

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: 26/00428/FUL

Highway Reference Number: 2026/0428/04/H

Application Address: Land Off Charity Close Desford Leicestershire

Application Type: Full

Description of Application: Full application for residential development of 83 dwellings with associated vehicular access, footpaths, public open space, landscaping and drainage infrastructure including pumpstation.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Desford

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 consulted by Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for a residential development of 83 dwellings at land off Charity Close, Desford.

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

- Transport Assessment (Rev. P04 dated 6th May 2026 and authored by RLE Consulting Engineers);
- Residential Travel Plan (Rev. P03 dated 16th October 2025 and authored by RLE Consulting Engineers);
- Nineteen47 drawing number 008-01 Rev. A (coloured Planning Layout)
- RLRE drawing number 24724-RLL-24-XX-DR-C-100 Rev. P01 (Highway General Arrangement)
- RLRE drawing number 24724-RLL-24-XX-DR-C-3000 Rev. P07 (Refuse Vehicle Tracking)

- RLRE drawing number 24724-RLL-24-XX-DR-C-3001 Rev. 05 (Fire Tender Vehicle Tracking)
- Nineteen47 drawing number 008 Rev. C (Technical Planning Layout)
- Nineteen47 drawing number 008-05 Rev. A (Car Parking Plan)
- Nineteen47 drawing number 008-06 Rev. A (Surface Materials Plan)
- House Type Pack Rev. A

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text.

The LHA visited the site on Thursday 28th May 2026.

Site Access

Access to the site is proposed via a continuation of Charity Close, an unclassified road subject to a 30mph speed limit. It should be noted that whilst Charity Close, Archers Way and Cortanis Lane, have been put forward for adoption by Leicestershire County Council, the roads have yet to be formally adopted by Leicestershire County Council (LCC). The development therefore currently connects to the adopted highway at the junction of Cortanis Lane with Barns Way, a C classified road subject to a 30mph speed limit. Details of the site accesses are shown on RLRE drawing number 24724-RLL-24-XX-DR-C-100 Rev. P01.

The Applicant should note that as stated above, Charity Close is currently under a S38 agreement. The developer for Charity Close was Miller Homes Ltd. On the basis the Applicant for this development is Miller Homes Ltd, it may be the Applicant is already in control of the route and consent from the developer to undertake works on Charity Close would not be required whilst the road remains under a S38 agreement, and until such time it becomes public highway.

However, in addition to this, the Applicant should be aware that any amendments to the site access to the proposed development will impact the existing S38 agreement, and therefore has implications for Miller Homes Ltd. It cannot be guaranteed when Charity Close will become public highway.

The Applicant proposes to widen Charity Close to 5.50m wide and a continuous 2m wide footway on the southern / eastern side of the carriageway as per the existing arrangement, with a primarily 2m wide footway on the northern / western side of the carriageway, which will be narrowed in areas to 1.2m wide.

The LHA advise the LPA that the proposals would result in the removal of existing non-highway trees which have been planted in the verge alongside the farm track. The proposed footway which would replace the existing verge/ trees is shown to be in the Applicants red line boundary, however the verge/ trees are not currently shown within the area to be adopted by LCC.

The Applicant has submitted an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals, which is available within Appendix G of the TA. The RSA raises four problems. Two problems relate to the agricultural access track where it meets the Archers Way/ Charity Close junction and where it crosses the proposed development spine road. The RSA1 highlights concerns in respect of the angle the farm track meets the road and that at one end this may also be at a dip in the road. The RSA1 recommends the farm track is removed, which is not accepted by the Applicant within the Designers Response. The Applicant has stated that visibility envelopes have been provided, however the LHA cannot find a drawing detailing these.

Another problem relates to the narrow service strip alongside Charity Close. The RSA 1 recommends that the service strip is widened to safely operate as a footway, which is not accepted by the Applicant. The Applicant has stated that the LHA have confirmed that a narrowed footway width of 1.2m is suitable in some areas as this would not be considered a major issue in the site-specific circumstances. A 2m footway will be present on either side of the carriageway where feasible.

