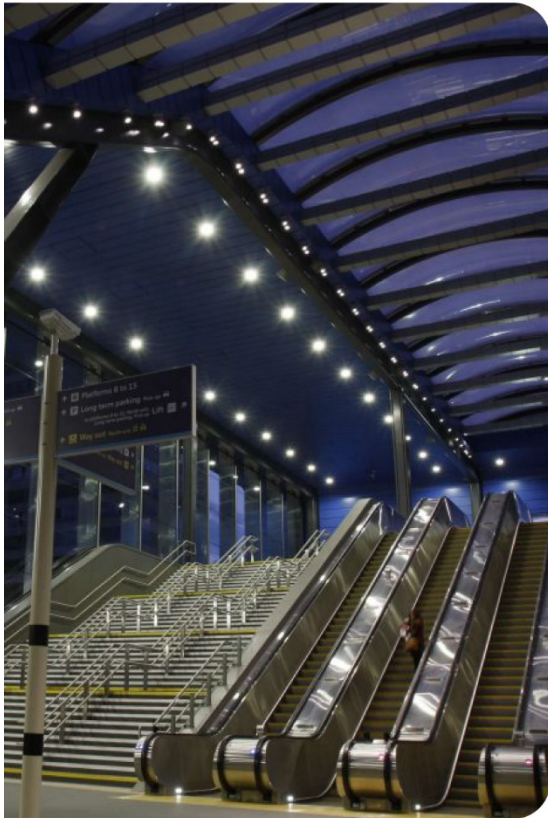




Redrow Homes Limited

Land at Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire

Statement of Case

March 2026



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APPENDICES

APPENDIX A Traffic Survey Data

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1. Introduction

1.1 Personal Statement

- 1.1.1 My name is Ben Fairgrieve, and I am a Director at mode transport planning (mode), which is a transport planning consultancy that provides independent transport planning advice to developers, as well as Local Authorities.
- 1.1.2 I am a Bachelor of Arts Graduate (with Honours) in Geography from The University of Wales, Swansea, having gained this degree in 2003. I am also a Member of the Chartered Institution of Highways and Transportation (CIHT).
- 1.1.3 My professional experience has been gained entirely in the field of transportation and highways; the last nineteen years having been spent dealing with transport aspects of major planning applications.
- 1.1.4 My submission of this Proof of Evidence (PoE) to this inquiry is on behalf of Redrow Homes Limited (the appellant) and I present evidence on transportation matters. I have been involved in the project since June 2025.
- 1.1.5 I have examined the site and its surroundings and the transport related documents that resulted in the highways proposals submitted as part of the planning application and that are therefore relevant to this Inquiry.
- 1.1.6 The evidence that I have prepared and provided for this Inquiry is true and has been prepared in accordance with the guidance of my professional institution, irrespective of by whom I am instructed.

2. Scope of Evidence

2.1 Background

- 2.1.1 The description of development has been taken from the application (Ref. 24/00083/HYB) and is as follows:

Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access).

2.2 Preamble

- 2.2.1 The Appellant prepared and submitted a hybrid planning application to Hinckley and Bosworth Borough Council (HBBC). This was validated on Friday 24th January 2024 commencing the formal consultation and determination period. The submission included a Transport Assessment (TA) (CD A35.1-5), Residential Travel Plan (RTP) (CD A36 and A36.1) and Employee Travel Plan (ETP) (CD A37).
- 2.2.2 The original submission and follow-on technical work prepared during the determination period was prepared on the Appellant's behalf by Rodgers Leask. I was introduced to the project in June 2025. The following paragraphs provide a summary of correspondence to date.
- 2.2.3 Prior to the submission of the application both Leicestershire County Council (LCC) and National Highways (NH) were engaged in pre-application scoping discussions to agree the terms of the assessment to be submitted. These discussions are evidenced in Appendix B of the TA (CDA35.2).
- 2.2.4 Following the initial submission consultee comments were provided by LCC (CD E14 & CD E26), NH (CD E11) and Active Travel England (ATE) (CD E12).
- 2.2.5 The Appellant submitted technical note 5015 (CD B19) in response to the NH response and technical note 5016 (CD B16) in response to LCC's response.
- 2.2.6 LCC then provided comments on capacity analysis via email dated 15th May 2024 (CD E89). A further technical note 5018 (CD F5) was submitted to LCC to address the points raised. NH then submitted their second response (CD E32), as did LCC (CD E34).
- 2.2.7 A revised TA (CD B46.1-5) and TP (CD B47) were then submitted to address comments received from LCC, NH and ATE up to that point was uploaded to the HBBC website on the 30th August 2024.

- 2.2.8 Further consultee responses were then received from LCC (CD E47 & E49), NH (CD E43 & E45) and ATE (CD E44) to which the Applicant submitted technical note 5021 (CD B92) to respond to these comments as well as those previously provided by ATE.
- 2.2.9 Another ATE response was received (CD E53), as well as a further response from LCC (CD E66). The applicant then submitted technical note 5028 (CD F6) in response. ATE's final position is recorded in (CD E81). LCC's final response (CD E84) was then submitted maintaining their stance of objection.
- 2.2.10 The Appellant has submitted a further technical note 5029 (CD F7) to address the outstanding clarifications raised by NH in their response (CD E80). NH has subsequently responded removing their holding recommendation and directing that conditions should be attached to any planning permission that may be granted (CD E86).
- 2.2.11 The application was subsequently refused by HBBC (CD D1) with a single reason for refusal as follows:

"The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development from Coventry Road. The proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users. The residual cumulative highway and access impacts of the development are considered to be severe and significantly and demonstrably outweigh the benefits of the proposal, when assessed against the policies in the National Planning Policy Framework (2024) taken as a whole, contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD (2016) and paragraphs 115 and 116 of the National Planning Policy Framework (2024)."

2.3 Planning Policy

- 2.3.1 I have considered the specific planning policy references cited in the reason for refusal and have summarised what I consider to be their salient elements relative to the reason for refusal (my emphasis highlighted in red).

