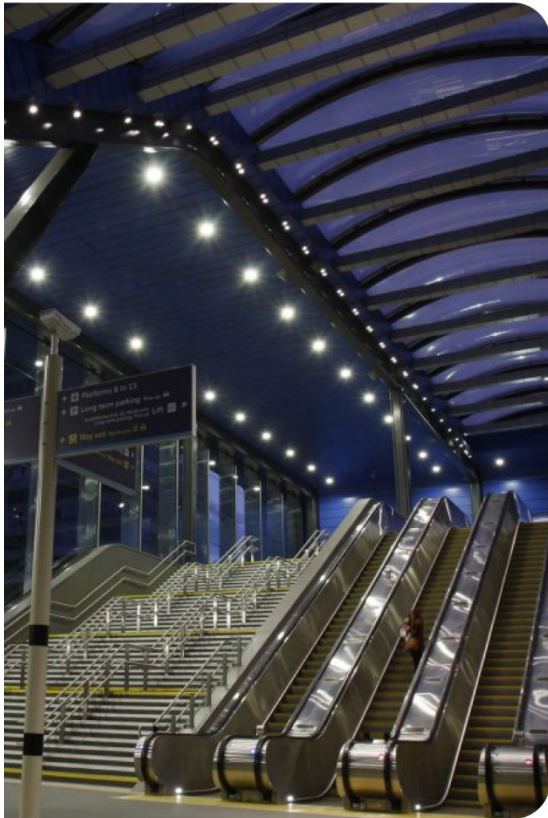




Redrow Homes Limited

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

Highways Statement of Common Ground

March 2026



Redrow Homes Limited

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

Highways Statement of
Common Ground

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1. Introduction

1.1 Summary

- 1.1.1 This Highways Statement of Common Ground (HSoCG) has been jointly prepared in order to set out points of agreement between Leicestershire County Council (LCC) as Local Highway Authority (LHA) and Redrow Homes Limited (the appellant) in relation to the highways and transportation agreements associated the proposed development of Land at Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire (Application Ref: 24/00083/HYB).

1.2 Background

- 1.2.1 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).
- 1.2.2 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.
- 1.2.3 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).
- 1.2.4 Following the initial submission consultee comments were provided by LCC (CD E14 & CD E26), NH (CD E11) and Active Travel England (ATE) (CD E12).
- 1.2.5 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.
- 1.2.6 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).
- 1.2.7 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.

- 1.2.8 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.
- 1.2.9 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.
- 1.2.10 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).

1.3 Reason for Refusal

- 1.3.1 The planning application was determined under delegated powers and refused by HBBC (CD D1), citing a single highways related 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)."

1.4 Points of Agreement

- 1.4.1 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 is therefore documented in the Highways Statement of Common Ground (HSoCG) thereafter.

2. Areas of Agreement

2.1 Introduction

2.1.1 This Section is intended to set out all of the technical aspects that have been agreed between the appellant, LCC and NH in relation to the transportation aspects of the Appeal. Whilst the reason for refusal relates specifically to the form of the proposed site access with Coventry Road this section also summarises related parameters that inform the selection and analysis of the site access form and its geometry.

2.2 Summary of Agreed Items

- The access road (minor arm) typology (Major residential access road) 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 (Major residential access road) 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 by said form. 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.
- Appropriate visibility splays based upon recorded vehicle speeds can be achieved within the adopted highway from the site access.
- 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 it is not considered 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.

- Vehicle tracking of the site access demonstrates that it is capable of accommodating the design vehicle.
- To deliver the access the existing eastbound bus stop on the northern side of Coventry Road will be relocated within the development site.
- 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.
- 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 requested by the highway authorities.
- The capacity assessment work at the site access is based on a series of agreed parameters as follows:
 - Trip rates and resultant vehicle trips;
 - Traffic distribution;
 - 2021 and 2025 baseline traffic surveys; and,
 - Horizon year scenarios calculated using a combination of Pan-Regional Transport Model (PRTM) forecasts alongside manual assignment of selected committed developments.
- 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 that have not been addressed through subsequent design iterations.
- The site is in a location that is considered to be sustainable and the proposed site access with Coventry Road has been designed to accommodate all user groups including allowing for buses to enter the site as well as dedicated pedestrian and cycle infrastructure alongside the carriageway. The provision for these user groups is considered to be acceptable and the outcome of iterative design and consultation between the appellant and LCC.

2.3 Areas of Disagreement

- 2.3.1 The junction arrangement of the proposed site access to be formed with Coventry Road, namely its form (simple priority vs. ghost island priority) and the potential impact that this could have on vehicular users.

3. Signatures

.....

Signed on behalf of the appellant

.....

Signed on behalf of Leicestershire County Council

Redrow Homes Limited

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

Highways Statement of Common Ground





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