

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: 25/00819/OUT

Highway Reference Number: 2025/0819/04/H/R1

Application Address: Forest Hill Golf And Country Club Markfield Lane Botcheston Leicester Leicestershire LE9 9FH

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of a 49 bedroom hotel, new access, car parking and facilities. (All matters reserved except access, appearance, layout and scale)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr David Daniels

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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of a 49 bedroom hotel, new access and car parking and facilities at Forest Hill Golf and Country Club, Markfield Lane, Botcheston. Access, appearance, layout and scale are to be determined at this stage.

The LHA previously advised within its observations dated 27th November 2025 that additional information was required in respect of the of the site access and internal layout to accurately reflect the site access proposals alongside the proposed development and existing development within the site.

The Applicant has submitted the following additional information in support of the proposals:

- MAC Design Consultants drawing number F116(90)14 (Site Plan)

The LHA are aware of application reference 26/00201/FUL (Change of use from 9 hole practice golf course to adventure golf course including the erection of structures, bridges and buildings and associated works (retrospective)) at the wider site. For the avoidance of doubt, the vehicular impact of that development on the public highway, as well as the access arrangements, would be considered as part of that application should the LPA consult the LHA on the proposals.

This proposed hotel application has been considered on its own merits, however there is a clear need for the LHA to understand how internal access to the wider site and the retrospective application is provided as part of this application.

Site Access

The LHA previously advised that whilst its preference would be for improvements to be made to the existing site access further to the north, or a new access was provided in the vicinity of the existing access, on the basis of appeal reference APP/K2420/W/23/3327377, it would not seek to resist the same access design in the same location as that which was previously considered acceptable to the Planning Inspector.

The LHA previously advised that the submitted drawings did not accurately reflect the internal layout of the site as they detailed a 98 bed hotel which was previously applied for. In addition, the previously submitted drawings which did detail a 49 bed hotel were not of sufficient detail to condition.

The LHA has reviewed MAC Design Consultants drawing number F116(90)14, which details a mini roundabout within the site, set back approximately 23m from the proposed new junction with Markfield Lane.

Whilst the mini-roundabout is internal to the site rather than located on the public highway, the LHA advise that swept path analysis of a coach using the proposed access arrangements should be provided. This would need to show the vehicle ingressing and egressing the site from the proposed access on Markfield Lane as well as the mini roundabout in all directions. The LHA has concerns that should the vehicle need to cross the centre line of the access road on ingress/ egress to the site, or in order to undertake some manoeuvres around the mini roundabout, this could be problematic as it may require a coach to stop and any vehicles behind to wait in Markfield Lane. The Applicant may need to amend the mini roundabout design accordingly, as well as increase its spacing from Markfield Lane.

The LHA also advise that visibility splays should be included on the site access drawing, as currently those shown on Bancroft Consultancy drawing number F19109/13 do not reflect the internal layout arrangements for the proposed development.

Highway Safety

The LHA previously advised whilst it did not consider the proposals would exacerbate an existing highway safety concern, whether or not the proposals could represent an increased risk to highway safety is dependent on delivery of a safe and suitable access and the access arrangements to the existing car parks within the site.

Trip Generation

The LHA previously advised that given this and the scale of development proposed, no further information is required in respect of trip generation. This is on the basis that no conference/ function/ wedding/ dining/ health spa facilities are to be provided within the proposed hotel.

Internal Layout

MAC Design Consultants drawing number F116(90)14 provides details of the internal layout of the site. This is like the previously submitted drawing with the addition of a four-arm mini roundabout within the site, which would also serve the crazy golf course. The LHA previously advised it considered the level of parking provision proposed within the site to be acceptable.

As previously advised, the drawing lacks detail such as pedestrian links from the car park to the proposed hotel, as well as around the wider site. Notwithstanding this, the roads within the site would remain private. The LHA would however strongly advise in the interests of pedestrian safety that the Applicant considers pedestrian connectivity throughout the site and details pedestrian links on a revised drawing, particularly around the proposed mini roundabout.

The LHA also note there would not be turning space for larger vehicles such as a coach in the proposed hotel car park and it may be that larger vehicles have to reverse onto the mini roundabout to turn. Consideration should therefore be given to this.

Transport Sustainability

As advised previously, the LHA previously sought to resist proposals for a hotel at the site given it considered the site to have poor transport sustainability. The lack of public transport provision in the area, lack of pedestrian footways and absence of street lighting make it likely that users of the hotel, as well as staff will need to rely on the private car to access the site.

Notwithstanding this, the proposals are considerably reduced in scale in comparison to the previous proposals at the site, with fewer bedrooms and no additional on-site facilities such as function rooms/ dining/ health spa facilities etc being provided. On this basis, the LHA consider it more reasonable that a higher proportion of guests could be staying at the site because of functions or events which could already be held at the wider site.

Given the above, whilst the LHA consider the site to be poorly located in terms of transport sustainability, it would not seek to resist the proposals on these grounds alone. The LHA is however satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Date Received
25 February 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
14 April 2026