National Planning Policy Framework

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Site Allocations and Development Management Policies DPD (2016) – Policy DM17

DM17 Highways and Transportation

Development proposals will be supported where they:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;
- b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;
- e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

2.4 Statement of Case

2.4.1 It is my professional opinion that the Coventry Road site access proposal reflects appropriate design standards, following the most up to date guidance available. The veracity of the junction form and scale has been subject to rigorous testing and has been subject to road safety audit and a risk assessment. The analysis and evidence considered lead to the conclusion that there is not an unacceptable impact on highway safety and nor is there a severe cumulative impact on highway operation arising from the site access. In accordance with the NPPF and Site Allocations and Development Management Policies DPD, Policy DM17, the proposal should be considered acceptable in terms of transport and highways. On this basis, I consider that the appeal should be allowed. To summarise:

- The access road (minor arm) typology is acceptable and aligns with LCC design guidance.
- The quantum of development to be served via a single point of access is acceptable and is in accordance with LCC design guidance for the road typology defined.
- LCC's design guidance does not provide specific criteria for the form of a site access junction in a given situation, or for a quantum of development to be served. It is therefore incumbent upon the designer to consider the locality and make a judgement as to the appropriate form of access, its design parameters and the evidence to justify the proposal.
- The judgement is the balanced sum of consideration of:
 - The locality in terms of what the road serves in terms of land use, it's potential for wider through movement function and the road typology;
 - The development quantum served via the minor arm;
 - The posted and recorded vehicle speeds; and,
 - Recorded traffic flow volumes and capacity requirements.
- Coventry Road is not a trunk road and nor does it share any characteristics of one. Coventry Road meets all of the LCC criteria for the definition of a road as a street.
- A simple priority junction is considered to be an appropriate form of access to serve the development proposals based upon the evidence base presented.
- Appropriate visibility splays from the site access can be achieved within the adopted highway;
- The potential for the visibility splays to be obstructed by parked vehicles could occur but surveys indicate that existing parking is largely transient.
- Notwithstanding this the required visibility splays can be protected by the delivery of a Traffic Regulation Order.

- It is acknowledged that the TRO is a separate consultation process to planning, albeit I do not consider that this is a reason to withhold planning consent and the access proposals will be secured through a condition linked to a specific drawing to ensure that works are delivered in the form and nature that LCC anticipated at planning stage.
- There is no capacity issue that would lead to a right turn lane being required. The modelling shows that there are no queues or delays that can in any way be considered to be severe. LCC's position is that queues and delay could form; however, the assessment simply does not lead to this conclusion.
- This conclusion has been drawn based upon forecast to horizon years inclusive of the cumulative effects of committed development and hence the analysis has considered all reasonable scenarios.
- The proposals have been subject to both a stage 1 road safety audit and a risk assessment, both completed by independent third-party organisations. Neither have identified fundamental issues with the proposed junction form.

2.4.2 The following chapter summarises the evidence upon which I have formed my opinion.

2.5 Points of Agreement

2.5.1 The Appellant has positively engaged with both LCC and NH in their capacity as highway authorities culminating in agreement between the parties on various elements of the assessment and its findings. The agreed position will be documented in the Highways Statement of Common Ground (HSoCG).

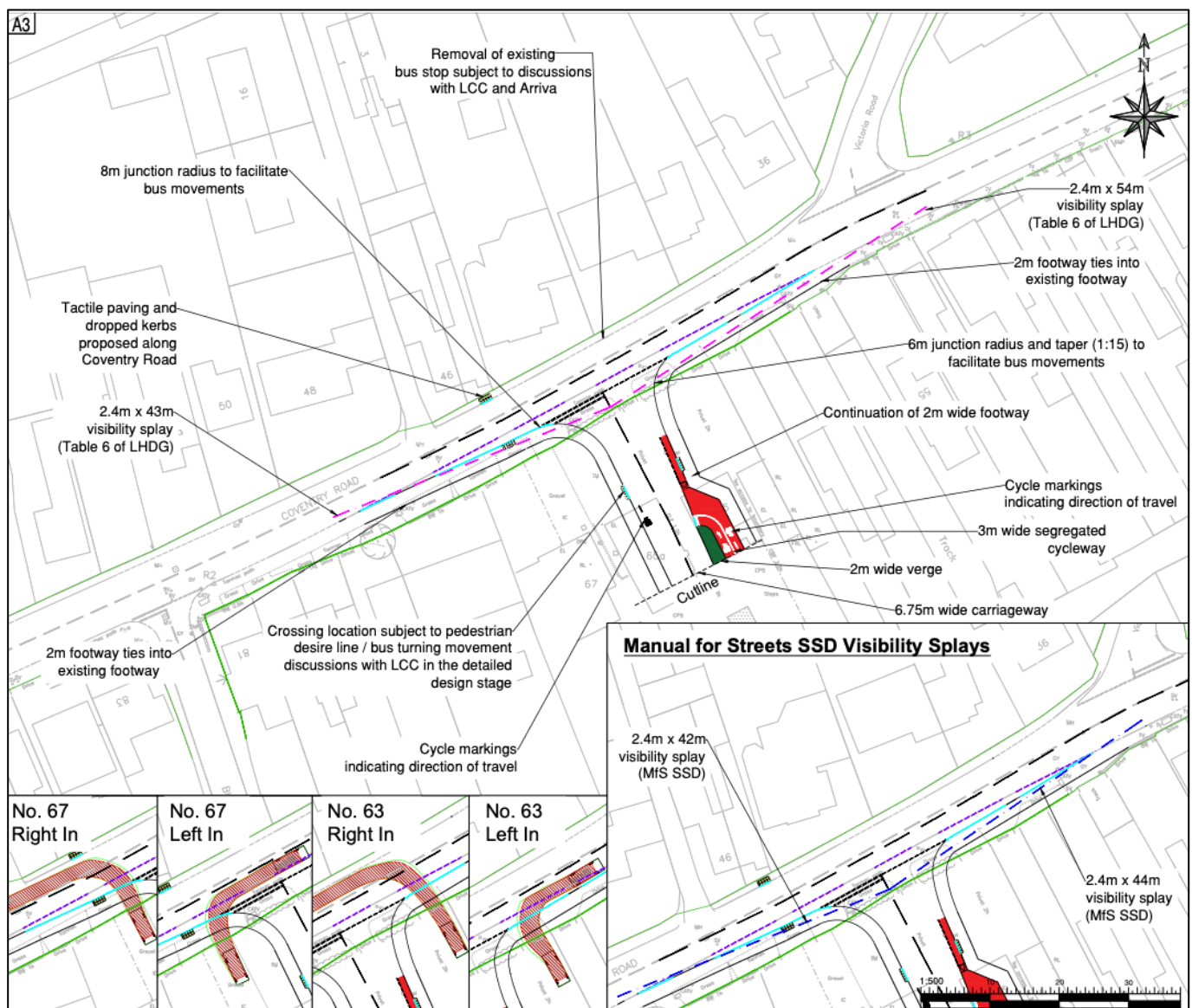
3. Coventry Road Site Access

3.1 Introduction

3.1.1 It is the view of LCC that the development proposals should be refused as the Appellant has failed to provide safe and suitable access, namely via the site access proposed to be formed with Coventry Road.

