

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: 26/00257/OUT

Highway Reference Number: 2026/0257/04/H/R1

Application Address: Land South Of Cunnery Close Barlestone Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for the erection of up to 158 dwellings (all matters reserved access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Congleton Gladman Developments

County Councillor: Mallory ED - Mark Bools CC

Parish: Osbaston

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 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 Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for a residential development of up to 158 dwellings at Land South of Cunnery Close, Barlestone. All matters other than access are reserved at this stage.

The LHA previously advised that additional information was required from the Applicant within its initial response to the application dated 22nd May 2026, notably:

- Provision of the Parking Beat Survey data;
- Swept path analysis of the site access for an 11.2m length refuse vehicle, pantechnicon, and fire appliance;
- Details of the pedestrian access to Manor Road;
- Further information in respect of the emergency access, in the event this is required by the emergency services, including swept path analysis and visibility splays. Otherwise, this should be removed;

- Further consideration of trip rates and the use of the Pan Regional Transport Model (PRTM) in distributing trips on to the network;
- Capacity assessments of all relevant junctions following the PRTM exercise;
- Confirmation of survey permits for those traffic surveys where the LHA does not hold records of such a permit; and
- An updated Travel Plan.

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

- Technical Note 01 (TN01) dated 14th September 2026

Parking Beat Survey

The LHA previously advised that the Applicant had not provided the data from their parking beat survey. This has now been provided in Appendix B of the TN. The survey was undertaken on Thursday 27th November 2025 between 07:00 - 19:00, with the locations of vehicles parked in the vicinity of the site access and the Cunnery Close/ Manor Road junction recorded each hour. The LHA accepts there does not appear to be too much difference between the results of the Applicants survey and the LHA's own assessments of parking in the area. On this basis the LHA accepts the Applicants results.

Site Access

Vehicular Access

The LHA previously requested swept path analysis is undertaken of the site access to a design speed of 15KPH. This is now shown for an 11.20m refuse collection vehicle, pantechicon and fire tender on Prime drawing number P25081-004, within Appendix C of TN01. This is accepted by the LHA.

Pedestrian Access

The LHA previously requested details of the pedestrian access to the site, which would link to Manor Road. This has now been detailed on Prime drawing number P25081-003, included within Appendix C of the TN. This is welcomed by the LHA.

Emergency Access and Single Point of Access

The LHA previously requested the Applicant demonstrated visibility splays at the emergency access and it was unclear if appropriate splays could be achieved based on the recorded speeds of passing traffic. It was also advised the dimensions of the fire tender used as well as the design speed used has not been demonstrated. Swept path analysis would need to be shown in all directions for an 11.2m length refuse vehicle, pantechicon, and fire appliance. The LHA advised it considered there was little justification for the addition of an emergency access to the site, however should any of the emergency services provide confirmation that such an access is required, the LHA would consider the proposals. Previously provided responses from the Police and Fire service did not confirm the access as necessary.

The Applicant has stated they consider the provision of visibility splays at the access to be excessive, given it would be used in exceptional, highly unlikely circumstances whereby the main access was blocked, and a second emergency occurred within the site. Nevertheless, the Applicant has demonstrated the achievable visibility splays at the proposed emergency access on Prime drawing number P25081-002 Rev. E, available within Appendix C of the TN.

The drawing details visibility splays of 2.4m x 43m can be achieved with a 0.65m offset from the carriageway edge to the north of the access and a splay of 2.4m x 27m can be achieved with a 1.0m offset from the carriageway edge to the south. Based on Manual for Streets guidance and recorded northbound vehicle speeds of 25.5mph, a splay of 2.4 x 34m would be required, meaning the splay would be 7m short of the guidance to the south.

Swept path analysis of a fire tender has been provided along with the vehicle dimensions, however the design speed has not been detailed. It is noted the vehicle tyres may travel over the verge when turning left in/ right out of the access.

The LHA continue to advise it does not believe that the access is necessary and should be removed from the proposals. In the event confirmation is provided from any of the emergency services that such an access is required, the LHA would consider the proposals further.

Highway Safety

The LHA previously advised there appeared to be no specific trends or cluster sites in the submitted Personal Injury Collision data and accepted the Applicants conclusion that there is no evidence to suggest that there are any existing safety issues that could be exacerbated by the proposed development.

Trip Generation/ Junction Capacity Assessments/ Off-Site Implications

The LHA has previously advised the Applicant should reconsider their trip rates. In addition, it was advised that the PRTM is used to provide an up-to-date assessment of the impact the development may have on the surrounding highway network. Details of survey permits were also required for some of the traffic surveys.

The Applicant has advised within the TN that the technical comments raised by LCC Highways, primarily in relation to the use of its PRTM and the associated junction capacity assessments, will be addressed within a separate TN.

The LHA continues to liaise with the Applicant on this matter, and no further comments can be provided at this stage.

Details of the survey permits have been submitted to the LHA, and the surveys can now be accepted for the Manor Road/ Cunnery Close and A447/ Barton Road/ Lount Road junctions.

Internal Layout

The LHA have no further comments in respect of the internal layout of the development at this stage and those raised previously remain in full, the previous comments are provided below for information.

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. It is noted that the main spine road is proposed to be in a loop in order to provide two access routes for the majority of dwellings within the site, which would be welcomed. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the Leicestershire Highway Design Guide (LHDG) if they wish for the internal development roads to be put forward for adoption. However, it should be noted at this stage that the access off Cunnery Close is not to the LHDG minimum standard to serve 158 dwellings. The minimum standard is 5.5m carriageway, with 2m footway either side. The proposals would lack a 2.0m footway on one side.

The land adjacent to the existing 'turning head' area on Cunnery Close is not highway, nor is it LCC maintained. The Applicant risks being unable to obtain sufficient land to provide an adoptable standard access point to any development of more than 50 dwellings. At present, whilst the layout is not to be considered at this stage and adoptability is not a material planning consideration, the LHA advise at this stage the proposed development would need to remain private.

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 Applicant has noted the previous comments raised by the LHA in respect of the submitted Travel Plan and has stated that they would accept a condition to provide an updated travel plan.

Construction Traffic

The Applicant has noted the previous comments raised by the LHA in respect of construction traffic and stated they would accept a condition requiring the preparation and submission of a Construction Management Plan.

Closing

In summary, the following information should be submitted to the LPA for consideration by the LHA:

- Further information in respect of the emergency access, in the event this is required by the emergency services, including swept path analysis and visibility splays. Otherwise, this should be removed;
- Further consideration of trip rates and the use of the Pan Regional Transport Model (PRTM) in distributing trips on to the network; and
- Capacity assessments of all relevant junctions following the PRTM exercise.

Date Received **Case Officer**
15 September 2026 **Ben Dutton**

Reviewer
DH

Date issued
29 September 2026