

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



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

APPLICATION DETAILS

Planning Application Number: 24/01079/OUT

Highway Reference Number: 2024/1079/04/H/R3

Application Address: Land North of Station Road Market Bosworth Nuneaton Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for up to 126 dwelling (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Market Bosworth

Road Classification: Class C

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

The Local Highway Authority 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 & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of up to 126 dwellings at land north of Station Road, Market Bosworth. All matters other than access are reserved at this stage. The LHA has previously responded to the proposals on 13th March 2025 and 23rd June 2025 and advised that additional information was required in respect of the proposals, most recently this includes:

- Further information in respect of the proposed track access;
- Provision of a ghost right turn lane at the main site access, which takes into consideration approved application reference 24/01157/HYB in terms of that site access and the proposed chicanes as well as bus stop/ raised kerb locations;
- A Stage 1 Road Safety Audit (RSA1) of the site access and Designer's Response to any problems raised;
- Updated capacity assessment for the A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction which includes live application reference 24/01061/OUT and all live

developments as part of a sensitivity test. As well as amended junction modelling as detailed; and

- Provision of an updated Travel Plan;

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

- Technical Note TN01 (authored by Hub Transport Planning Ltd. and dated 24th June 2025);
- Hub drawing number 001 Rev. E (Proposed access layout plan);
- Hub drawing number 002 Rev. C (proposed site access swept path analysis 002);
- Hub drawing number 003 Rev. C (proposed site access swept path analysis 003);
- Hub drawing number 005 Rev. A (Proposed control of existing access);
- Hub drawing number 006 (Swept path analysis of egress by vehicles from properties 255-269 Station Road);
- Stage 1 Road Safety Audit (RSA1) dated 26th June 2025; and
- Travel Plan Rev. A (authored by Hub Transport Planning Ltd. and dated 25th June 2025).

Site Access

Track Access

The LHA previously advised that it was unclear why this access needed to be retained and vehicles to Wharf Farm could not use the proposed main vehicular access.

The LHA advised it would not seek to adopt the track access, or an [emergency access](#) to the site, given the scale of development proposed. The LHA therefore requested details in respect of the volume of daily traffic which would use this access, as well as the type of vehicles. It was also stated that measures to prevent unauthorised vehicular access would also be required. In addition, the LHA still required clarification on the daily level of use as well as types of vehicles which would use the access.

The Applicant has stated within the TN that they do not hold any information in respect of the volume or type of vehicles which currently use the existing track access, but it is envisaged the level of use will not change as the access is only for the use of residents of Wharf Farm. Hub drawing number 005 Rev. A has also been submitted, which details a telescopic bollard would be installed at the access to prevent unauthorised use. In addition, the Applicant has stated there appears to be no safety issue with the existing track access and that it is not proposed to be reconfigured.

The raising bollard location meets the requirements of the [Leicestershire Highway Design Guide](#) (LHDG) Standard Drawing SD/1100/09, whereby access gates are located 11m back from the kerbline. The applicant would need to ensure that a vehicle (e.g. tractor and trailer) waiting to proceed down the private access does not block the Station Road carriageway.

The LHA advises the LPA that whilst it continues to see no need for the track access to be retained and the preference would be for this to be removed, it would be difficult to seek to resist the proposals on this element of the proposed development.

Main Vehicular Access

The LHA previously requested that a ghost right turn lane was provided at the site access due to the level of traffic which could be generated by the development, alongside committed development traffic for Kyngs Golf Club.

The Applicant has responded within the TN that the use of Design Manual for Roads and Bridges (DMRB) in respect of the ghost right turn lane is inappropriate given the location of the site, which is not on a trunk road and that Manual for Streets is the most appropriate guidance to use.

Furthermore, it has been stated that the approach does not appear to have been consistent with other applications in the area and that following DMRB guidance in such a way leads to the conclusion that any development of approximately 80+ dwellings would be expected to require a ghost right turn lane.

The LHA previously detailed why it considered a ghost right turn lane was necessary as part of the proposed development, given the volume of traffic that could be generated over and above that consented at Kyngs Golf Club. This would all be from a single point of access and, in the absence of any other guidance, the DMRB is considered the most appropriate guidance to follow.

Notwithstanding the above, the Applicant has submitted Hub drawing number 001 Rev. E, which provides details of a ghost right turn lane to access to the site. Revision E of the drawing takes on board recommendations from an independent RSA1.