3.1.2 The proposed site access to be formed with Coventry Road is illustrated on drawing 21390-RLL-23-XX-DR-D-5008 Rev P11 (CD F8). This access is intended to provide access for all user groups and provides vehicular access for 367 dwellings and the proposed 66 bed care home.

Figure 3.1 Drawing 21390-RLL-23-XX-DR-D-5008 Rev P11 (excerpt)



3.1.3 A further 55 dwellings are intended to be accessed independently via an extension to Flanders Close, that in turn links to Passchendaele Drive and then to the B578 Lutterworth Road. There is no all-purpose vehicular link between the two development parcels and hence site access points, however the proposals incorporate a pedestrian/cycle connection between the two that also serves as an emergency link.

3.1.4 It is understood that LCC's objection (CD E84) to the Coventry Road access is as follows:

- Junction form: a priority T-junction is considered unacceptable and LCC request that a ghost island right turn arrangement is presented;
- Insufficient visibility (to the left and right of the site access arm): LCC cites the presence of on-street parking in the vicinity of the proposed access as a constraint on the provision of appropriate visibility splays in perpetuity; and,
- Quantum of development served via a single point of access: despite accepting the principle of 6.75m wide Primary Major Residential Access Road.

3.1.5 I have considered the location, the proposals, the evidence presented as part of the planning submission and the position presented by LCC in their consultee responses. In my professional opinion the proposed site access arrangements with Coventry Road are suitable to serve the development proposals. The rationale behind this opinion is as follows:

- The proposed site access road design criteria reflects due consideration of relevant guidance in MfS2, DMRB CD123 and accords with LCC's LHDG;
- The quantum of development to be served via a single point of access is acceptable and is in accordance with LHDG for the road typology defined;
- A simple priority junction is considered to be an appropriate form of access to serve the development proposals based upon the evidence presented;
- The required level of visibility can be provided in both directions from the site access, contingent upon a TRO to implement parking restrictions in the vicinity of the site access bell mouth.
- The TRO process sits outside of the planning process, but it need not prevent the grant of planning permission where a Grampian condition can be used to secure the correct mitigation; a mechanism which has proved appropriate and effective in numerous instances.

3.1.6 The evidence supporting this opinion is largely encapsulated in technical note (CD F6) and is described in the following sections.

3.2 Road Typology

- 3.2.1 LCC's Leicestershire Highway Design Guide (LHDG) (CD F9) inherently accepts that the rigid application of a development quantum threshold to determine access junction forms (and internal road types) is not appropriate. And, that some flexibility should therefore be given subject to the submission of an evidence-based justification for proposals.
- 3.2.2 An important consideration in the determination of the appropriate form of access for a given location is the definition of the road onto which access it to be provided, and fundamentally is this road classified as a street?
- 3.2.3 The LHDG summarises the position of Manual for Streets (MfS) as follows: *"MfS defines a street as 'highway that has important public realm functions beyond the movement of traffic' and states that 'streets should have a sense of place, which is mainly realised through local distinctiveness and sensitivity in design'. Streets usually provide direct access to the buildings and the spaces that line them."*
- 3.2.4 LCC refine this describing how under the council's definition a street:
- *"Has a speed limit of 40 mph or less and with 85th percentile speed of traffic generally below 40 mph;*
 - *Is mainly built up on both sides with residential or a mix of residential and local facilities, shops and so on; and,*
 - *Has a high place function e.g. direct frontage access, on street parking etc."*
- 3.2.5 A consideration of the debate as to access form is the relevance (or not) of design guidance summarised in the Design Manual for Roads and Bridges (DMRB). This guidance has been specifically prepared to be applied in the construction of new or modified sections of the trunk road network.
- 3.2.6 Trunk roads form the strategic road network (SRN), which is managed by National Highways (NH). As noted in Department for Transport (DfT)'s December 2022 Guidance "Strategic road network and the delivery of sustainable development", the SRN's principal function is to enable safe, reliable, predictable, efficient, often long distance, journeys of both people (whether as drivers or passengers) and goods in England between:
- main centres of population;
 - major ports, airports, and rail terminals;
 - geographically peripheral regions of England, and;
 - main cross-border routes to Scotland and Wales.

3.2.7 Examples of trunk roads local to the proposed site are the A5-Watling Street and the M69.

3.2.8 The onus is on the designer to interpret the guidance relative to the local conditions and to provide an evidence base in support of the concept design rationale. Turning to the local characteristics of Coventry Road:

- Coventry Road is an unclassified single carriageway road linking the B4109 - Rugby Road and B578 - Lutterworth Road. It is approximately 1.2km in length between its junctions with the wider road network at its extremities;
- The road serves various residences and small businesses on both sides and throughout its length, is punctuated by direct frontage access, areas of on street parking and bus stops. Furthermore, there are various side road junctions formed with Coventry Road along its length, all of which are simple priority arrangements.
- Traffic flow data was originally recorded by an ATC survey in the vicinity of the proposed site access in November 2021. To ensure that the data presented to support the proposals is up-to-date, another traffic survey was commissioned. The survey was undertaken for a seven day period from 28th June 2025 to 4th July 2025. The data demonstrate that the road carries an average daily traffic flow of 5,003 vehicles a day with weekday average AM peak hour two-way flows of 389 vehicles (+20 compared with 2021 data) and 438 during the PM peak hour (+56 compared with 2021 data) (para 2.2.21 CD F6); and,
- 85th percentile speeds were also recorded in the June 2025 surveys: 29.7mph eastbound (-0.7mph compared with the 2021 data) and 30.5mph westbound (-1.5mph compared with the 2021 data). 85th percentile speeds recorded in both 2021 and 2025 were broadly in accordance with the current 30mph speed limit (para 2.2.21 CD F6).

3.2.9 Coventry Road is clearly not a trunk road and neither should it be classed as a “Primary Route” within LCC’s own county highway network, because such a road would typically be an A-class or B-class route providing a primarily strategic through-movement function. The road meets all of the definitions of a street in LCC’s own design guide and accordingly their advice is that:

“Roads that meet the council’s definition of a street should be designed in line with the LHDG, MfS and the council’s specification and standard drawings.”

3.3 Development Quantum Served

3.3.1 The site access arm of the junction to be formed with Coventry Road is proposed to be of 6.75m width to accommodate a bus entering and exiting the site. The 6.75m wide access road forms part of the proposed development’s primary internal road loop, which theoretically means it complies with the “Major Residential Access” design criteria as set out in the LHDG (CD F9).

3.3.2 The LHDG describes how this road typology can serve up to 1,000 dwellings but with no more than 400 typically served from a single point of access. LCC describes how this threshold can be exceeded but only with an agreed and robust evidenced justification.