The LHA advises with regards to all three points above, whilst outside of the Applicants red line boundary, the section of farm track running parallel with Charity Close could be removed and farming vehicles could use the carriageway (subject to an appropriate design and construction) along this section of the route. The LHA advise the LPA it has no requirement for the retention of the farm track, and it is unclear why it is essential for this to remain, when the carriageway could be designed to accommodate farming vehicles.

The Applicant should submit a detailed drawing of the access arrangements, which includes the farm track crossings at either end, along with appropriate visibility splays and forward visibility for each farm track access. Further detail should also be provided in respect of the footway width to the northeast of Charity Close. [Table 18](#) of the LHDG states that the minimum width of a footway at a fixed obstacle should be 1.2m, with the maximum length of an obstacle being 6.0m. The Applicant should therefore detail the length of section below 2.0m.

The fourth problem raised within the RSA1 related to the width of Charity Close, which has been accepted by the Applicant and the carriageway width proposed to be widened to 5.50m.

The LHA will comment further on the access proposals following provision of the above information.

Single Point of Access

[Table 3](#) of the LHDG states that for a Residential Access Road (Secondary & Local Streets), the single point of access dwelling limits are:

“400, Normally no more than 150 from a single point of access. This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA.”

This is for a carriageway width of 5.50m for between 50-400 dwellings.

When considering the existing development which consists of 81 existing address points and the proposed development of 83 dwellings, the proposals would result in 14 dwellings over the 150 dwelling limit from a single point of access.

The LHA advises that given the location of the site, there are some areas within the existing development whereby if there was an incident or roadworks which blocked the carriageway, it would not directly affect access to the proposed development. Barns Way also has good connectivity to the surrounding road network.

The LHA advise a 150 dwelling limit within the LHDG due to the fact the higher the number of dwellings accessed from a single point, the higher the likelihood of delays and disruption to a greater number of residents in the event of roadworks, or an incident such as a collision at the access junction. In some scenarios, for example application references 19/00680/OUT (Residential development up to 168 dwellings (Outline - access only)) Springfield Riding School, Groby Road, Ratby) and 22/00277/OUT (Proposed development of up to 239 dwellings (Outline Application -

Access Only)| Land East Of The Windmill Inn, Brascote Lane, Newbold Verdon) the LHA has requested an access width of 6.75m wide for the initial section of access road to allow for extra manoeuvrability in the event of an incident. However, under the site-specific circumstances this does not appear possible due to third party land either side of Cortanis Lane.

The internal layout of the existing development is designed to modern standards and therefore traffic speeds along the roads are likely to be low, with appropriate visibility at junctions. The junction of Cortanis Lane and Barns Way was also considered safe and suitable in terms of visibility as part of application reference 19/00149/OUT.

There is no evidence of an existing highway safety issue at the junction of Cortanis Lane with Barns Way as detailed in the Highway Safety section further below. Furthermore, the Applicants capacity assessment which is detailed in the Junction Capacity Assessments section of this response, suggests the junction would operate with considerable spare capacity.

Given all the above, the LHA considers it would not seek to resist the proposals on the basis that there are 14 additional dwellings above the 150 dwelling limit. Nevertheless, any planning applications for further development accessed off Cortanis Lane would be considered on a case-by-case basis with regards to the 150 dwelling limit being exceeded, if a second point of access was not provided.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from LCC for the period between 1st January 2019 and 14th December 2024. This is summarised within part 3.7 of the TA, along with the study area and data being provided in Appendix F.

The Applicant identified three collisions during this time. The LHA note that the analysis is out of date on the basis it does not consider PIC’s which may have occurred since December 2024. Nevertheless, the LHA has identified two additional PIC’s which have occurred during this time, both of which were recorded as slight. The first occurred in February 2025 on the bend in the road on Station Road and involved two vehicles. The second which occurred in January 2026 on Leicester Lane outside Bosworth Academy, involved a pedestrian and a vehicle at school closing times. The LHA advise that despite the two additional PIC’s, there appears to be no specific trends or cluster sites in the data and accepts the Applicants conclusion that there is no evidence to suggest that there are any existing safety issues that will be exacerbated by the proposed development.