Whilst the LHA welcomes the provision of the ghost right turn lane, the following comments are provided in respect of the site access design:

Safety Audit

- An independent RSA1 has been provided, along with the designer's responses to the issues raised in the audit. The responses provided by the designer are accepted except for Problem 2.2. The response states that the largest sized vehicle using the access will be a refuse vehicle, but swept paths have been provided for a bus. The applicant should also ensure that the required intervisibility can be achieved within the extents of the adopted highway, whether that be existing or proposed.

Hub drawing number 003 Rev. C

- The LHA advise a vehicle speed of 15kph is used for [swept path analysis](#). A note should be added to the drawing confirming this.
- The right turn manoeuvre does not appear to show the bus using the right turn lane to pull in, wait for the carriageway to be clear of oncoming vehicles, and then turn into the access. It instead shows the vehicle essentially cutting the corner. This should therefore be revised.
- The drawing shows that there is insufficient space for vehicles to enter and exit the junction simultaneously. It is advised that enough intervisibility is achievable, between the driver of a vehicle attempting to turn left off Station Rd and a vehicle approaching the give way line of the access road.
- Similarly, a vehicle wishing to turn right out of the access is required to use the whole of the access road carriageway to do so, which could result in collisions with vehicles turning left

into the access.

- The vehicle turning left out of the access is required to overrun the centreline of the access road, and use part of the right turn lane, which could result in collisions with oncoming vehicles.

In terms of swept path analysis, this could potentially be resolved if the Applicant amends the junction radii and corner taper of the access as detailed further below.

Hub drawing number 001 Rev. E

- The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1. The taper shown appears to be quite severe and may need amendment.
- The existing highway boundary and the proposed land take required for the proposed works should be provided on a drawing.
- The 6.0m access road carriageway width meets the requirements of the LHDG [Table 3: General geometry of residential roads \(internal\)](#) for a development serving up to 150 dwellings and allows for bus use.
- It is unclear how cyclists will join and leave the cycle facilities where it terminates at the access road uncontrolled crossing. It is suggested the Applicant may wish to extend the shared use cycleway along Station Road up to the proposed pedestrian refuge, with dropped kerbs provided for cyclists to join / leave the carriageway / cycleway.
- 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 (DMRB CD123 5.6.3). This should therefore be amended on a revised drawing and may help with swept path analysis.
- For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.
- Dimensions should be shown for the right turn lane in accordance with Table 5.22 of the DMRB CD123. These should include the lane widths, turning length, deceleration length and the direct taper length.
- Given the LHA has advised the Applicant would need to extend the existing 153 bus service along Station Road past the site, the Applicant should detail bus stop locations on the drawing. It is unclear whether the existing locations would obstruct vehicles passing by the proposed pedestrian refuge. The locations of existing or relocated bus stops should therefore be shown on the drawing.

Hub drawing number 006

- The LHA have no comments to make on this drawing and it is therefore accepted.

Hub drawing number 002 Rev. C

- The LHA advise a vehicle speed of 15kph is used for [swept path analysis](#). A note should be added to the drawing confirming this.
- The drawings shows that there is insufficient space for vehicles to enter and exit the junction simultaneously. It is recommended that enough intervisibility is achievable, between the driver of a vehicle attempting to turn left off Station Rd and a vehicle approaching the give way line of the access road.
- The swept paths provided for the right turn out of the access road do not show the vehicle waiting at the give way line before emerging, therefore there are concerns that the manoeuvre is only possible by overriding the access road centreline which, could result in collisions with vehicles turning left into the access road.
- The vehicle turning left out of the access is required to use part of the right turn lane, which could result in collisions with oncoming vehicles.

In terms of swept path analysis, this could potentially be resolved if the Applicant amends the junction radii and corner taper of the access as detailed further above.

Highway Safety

The LHA advised within its previous observations that whilst the Applicants Personal Injury Collision analysis was considered to be out of date, the LHA accepted that no updated analysis was required given the LHA's recent advice regarding highway safety as part of other nearby applications within Market Bosworth.

Therefore, the LHA is satisfied that there are not any wider highway safety implications because of the proposals. However, the Applicant will need to demonstrate a safe and suitable access to serve the proposed development in accordance with the National Planning Policy Framework (NPPF).

Trip Generation and Distribution

The LHA previously advised it accepted the Applicants revised trip rates given these reflected those accepted as part of other nearby developments. The LHA also accepted the Applicants updated trip distribution given it accounted for the new one-way system currently under construction in the centre of Market Bosworth.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access/ Station Road junction
2. Station Road/ Back Lane/ Main Street/ Market Place crossroads
3. Station Road/ Sedgemere Road/Wellsborough Road/ Pipistrelle Drive roundabout
4. Station Road/ Back Lane/ Southfield Way crossroads
5. Main Street/ Park Street priority junction
6. Market Place/ Shenton Lane priority junction
7. Shenton Lane/ Warwick Lane priority junction
8. Market Place/ Sutton Lane/ Rectory Lane priority junction
9. Park Street/Rectory Lane/ The Park junction

10. A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction

The LHA previously accepted the Applicants traffic counts and the inclusion of additional committed developments within their capacity assessments. In addition, it was previously accepted that the proposals would not have a severe impact on junctions 1 to 9.