- 3.3.3 LCC accepted that this road typology is sufficient to serve the development quantum sought in their consultation response (CD E66).
- 3.3.4 The provision of an emergency vehicle link through to Flanders Close should be considered as an additional benefit over and above this.

3.4 Access Form

- 3.4.1 The LHA has described how in their view that they do not believe the proposed priority T-junction on Coventry Road is “appropriate given the scale of development” but this position implies that the selection of junction form should be correlated with the quantum of development, based on the application of definitive, quantitative thresholds. They have made reference to the volume of traffic from the site access arm of the proposed junction exceeding the thresholds for the delivery of a simple priority junction as summarised in the DMRB and how this may manifest in a lack of safe storage for right turning vehicles as well as frustration for drivers in the event that the junction becomes congested.
- 3.4.2 Aside from the LHDG, the most pertinent guidance in relation to the selection of junction forms can be found in the CIHT’s Manual for Streets 2 (MfS2), Design Manual for Roads and Bridges (DMRB)’s now withdrawn TD42/95 – Geometric Design of Major/Minor Priority Junction, and their current CD123 (Version 2.1.0) – Geometric design of at-grade priority and signal-controlled junctions.
- 3.4.3 The selection of a site access junction form is subjective based on the designer’s consideration of multiple factors and guidance documents. Relevant extracts of MfS2, TD42/95 and CD123 are provided in **Figures 3.2 to 3.4** to provide the context.

Figure 3.2 Extracts from MfS2

9.4.2 Detailed guidance on the design of priority junctions is given in TD42/95⁵⁴ but (as with all sections of DMRB) this is written specifically for trunk roads and, where used in other situations, should not be applied uncritically.

9.4.7 TD 42/95⁵⁴ recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.

Source: *Manual for Streets 2*, CIHT, 2010, Page 63, <https://www.ciht.org.uk/media/9351/manual-for-streets-2.pdf>, (accessed 21/07/2025)

Figure 3.3 Extract from TD42/95 (Withdrawn)

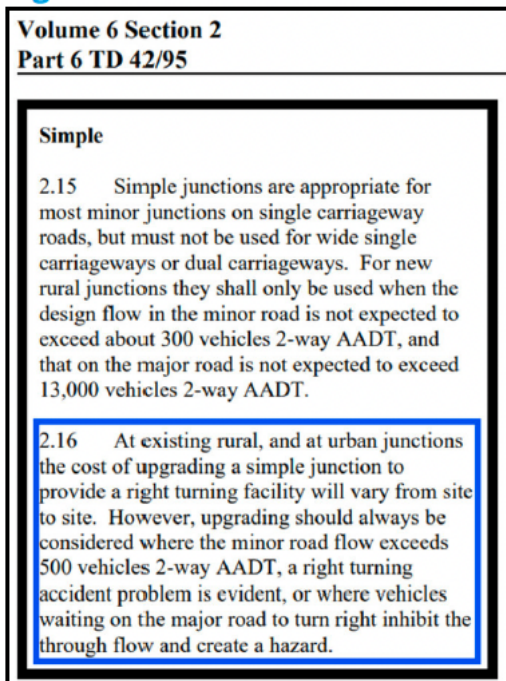
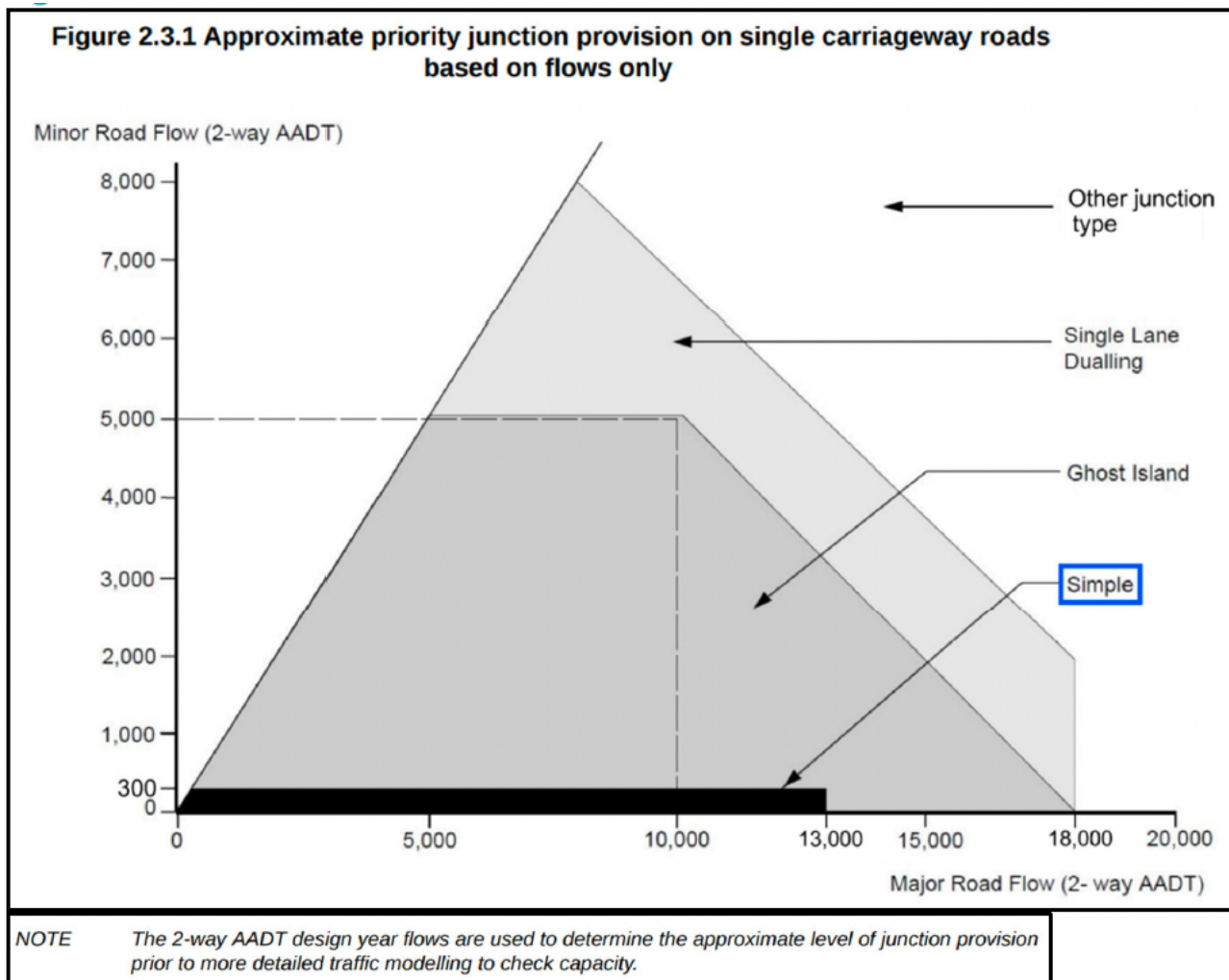