Trip Generation and Distribution

Trip Generation

To establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours (typically 08:00 – 09:00 and 17:00 – 18:00), the Applicant has used the same TRICs trip rates as those accepted by the LHA as part of application reference 23/00061/OUT (100 dwellings, Land Adjacent To Lockey Farm, Hunts Lane, Desford). The proposed trip rates are shown in Table 1 and subsequent vehicle trip generation for 83 dwellings shown in Table 2.

	AM Peak			PM Peak		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Total Vehicles	0.074	0.606	0.680	0.521	0.170	0.691

Table 1: Trip Rates for 83 dwellings (extracted from the Applicants TA).

Vehicle Type	AM Peak			PM Peak		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Total Vehicles	6	50	56	43	14	57

Table 2: Vehicular Trip Generation for 83 Dwellings (extracted from the Applicants TA).

The LHA considers the trip rates to be acceptable.

Trip Distribution

To distribute the development traffic through the network, the Applicant has used LCC's [Pan Regional Transport Model](#) (PRTM). Given the scale of development, the Applicant has based the assessment on an existing zone (detailed below) and network conditions calculated by the Applicant, with the modelling outputs provided in Appendix J of the TA.

The Applicant has used Parent Zone 6109 to ascertain trip distribution. The results of the PRTM assessment in the AM and PM peak respectively are shown in Figure 1.



Figure 1: PRTM Trip distribution with arrivals shown in green and departures shown in maroon (AM and PM peaks extracted from the Applicants TA).

The PRTM modelling indicates during the AM peak, 39% of departures and 35% of arrivals would route along Station Road/ Desford Lane, 18% of departures and 26% of arrivals would route along Leicester Road (B582) and 44% of departures and 39% of arrivals would route along High Street (B582). In the PM peak, 29% of departures and 43% of arrivals would route along Station Road/ Desford Lane, 35% of departures and 16% of arrivals would route along Leicester Road (B582) and 36% of departures and 41% of arrivals would route along High Street (B582).

The Applicant highlights that PRTM routes development traffic evenly between Station Road and Leicester Lane (B582) to reach High Street (B582). The Applicant has considered a scenario where all development traffic to High Street (B582) routes via the Leicester Lane/Barns Way mini roundabout. This is detailed further below in the Junction Capacity Assessments section.

The LHA accepts the PRTM modelling and trip distribution proposed by the Applicant.

Junction Capacity Assessments

Following the trip distribution exercise, the Applicant has identified that over 30 additional two-way trips (e.g. 15 arrivals and 15 departures) are likely to be generated because of the proposals at the following junctions:

1. Cortanis Lane/ Barns Way junction;
2. Barns Way / Station Road Junction; and
3. Whilst the PRTM modelling shows traffic to split evenly between Station Road and Leicester Lane (B582), the Applicant has also considered a scenario whereby all traffic routing towards High Street (B582) does so via the Barns Way/ Leicester Lane (B582) mini roundabout, which would result in over 30 two-way trips routing through the junction.

Given that PRTM is a strategic model which is not validated on turning counts, its results need to be applied to recent junction turning survey results to develop turning flows which are suitable for detailed junction assessment. To establish the baseline traffic levels at the junctions, the Applicant undertook an Automatic Traffic Count (ATC) of junction 1 on Tuesday 5th November 2024 and at junction 2 on Tuesday 1st April 2025. The LHA holds records of a survey permits at the junctions. The ATCs are therefore accepted.

To factor the 2024 traffic flows for junction 1 to 2025, growth factors have been extracted from TEMPro V8.1 for the Hinckley & Bosworth area. The proposed growth factors are accepted by the LHA.

The traffic counts and modelled flows were provided to LCC's NDI Team to undertake a furnishing process and produce the future model scenarios. The furnished matrices are available in Appendix L of the TA.

The following scenarios have been tested, which are accepted by the LHA:

- 2024 Base (Barns Way / Cortanis Lane junction only);
- 2025 Base;
- 2030 Forecast Year; and
- 2030 Forecast Year + Development.

Given the application was submitted in 2026, the LHA would expect the forecast year to be 2031, as opposed to 2030. This should therefore be updated.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of junction 1 is not predicted to exceed 0.85 with the development in place in 2030. Subject to a review of the modelling files and this still being the case in 2031, the LHA is satisfied this junction will operate within capacity. Further information is provided on junctions 2 and 3 below.

