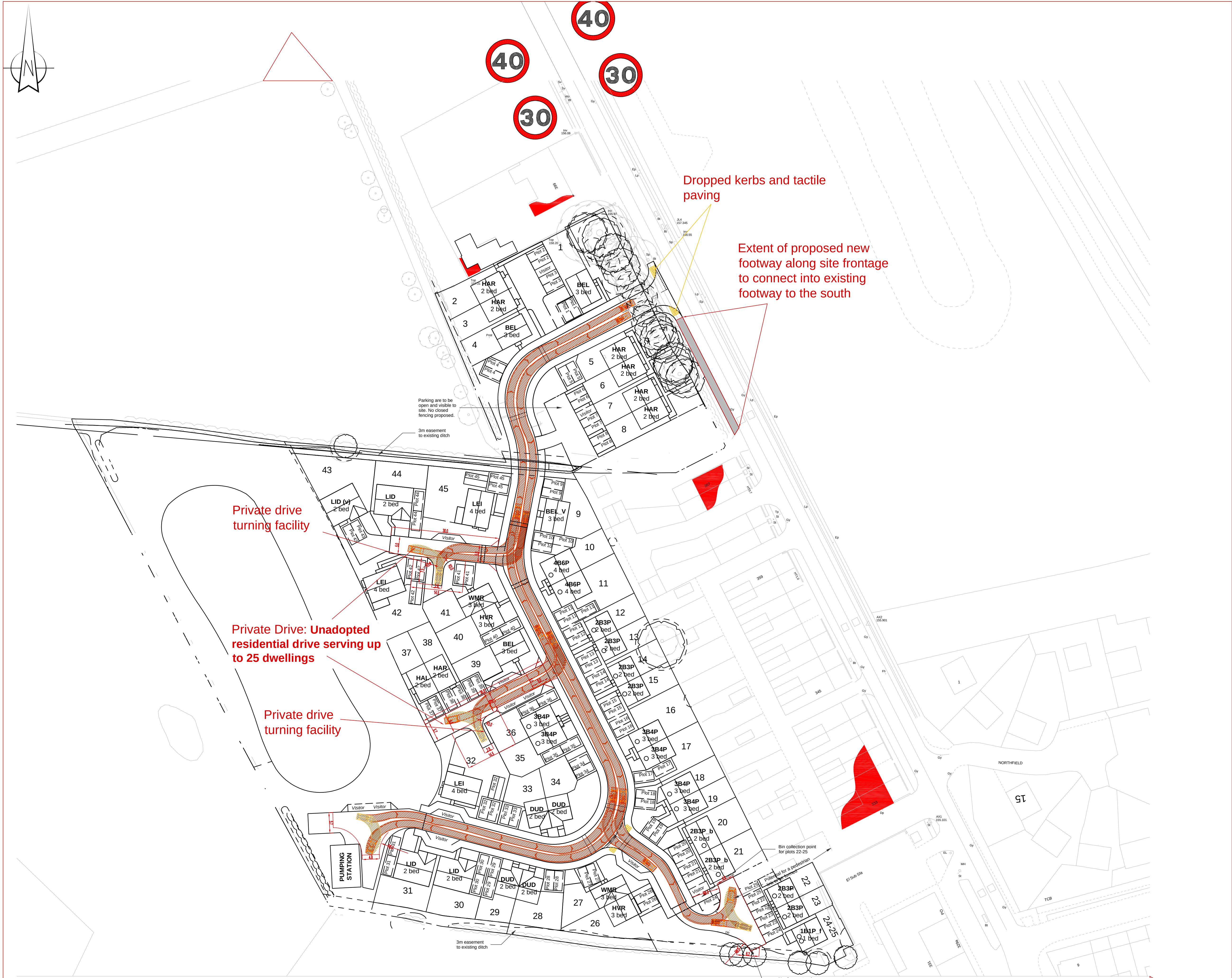
Client: **Cartwright Homes**

Project: **Station Road, Bagworth**

Drawing Title: **Visibility Assessment**

	Name	Date	Scale
Drawn	GR	10.06.25	1:500
Designed	GR	10.06.25	Status Code
Checked	AB	10.06.25	XX
Approved	MA	10.06.25	Preliminary

Project No. **109538 - PEF - ZZ - XX - D - H - 00003** Revision **P04**



NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. Refuse: Maximum reverse distance requirement is 12m and maximum bin carry distance requirement is 25m.
4. Fire Tender: Maximum reverse distance requirement is 20m and maximum distance requirement from dwelling is 45m.