Figure 3.4 Extracts from CD123



Source: DMRB CD123 Version 2.1.0, Part 2 – Junction Selection,

<https://www.standardsforhighways.co.uk/search/html/962a81c1-abda-4424-96c9-fe4c2287308c?standard=DMRB>,
(accessed 21/07/2025)

- 3.4.4 With reference to Figure 3.4 we have a recorded major arm AADT flow of c.5,000 vehicles (**paragraph 3.2.8**) and a calculated minor arm AADT of c.2,700 vehicles (**paragraph 3.4.18**). When these AADT values are plotted on the X and Y axis of **Figure 3.4** the identified junction form is a ghost island priority junction.
- 3.4.5 Despite the reference in MfS2 to the now superseded TD42/95 DMRB guidance, the advice it provides is considered to remain relevant to the current DMRB CD123 design guidance. Importantly, MfS2 advises that DMRB is written “specifically for trunk roads and, where used in other situations, should not be applied uncritically”.
- 3.4.6 The designer (and overseeing LHA) should exercise judgement when applying DMRB CD123 to non-trunk road situations. Both MfS2 and DMRB refer to the need to “consider” their guidance but neither documents (nor LCC’s own LHDG) state a requirement to apply firm threshold criteria for junction form selection.

- 3.4.7 I note that LCC has historically referred to the importance of Coventry Road locally as an east/west connector between two key north/south routes (i.e. the B4109 – Rugby Road and B578 – Lutterworth Road).
- 3.4.8 Whilst this is acknowledged it is clear that Coventry Road serves multiple functions over and above movement and accordingly driver behaviour, perceptions and expectations along Coventry Road will be reflective of its varied functions (i.e. Drivers will already be used to slowing and/or stopping frequently for turning movements associated with side road junctions, private driveways, bus stops, or on-street parking).
- 3.4.9 Despite these multiple functions, there is no evidence of pre-existing right turn related accidents along the entire Coventry Road corridor.
- 3.4.10 Furthermore, the selection of a simple priority junction form is consistent with the format of multiple other side road junctions along Coventry Road and thus would be familiar to local drivers.
- 3.4.11 It is acknowledged that rigid application of the annual average daily traffic (AADT) minor arm traffic flow threshold identified in CD123, Figure 2.3.1, would necessitate the provision of a ghost island because the proposed development access (minor) arm is forecast to exceed 500 AADT.
- 3.4.12 But in line with MfS2 guidance, the application of the 500 AADT threshold needs to be considered in context. For example, the results of the local trip survey of Redrow's 72 dwellings development (as presented in Appendix L of the TA) indicate that it generates 498 two-way trips in a 24-hour period and almost meets the threshold for provision of a ghost island right turn lane arrangement. This is a relatively low bar in terms of development quantum.
- 3.4.13 The LCC approved junction is a simple priority T-junction. Using this context, many of side road junctions in Burbage would also exceed 500 AADT and theoretically require a ghost island. Most of them do not have one.
- 3.4.14 To provide additional local context, I have instructed a 24-hour turning count to be completed on another priority junction formed with Coventry Road. The traffic survey was completed by LCC's Network Data and Intelligence (NDI) team on Tuesday 10th February. The junction surveyed is the simple priority junction formed between Coventry Road and Pyeharps Road as shown in **Figure 3.5**.

Figure 3.5 Junction of Coventry Road and Pyeharps Road



3.4.15 Pyeharps Road in addition to serving an access function to the dwellings bordering it and the cul-de-sacs served from it also provides a linkage between Coventry Road and Sketchley Road and hence serves a through route purpose in addition to its access function.

3.4.16 In the 24-hour period surveyed the Pyeharps Road junction was recorded to carry 1,472 vehicles (i.e. in excess of the 500 vehicle AADT value cited by LCC as the trigger for a ghost island). The survey data is included in **Appendix A**.

3.4.17 This junction is included in the submitted accident data study area, and no accidents have been reported and neither did this junction feature as a concern in the derivation of the study area or capacity assessments completed as part of the planning submission.

3.4.18 The forecast vehicular trip generation from the Coventry Road site access is summarised in Table 19 of the TA (CD B46.1) with a 24-hour flow of 2,737 vehicles. This exceeds that recorded at Pyeharps Road; however, the following paragraphs covering capacity analysis demonstrate how the proposed junction form operates satisfactorily.

3.4.19 As summarised in Table 30 of the TA (CD B46.1), the proposed Coventry Road site access junction was shown to operate well within acceptable capacity parameters in all assessment scenarios, with delay and queue lengths on the major arm of no more than 6 seconds and 1 vehicle, respectively. For the site access arm, a delay of no more than 16 seconds and maximum vehicle queue lengths of 1 vehicle were noted;

3.4.20 The results of updated capacity assessment of the proposed site access junction (using Junctions 11 modelling software) and 2025 baseline traffic survey data were provided in technical note 5028 (CD F6). The updated capacity assessment indicates that the junction is shown to operate well within acceptable capacity parameters in all assessment scenarios, with delay and queue lengths on the major arm of no more than 6 seconds and 1 vehicle, respectively. For the site access arm, a delay of no more than 16 seconds and maximum vehicle queue length of 1 vehicle is forecast.

3.4.21 I have considered these results relative to previously issued appeal decisions (CD F1) vs. the 'severe' benchmark. At Land South of Green Lane in Yarm (PINS Reference: APP/H0738/W/21/3279168) the Inspector concluded:

"Much residential development has taken place at Yarm in the past few years, all of which would have had a cumulative impact on local traffic conditions and led to increasing congestion. The modelling indicates that the same would occur as a result of both the extant and proposed development on the site. Considering the other traffic mitigation measures proposed, the Leven Road impact would be the largest. However, the increase within the zero-mitigation scheme of around three minutes – or roughly the time it would take a driver to listen to one song in the car, as I heard at the Inquiry – in one localised area, would result in a significant impact but this could not be defined as severe."

3.4.22 Similarly, and more recently, at Great Chart, Ashford (PINS Reference: APP/E2205/W/24/3345454) (CD F2), paragraphs 38 and 39, the Inspector concluded that a forecast increase in delay of circa 3 minutes in one peak hour, whilst material, falls short of the severity threshold.