Barns Way / Station Road Junction

As detailed on page 43 of the TA, the junction model shows that in the AM peak hour, the Station Road/ Barns Way junction is close to exceeding its capacity in the 2025 base year, with the Station Road approach exceeding its theoretical capacity in the 2030 forecast without the inclusion of the development traffic. In the 2030 forecast + development scenario, queuing on the approach is predicted to increase by 4.7 PCUs, with the delay increasing by 35 seconds.

As part of 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 car park (Use Class E(e)), public open space and associated infrastructure. Land North Of Barlestone Road, Newbold Verdon) the Applicant for that development proposed a junction improvement scheme for this junction. Whilst the scheme would not reduce the RFC of the junction to below 1, it would result in a nil detriment impact from that development. It should be noted as part of that application, the RFC of the junction also exceeded 0.85 in the PM peak in all future scenarios. That application has been refused by the LPA and it is understood an appeal has been submitted by the Applicant.

Given the above, the LHA requests the Applicant investigates implementation of a similar proposal and submits further modelling to demonstrate whether such a scheme would reduce the impact of the proposed development on the junction. This would need to be subject to a separate RSA1 and Designers Response to any issues raised.

Barns Way/ Leicester Lane (B582)

Based on the PRTM modelling there would not be an additional 30 two way trips travelling through the junction because of the development. The Applicant has however considered a scenario where a greater number of development trips were to use the junction as a consequence of a high proportion of residents choosing to route via Leicester Lane over Station Road. The Applicant has therefore routed all development trips heading west towards High Street (B582) via this junction for a robust assessment. This is welcomed by the LHA.

The results from the junction capacity assessment indicate the junction would continue to operate within theoretical capacity in all scenarios, although it is noted that the B582 Leicester Lane (W) approach is operating near to capacity in the 2030 PM peak hour both 'with' and 'without' development with RFCs of 0.93 and 0.94 respectively.

The LHA request the Applicant provides the junction modelling files for review, after which further comments will be provided on junction capacity.

Off-Site Implications

As well as the Barns Way / Station Road junction referred to above, the LHA requests the Applicant to consider the impact of the development at the Leicester lane (B582)/ Hinckley Road (A47)/ Desford Road (B582) signalised junction (Desford Crossroads).

Desford Crossroads

It should be noted that improvements at the Desford Crossroads have been identified as a priority scheme for LCC. At the present time, the junction operation is such that even a low level of trips can significantly impact the flow of traffic. Consequently, irrespective of the Applicant's trip distribution assessments, the LHA requests that LINSIG modelling of this junction is undertaken to provide a full assessment of the impact of the development on the junction.

It is noted that the following applications were required to contribute towards an improvement scheme at this junction, which includes application 19/00149/OUT through which this proposed development would be accessed through:

- 18/01252/OUT - Land East of Peckleton Lane Desford
- 19/00149/OUT - Land Opposite Bosworth College Leicester Lane Desford

- 21/00619/FUL - Land North of Neovia Logistics Services (UK) Ltd Peckleton Lane Desford
- 22/01227/OUT - Ashfield Farm Kirkby Road Desford.

It is likely that this development will need to contribute towards improvements to be consistent with the above applications.

The Applicant should consider the following committed developments as these would impact on Desford Crossroads.