Junction - 10 A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction

The LHA previously advised that advised no further consideration appeared to have been given to application reference 24/01061/OUT (Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure on land north of Barlestone Road Newbold Verdon at junction 10.

The LHA advised that a sensitivity test should be undertaken which differentiates between a scenario with the development and committed developments in place, alongside the development and all live/ refused applications in place in addition to committed developments. Furthermore, the LHA advised changes which were required to the junction modelling.

The Applicant has subsequently amended the junction modelling as previously requested, which is accepted by the LHA.

The Applicant has now included two future year scenarios, with a future year of 2033 for consistency with application reference 24/01061/OUT, these are:

- 2033 Base – This includes live application reference 24/01061/OUT and committed application references 20/00143/FUL (116 dwellings - Land South Of Bosworth Lane, Newbold Verdon) and 23/01037/OUT (239 dwellings – Land east of The Windmill Inn, Newbold Verdon).
- 2033 Base + Proposed Richborough development.

The LHA notes that the 2033 base year includes a live development (24/01061/OUT). In addition, the traffic flows for the worst case 2033 Base + Proposed Richborough development sensitivity scenario have reduced in the AM peak in particular in comparison to the worst case 2029 Committed + Proposed Richborough development previously considered, notably on arm B as shown below:

2029 Committed + Proposed Richborough development AM

	To				
		A	B	C	D
From	A	0	235	327	114
	B	125	0	67	210
	C	618	69	0	14
	D	124	183	4	0

2033 Base + Proposed Richborough development AM

	To				
		A	B	C	D
From	A	0	251	404	140
	B	89	0	55	152
	C	836	79	0	13
	D	143	159	6	0

Whilst the LHA previously advised the junction modelling required amendments and this would alter capacity, the LHA expected this to reduce capacity further. The LHA previously advised that the following scenarios were required at the junction:

- A scenario with all *committed development* and the proposed development
- A scenario with all *committed, live and refused developments* and the proposed development, which would be the sensitivity test.

The LHA therefore require the future year/ sensitivity test scenarios to be re-visited as these have not clearly defined scenarios which consider committed developments alongside the proposed development, as well as committed and live developments alongside the proposed developments.

Furthermore, it is unclear why the level of traffic has reduced through the junction in the 2033 scenario compared to the previous 2029 scenario and whether the 2033 scenarios have considered the same developments as the previous 2029 assessment, including the live/ refused developments in Market Bosworth.

The LHA should be in a position to consider the impact of the development on Junction 10 further once the above has been clarified.

Off-Site Implications

The LHA previously advised that the Applicant is proposing to widen the footway to 2.0m along the site frontage, which was welcomed.

The Applicant has stated they would implement the chicane proposals required as part of application reference 24/00560/HYB, in the event they do not come forward as part of that application. Hub drawing numbers 001 Rev. D and 005 show the detail of the proposed chicanes which match those approved as part of application reference 24/00560/HYB. Subject to the amendments to the ghost right turn lane not impacting on the chicane locations, this is welcomed by the LHA.

Internal Layout

As advised previously, the internal layout of the development is not for consideration as part of this application.

Transport Sustainability

The LHA has reviewed the amended Travel Plan (TP) and can advise that previously, the LHA noted where it is stated surveying of new residents will take place within six months of first occupation, it was suggested this was changed to within three months of first occupation and thereafter completed annually for a period of five years. This change does not appear to have been made in the revised TP. Nevertheless, the LHA advises it could condition a revised TP if it was mindful to advise approval of the proposals in the future.

Provision of necessary off-site infrastructure, including two new pole and flags, raised kerbs, information display cases and bus stop markings on Station Road would also need to be secured as part of the proposals. As detailed above in the Site Access section, it is suggested the location of bus stops/ flags are provided at this stage due to the provision of the ghost right turn lane.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Amendments to the site access and bus stop locations as detailed;
- Further clarification and revisions to the junction capacity assessments of Junction 10 to reflect future scenarios with committed development and the proposed development only and committed, live/ refused and the proposed development as a sensitivity test; and
- Amendments to the Travel Plan as detailed.

Date Received
3 July 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
22 July 2025