3.4.23 In the worst affected scenario, the greatest magnitude of delay reported is therefore some way below the metric identified by the Inspectorate in defining 'severe'. In all other scenarios considered the magnitude of delay is less again.

3.4.24 I therefore conclude that there is no demonstrable capacity issue with the junction form proposed and its level of operation is substantially below that which could be considered to be severe. Accordingly, there is no evidence-based reason for the provision of a ghost island junction arrangement.

3.4.25 I have also considered the influence of safety on junction form and refer to the updated capacity analysis summarised in CD F6.

- 3.4.26 No record of a right turn accident is reported in the accident dataset on Coventry Road. This is despite Coventry Road serving multiple side road junctions as well as private driveways all of which are potential conflict points when considering the requirement for right turning vehicles.
- 3.4.27 An independent Stage 1 RSA of the proposed junction carried out by Waterman Aspen has not identified a fundamental issue with the selected junction form.
- 3.4.28 It is for this reason that an independent Road Safety Risk Assessment of the proposed access junction has been undertaken (24th June 2025) by SLR, and it concludes as follows:
- 3.4.29 *"The assessment acknowledges that Coventry Road can be considered safe in its existing operation due to the absence of any existing recorded collisions involving active travel users and a single isolated vehicle to vehicle incident."*
- 3.4.30 There is no evidence identified that would suggest that the additional vehicle trips associated with the proposed residential development would change driver behaviours so significantly as to either exacerbate existing or give rise to new road safety hazards at this highway junction.
- 3.4.31 We find that the assessment area including the proposed development access can be considered safe and appropriate for this location at present. This assessment further shows that any hazards linked to the proposed development area, lay within the 'acceptable' and 'tolerable' categories."
- 3.4.32 In conclusion, there is no obvious hazard caused by site-bound right turners from Coventry Road as the forecasted minimal delay is not considered to represent a significant variation from other delays likely experienced by drivers elsewhere along Coventry Road. As such, the provision of the proposed site access junction is considered unlikely to unduly impact existing driver behaviour.

3.5 Visibility Requirements

- 3.5.1 Visibility splays from the site access junction have been plotted based upon 85th recorded speeds as reported in CD F6. Appropriate visibility splays from the site access can be achieved within the adopted highway (LCC confirm this in their final consultation response (CD E84).
- 3.5.2 LCC has raised concerns regarding parking within the visibility splays. The appellant has commissioned LCC to undertake parking surveys and has identified that some parking does occur within the area covered by the splays, but this parking is largely transient. This is typical of many urban roads.
- 3.5.3 Notwithstanding this the required visibility splays can be protected by the delivery of a Traffic Regulation Order (TRO) as detailed in CD F6.
- 3.5.4 The TRO process sits outside of the planning process, but it need not prevent the grant of planning permission where a Grampian condition can be used to secure the correct mitigation; a mechanism which has proved appropriate and effective in numerous instances.

4. Summary and Conclusion

4.1 Summary

4.1.1 To summarise it is understood that LCC's objection (CD E84) to the Coventry Road access is as follows:

- Junction form: a priority T-junction is considered unacceptable and LCC request that a ghost island right turn arrangement is presented;
 - I have identified how Coventry Road is not a trunk road and nor does it share any characteristics of one (paragraphs 3.2.5 to 3.2.9) and how Coventry Road meets all of the LCC criteria for the definition of a road as a street (paragraphs 3.2.3 and 3.2.4).
 - I describe how LCC's design guidance does not provide specific criteria for the form of a site access junction in a given situation, or for a quantum of development to be served by said form (paragraphs 3.2.1 to 3.2.2).
 - I have detailed how there have been no capacity issues identified that would lead to a right turn lane being required. (paragraphs 3.4.19 to 3.4.24) The modelling shows that there are no queues or delays that can in any way be considered to be severe. LCC's position is that queues and delay could form; however, the assessment simply does not lead to this conclusion.
 - This conclusion has been drawn based upon forecast horizon years inclusive of the cumulative effects of committed development and hence the analysis has considered all reasonable scenarios.
 - The proposals have been subject to both a stage 1 road safety audit and a risk assessment, both completed by independent third-party organisations. Neither have identified fundamental issues with the proposed junction form (paragraphs 3.4.26 to 3.4.32).
- Insufficient visibility (to the left and right of the site access arm): LCC cites the presence of on-street parking in the vicinity of the proposed access as a constraint on the provision of appropriate visibility splays in perpetuity.
 - Appropriate visibility splays from the site access can be achieved within the adopted highway (paragraph 3.5.1).
 - The potential for the visibility splays to be obstructed by parked vehicles could occur but surveys indicate that existing parking is largely transient (paragraph 3.5.2).
 - Notwithstanding this the required visibility splays can be protected by the delivery of a Traffic Regulation Order (paragraphs 3.5.3 and 3.5.4).
 - It is acknowledged that the TRO is a separate consultation process to planning, albeit I do not consider that this is a reason to withhold planning consent and the access proposals will be secured through a condition linked to a specific drawing to ensure that works are delivered in the form and nature that LCC anticipated at planning stage.

- LCC objects to the quantum of development served via a single point of access: despite accepting the principle of 6.75m wide Primary Major Residential Access Road in correspondence.
 - I consider the access road (minor arm) typology is acceptable and aligns with LCC design guidance for a Primary Major Residential Access Road (paragraph 3.31).
 - The quantum of development to be served via a single point of access is acceptable and is in accordance with LCC design guidance for the road typology defined (paragraph 3.3.2 to 3.3.3).

4.2 Conclusion

- 4.2.1 It is therefore my professional opinion that the Coventry Road site access proposal reflects appropriate design standards, following the most up to date guidance available. The veracity of the junction form and scale has been subject to rigorous testing and has been subject to road safety audit and a risk assessment. The analysis and evidence considered lead to the conclusion that there is not an unacceptable impact on highway safety and nor is there a severe cumulative impact on highway operation arising from the site access. In accordance with the NPPF and Site Allocations and Development Management Policies DPD, Policy DM17, the proposal should be considered acceptable in terms of transport and highways. On this basis, I consider that the appeal should be allowed.