KEY:

DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.623m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m

P03	Speed Restraint Features Added	AB	AB	MA	10.06.26
P02	Revised Masterplan Layout	AB	AB	MA	15.01.26
P01	Transport Statement	AB	AB	MA	07.10.25
REV	DESCRIPTION	DRN	CHK	APP	DATE

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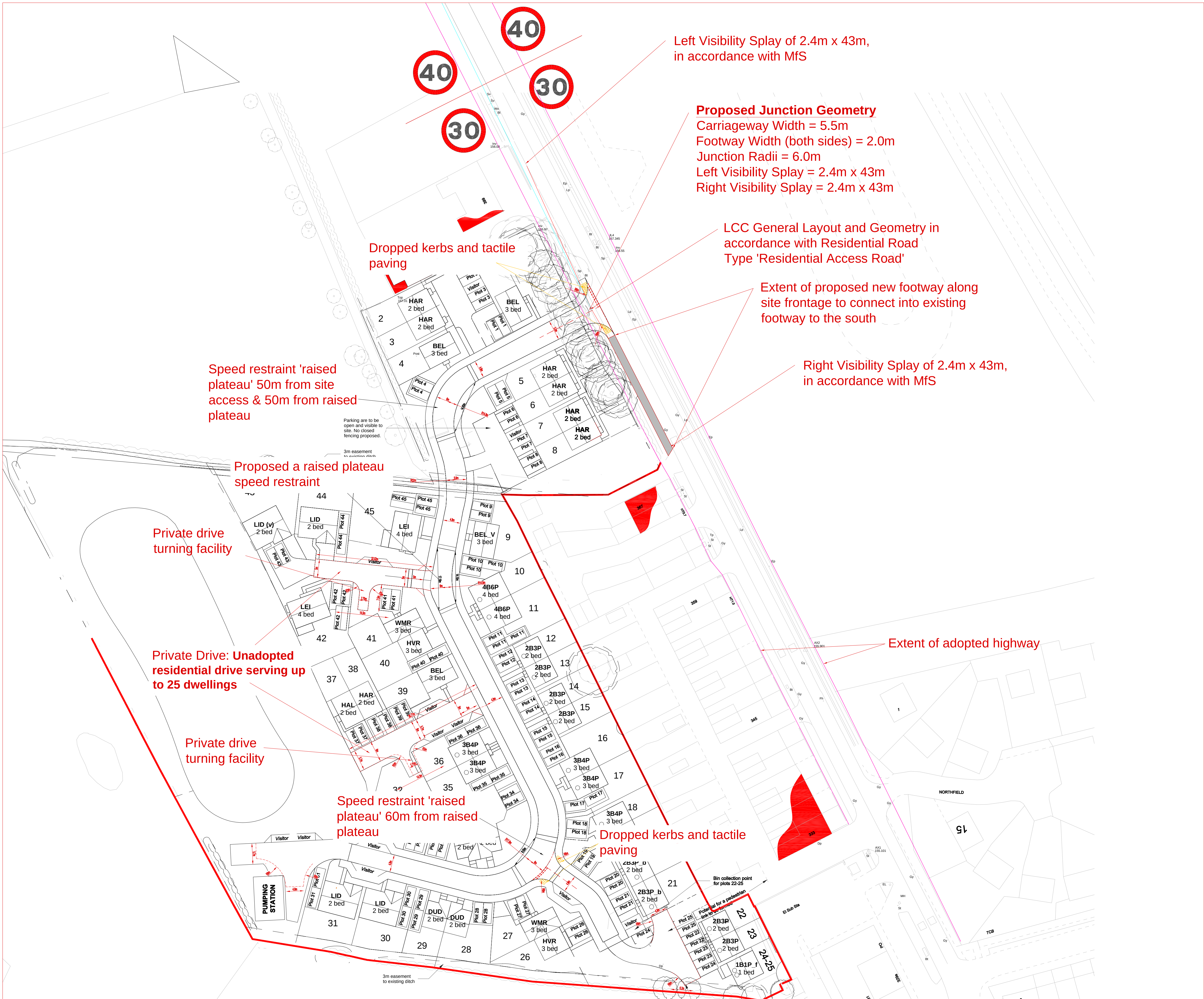
Client
Cartwright Homes

Project
Station Road, Bagworth

Drawing Title
Swept Path Assessment Car

	Name	Date	Scale	1:500
Drawn	GR	10.06.25	Status Code	SX
Designed	GR	10.06.25	Drawing Status	Preliminary
Checked	AB	10.06.25		
Approved	MA	10.06.25		

Project No.	Revision
109538 - PEF - ZZ - XX - D - H - 00004	P03



- NOTES:
1. Do not scale from this drawing, work to figured dimensions only.
 2. Dimensions are in metres unless stated otherwise.
 3. Refuse: Maximum reverse distance requirement is 12m and maximum bin carry distance requirement is 25m.
 4. Fire Tender: Maximum reverse distance requirement is 20m and maximum distance requirement from dwelling is 45m.
- KEY:

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Client
Cartwright Homes

Project
Station Road, Bagworth

Drawing Title
**Highway Review -
Road Alignment, Turning Heads,
Speed Restraints, Dimensions**

	Name	Date	Scale	1:500
Drawn	GR	27.01.26	Status Code	SX
Designed	GR	27.01.26	Drawing Status	Preliminary
Checked	AB	27.01.26		
Approved	MA	27.01.26		

Project No.
109538 - PEF - ZZ - XX - D - H - 00005

Revision
P03