APPENDICES

Redrow Homes Limited

Land at Burbage Fields Farm, Bullfurlong Lane, Burbage,
Leicestershire

Statement of Case



APPENDIX A

Traffic Survey Data

Cover

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

Study Name

Study Description

Date of Survey

Time Period

Comments

Location

Coventry Road/Pyeharps Road, Burbage, 2026-02-10

Coventry Road/Pyeharps Road, Burbage, 2026-02-10 turning movement

Tuesday, February 10, 2026

00:00 - 00:00

-

Classes

PC

MC

CAR

LGV

OGV1

OGV2

PSV

Movements

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

From: Pyeharps Road																										
To: Pyeharps Road											To: Coventry Road northeast								To: Coventry Road southwest							
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	1	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	1	0	0	0	0	1
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From: Coventry Road northeast																										
To: Pyeharps Road											To: Coventry Road northeast								To: Coventry Road southwest							
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
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From: Coventry Road southwest																												
To: Pyeharps Road											To: Coventry Road northeast										To: Coventry Road southwest							
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		
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Total		4	0	604	46	2	0	1	657	Total	6	4	2638	247	28	3	17	2943	Total	0	0	3	0	0	0	0	3	

Arms

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

Towards Junction										Away From Junction										Both Directions									
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	
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21:00		1	0	6	0	0	0	0		7	21:00	0	0	20	0	0	0	0	20		21:00	1	0	26	0	0	0	0	27
22:00		0	0	3	0	0	0	0		3	22:00	0	0	15	0	0	0	0	15		22:00	0	0	18	0	0	0	0	18
23:00		0	0	0	0	0	0	0		0	23:00	0	0	8	0	0	0	0	8		23:00	0	0	8	0	0	0	0	8
Total		1	0	508	58	4	0	15	586	Total	4	0	814	64	3	0	1	886	Total	5	0	1322	122	7	0	16	1472		
Coventry Road northeast																													
Towards Junction										Away From Junction										Both Directions									
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total	
00:00		0	0	6	0	0	0	0		6	00:00	0	0	12	0	0	0	0	12		00:00	0	0	18	0	0	0	0	18
01:00		0	0	4	0	0	0	0		4	01:00	0	0	6	0	0	0	0	6		01:00	0	0	10	0	0	0	0	10
02:00		0	0	2	0	0	0	0		2	02:00	0	0	4	0	0	0	0	4		02:00	0	0	6	0	0	0	0	6
03:00		0	0	10	0	0	0	0		10	03:00	0	0	6	0	0	0	0	6		03:00	0	0	16	0	0	0	0	16
04:00		0	0	32	5	0	0	0		37	04:00	0	0	6	0	0	0	0	6		04:00	0	0	38	5	0	0	0	43
05:00		0	0	94	9	0	0	1		104	05:00	1	0	7	1	0	0	1	10		05:00	1	0	101	10	0	0	2	114
06:00		1	0	177	18	1	0	1		198	06:00	0	0	21	3	0	0	2	26		06:00	1	0	198	21	1	0	3	224
07:00		0	1	308	29	2	0	2		342	07:00	0	0	80	21	2	0	2	105		07:00	0	1	388	50	4	0	4	447
08:00		2	2	331	37	3	3	1		379	08:00	0	0	163	27	3	0	1	194		08:00	2	2	494	64	6	3	2	573
09:00		1	2	217	24	3	1	1		249	09:00	1	0	127	31	1	0	3	163		09:00	2	2	344	55	4	1	4	412
10:00		0	0	140	24	6	1	1		172	10:00	2	0	113	19	4	1	2	141		10:00	2	0	253	43	10	2	3	313

	11:00	1	0	168	24	5	2	1	201	11:00	1	0	145	21	4	1	2	174	11:00	2	0	313	45	9	3	3	375	
	12:00	0	0	174	21	4	1	1	201	12:00	0	0	125	16	3	0	1	145	12:00	0	0	299	37	7	1	2	346	
	13:00	0	0	144	28	3	0	1	176	13:00	0	0	175	13	1	0	2	191	13:00	0	0	319	41	4	0	3	367	
	14:00	0	0	151	28	2	0	1	182	14:00	0	0	194	17	3	1	2	217	14:00	0	0	345	45	5	1	3	399	
	15:00	0	0	176	26	2	0	1	205	15:00	0	2	249	28	2	0	1	282	15:00	0	2	425	54	4	0	2	487	
	16:00	1	0	156	23	2	0	0	182	16:00	0	1	305	21	1	0	4	332	16:00	1	1	461	44	3	0	4	514	
	17:00	0	0	155	19	0	0	2	176	17:00	0	1	375	16	0	0	1	393	17:00	0	1	530	35	0	0	3	569	
	18:00	0	0	184	7	0	0	1	192	18:00	1	0	249	8	2	0	4	264	18:00	1	0	433	15	2	0	5	456	
	19:00	0	0	122	4	0	0	0	126	19:00	0	0	135	8	2	0	1	146	19:00	0	0	257	12	2	0	1	272	
	20:00	0	0	64	3	1	1	0	69	20:00	0	0	85	4	1	0	1	91	20:00	0	0	149	7	2	1	1	160	
	21:00	0	0	66	2	0	0	1	69	21:00	1	0	73	4	0	0	0	78	21:00	1	0	139	6	0	0	1	147	
	22:00	0	0	31	3	0	0	0	34	22:00	0	0	66	1	0	0	1	68	22:00	0	0	97	4	0	0	1	102	
	23:00	0	0	10	0	0	0	0	10	23:00	0	0	28	2	1	0	0	31	23:00	0	0	38	2	1	0	0	41	
Total		6	5	2922	334	34	9	16	3326	Total	7	4	2749	261	30	3	31	3085	Total	13	9	5671	595	64	12	47	6411	
Coventry Road southwest																												
Towards Junction																												
										Away From Junction										Both Directions								
Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total		Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
	00:00	0	0	13	0	0	0	13	00:00	0	0	7	0	0	0	0	0	7	00:00	0	0	20	0	0	0	0	20	
	01:00	0	0	6	0	0	0	6	01:00	0	0	4	0	0	0	0	0	4	01:00	0	0	10	0	0	0	0	10	
	02:00	0	0	8	0	0	0	8	02:00	0	0	3	0	0	0	0	0	3	02:00	0	0	11	0	0	0	0	11	
	03:00	0	0	6	0	0	0	6	03:00	0	0	10	0	0	0	0	0	10	03:00	0	0	16	0	0	0	0	16	
	04:00	0	0	6	0	0	0	6	04:00	0	0	34	6	0	0	0	0	40	04:00	0	0	40	6	0	0	0	46	
	05:00	1	0	7	1	0	0	1	10	05:00	0	0	106	9	0	0	1	116	05:00	1	0	113	10	0	0	2	126	
	06:00	0	0	29	3	0	0	1	33	06:00	1	0	197	19	1	0	2	220	06:00	1	0	226	22	1	0	3	253	
	07:00	0	0	90	25	2	0	1	118	07:00	0	1	334	30	2	0	2	369	07:00	0	1	424	55	4	0	3	487	
	08:00	1	0	180	32	2	0	1	216	08:00	2	2	356	38	2	3	1	404	08:00	3	2	536	70	4	3	2	620	
	09:00	1	0	138	33	1	0	1	174	09:00	1	2	225	25	3	1	1	258	09:00	2	2	363	58	4	1	2	432	
	10:00	2	0	117	19	5	1	1	145	10:00	0	0	160	24	8	1	1	194	10:00	2	0	277	43	13	2	2	339	
	11:00	1	0	167	20	4	1	1	194	11:00	1	0	183	23	5	2	1	215	11:00	2	0	350	43	9	3	2	409	
	12:00	0	0	153	16	4	0	1	174	12:00	0	0	179	22	4	1	1	207	12:00	0	0	332	38	8	1	2	381	
	13:00	0	0	187	13	1	0	1	202	13:00	0	0	144	31	3	0	1	179	13:00	0	0	331	44	4	0	2	381	
	14:00	0	0	211	17	3	1	1	233	14:00	0	0	152	30	2	0	1	185	14:00	0	0	363	47	5	1	2	418	
	15:00	1	2	320	35	1	0	0	359	15:00	0	0	191	30	2	0	1	224	15:00	1	2	511	65	3	0	1	583	
	16:00	0	1	401	30	1	0	3	436	16:00	1	0	163	26	2	0	0	192	16:00	1	1	564	56	3	0	3	628	
	17:00	0	1	460	19	0	0	2	482	17:00	0	0	170	22	0	0	2	194	17:00	0	1	630	41	0	0	4	676	
	18:00	1	0	301	11	2	0	1	316	18:00	0	0	195	9	0	0	1	205	18:00	1	0	496	20	2	0	2	521	
	19:00	0	0	153	8	2	0	1	164	19:00	0	0	128	8	0	0	0	136	19:00	0	0	281	16	2	0	1	300	
	20:00	2	0	91	4	1	0	0	98	20:00	0	0	64	3	1	1	0	69	20:00	2	0	155	7	2	1	0	167	
	21:00	0	0	86	4	0	0	0	90	21:00	0	0	65	2	0	0	1	68	21:00	0	0	151	6	0	0	1	158	
	22:00	0	0	79	1	0	0	1	81	22:00	0	0	32	3	0	0	0	35	22:00	0	0	111	4	0	0	1	116	
	23:00	0	0	36	2	1	0	0	39	23:00	0	0	10	0	0	0	0	10	23:00	0	0	46	2	1	0	0	49	
Total		10	4	3245	293	30	3	18	3603	Total	6	5	3112	360	35	9	17	3544	Total	16	9	6357	653	65	12	35	7147	

Movement Summary

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

From: Pyeharps Road										
To: Pyeharps Road				To: Coventry Road northeast			To: Coventry Road southwest			
Total				0	Total	139		Total	447	
AM Peak	-				AM Peak	08:00 - 09:00	28	AM Peak	08:00 - 09:00	63
PM Peak	-				PM Peak	17:00 - 18:00	13	PM Peak	15:00 - 16:00	39
From: Coventry Road northeast										
To: Pyeharps Road				To: Coventry Road northeast			To: Coventry Road southwest			
Total				229	Total	3		Total	3094	
AM Peak	08:00 - 09:00			38	AM Peak	07:00 - 08:00	1	AM Peak	08:00 - 09:00	341
PM Peak	15:00 - 16:00			20	PM Peak	13:00 - 14:00	1	PM Peak	15:00 - 16:00	185
From: Coventry Road southwest										
To: Pyeharps Road				To: Coventry Road northeast			To: Coventry Road southwest			
Total				657	Total	2943		Total	3	
AM Peak	08:00 - 09:00			50	AM Peak	11:00 - 12:00	169	AM Peak	07:00 - 08:00	1
PM Peak	16:00 - 17:00			116	PM Peak	17:00 - 18:00	380	PM Peak	18:00 - 19:00	1

Arm Summary

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

Pyeharps Road											
Towards Junction					Away From Junction			Both Directions			
Total				586	Total			886	Total	1472	
AM Peak	08:00 - 09:00			91	AM Peak	08:00 - 09:00		88	AM Peak	08:00 - 09:00	179
PM Peak	15:00 - 16:00			51	PM Peak	16:00 - 17:00		126	PM Peak	17:00 - 18:00	169
Coventry Road northeast											
Towards Junction					Away From Junction			Both Directions			
Total				3326	Total			3085	Total	6411	
AM Peak	08:00 - 09:00			379	AM Peak	08:00 - 09:00		194	AM Peak	08:00 - 09:00	573
PM Peak	15:00 - 16:00			205	PM Peak	17:00 - 18:00		393	PM Peak	17:00 - 18:00	569
Coventry Road southwest											
Towards Junction					Away From Junction			Both Directions			
Total				3603	Total			3544	Total	7147	

AM Peak	08:00 - 09:00	216	AM Peak	08:00 - 09:00	404	AM Peak	08:00 - 09:00	620
PM Peak	17:00 - 18:00	482	PM Peak	15:00 - 16:00	224	PM Peak	17:00 - 18:00	676

Total Flow

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

Period	PC	MC	CAR	LGV	OGV1	OGV2	PSV	Total
00:00	0	0	20	0	0	0	0	20
01:00	0	0	10	0	0	0	0	10
02:00	0	0	11	0	0	0	0	11
03:00	0	0	16	0	0	0	0	16
04:00	0	0	40	6	0	0	0	46
05:00	1	0	113	10	0	0	2	126
06:00	1	0	228	22	1	0	4	256
07:00	0	1	463	57	4	0	4	529
08:00	3	2	592	78	6	3	2	686
09:00	2	2	383	63	4	1	4	459
10:00	2	0	287	46	13	2	3	353
11:00	2	0	359	47	9	3	3	423
12:00	0	0	350	39	8	1	2	400
13:00	0	0	350	48	4	0	3	405
14:00	0	0	382	49	5	1	3	440
15:00	1	2	540	66	4	0	2	615
16:00	1	1	583	58	3	0	4	650
17:00	0	1	661	41	0	0	4	707
18:00	1	0	514	20	2	0	5	542
19:00	0	0	294	16	2	0	1	313
20:00	2	0	162	7	2	1	1	175
21:00	1	0	158	6	0	0	1	166
22:00	0	0	113	4	0	0	1	118
23:00	0	0	46	2	1	0	0	49
Total	17	9	6675	685	68	12	49	7515

Total Summary

LEICESTERSHIRE_MCC - 880088031302 - Coventry Road/Pyeharps Road, Burbage, 2026-02-10 - Tuesday, February 10, 2026

Traffic Summary		
Total		7515
AM Peak	08:00 - 09:00	686
PM Peak	17:00 - 18:00	707



transport planning

keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180