- 11/0100/1/OX (Blaby District Council) - Outline application for 4,250 dwellings, a mixed use district centre and two mixed use local centres featuring a supermarket, retail, commercial, employment, leisure, health, community and residential uses, non-residential institutions including a secondary school, primary schools and nurseries, an employment site of 21 hectares, open spaces, woodlands, new access points and associated facilities and infrastructure, and detailed proposals for two new road bridges over the M1 motorway and M69 motorway, and two road access points from Beggars Lane and new accesses from Meridian Way, Chapel Green/Baines Lane and Leicester Lane - North & South Of The M69 Motorway, West Of The M1 Motorway And East Of Beggars Lane Lubbethorpe Leicester
- 19/1610/OUT - Outline application for demolition of existing buildings and erection of up to 885 dwellings, including public open space, land reserved for a primary school, landscaping and associated infrastructure (all matters reserved except means of access) - Land North of Hinckley Road, Kirby Muxloe
- 21/01511/OUT - Outline application to include up to 1,000 dwellings (C3) up to 5.3 hectares for employment uses comprising a mix of B2, B8 and E(g) uses, a primary school/education uses (F1), retail floor space (E) and hot food takeaway (Sui Generis) as part of a mixed use local centre/community hub (E/F1/F2/C3), two vehicular accesses from the A47, limited access from Breach Lane, vehicular access from Mill Lane, public open space including sustainable urban drainage systems and the provision of associated infrastructure and ancillary works and demolition of former girl guide building (outline - access only)(EIA development) - Earl Shilton Sustainable Urban Extension (SUE) Mill Lane Earl Shilton Leicestershire
- 23/00330/OUT - Outline application to include up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis), accesses from Mill Lane and Astley Road and infrastructure including; public open space, SUDS, landscaping, the provision of associated infrastructure and ancillary works. Outline - all matters reserved except for access (EIA development) - Earl Shilton Sustainable Urban Extension (SUE) Mill Lane Earl Shilton Leicestershire
- 21/00619/FUL & 25/00514/NMA - Demolition of existing buildings and structures, erection of buildings for B2/B8 use with ancillary offices and welfare floorspace, gatehouse, service yards, parking and circulation routes, together with revised access from Peckleton Lane, associated hardstanding, landscaping, diversion of bridleway R119 and ancillary works (resubmission of 20/01009/FUL) - Land North Of Neovia Logistics Services (UK) Ltd, Peckleton Lane, Desford
- 24/0615/OUT - Outline application for the demolition of buildings, alterations to existing farmhouse, and the erection of up to 145 new dwellings and creation of associated vehicular access to Hinckley Road and pedestrian/cycle access to Beggars Lane, and associated infrastructure and enabling earthworks, with all matters to be reserved except access points into

the Site - Land South Of Hinckley Road, Leicester Forest East

Once the above applications have been considered, the LHA would request that the Desford Crossroad junction modelling files are submitted for consideration

Internal Layout

The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHDG. It should be noted, in the event the existing roads within the wider site are not suitable for adoption, LCC will not adopt the proposed development roads either.

The Applicant is advised that any review of the site layout provided by the LHA prior to determination of this planning application does not prejudice any future S38 application made to the LHA post granting of planning consent. Furthermore, adoptability of a site cannot be formally established until such time as S38 technical approval has been obtained through the S38 technical appraisal process with the LHA following the grant of planning permission. A site layout design submitted as part of a planning application which addresses all comments below does not guarantee a successful S38 application.

Adoptability of a site is not a material planning consideration. The comments below are therefore separated into 'material planning considerations', which are required to be addressed pre-determination of this application, irrespective of adoptability, and 'adoptability' comments, which the Applicant may choose to address during the planning process in order to work towards a layout that meets the requirements for a S38 application.

Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found within the LHDG at <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private> .

Material Planning Considerations

The LHA advise there are no material planning considerations with regards to the site layout.

Adoptability comments

The LHA consider that the internal layout does not fully accord with the LHDG and the site is therefore not suitable for submission of a S38 application post granting of planning consent as currently presented. Whilst it is not a requirement for these matters to be addressed during the planning application stage, the Applicant may wish to consider addressing the following points in order to demonstrate a layout more likely to be suitable for an application for adoption under S38:

- Access point does not fully accord with LHDG which requires a minimum of 5.5m carriageway with 2m footway either side to serve up to 150 dwellings from a single point of access. A localised narrowed footway of 1.2m as shown can be accepted in this instance only to facilitate the 5.5m carriageway width. Footway should increase to 2m as soon as possible.
- Street 01 has only five dwellings served (both driveway and front door) which is contrary to adoption [Policy 5](#) of LHDG. This would therefore not be suitable for adoption. The Applicant may wish to redesign the layout in this area.

- Street 02 has only four dwellings served (both driveway and front door) which is contrary to adoption Policy 5 of LHDG. This would therefore not be suitable for adoption. The Applicant may wish to redesign the layout in this area
- No provisions to promote the use of active travel options are shown.
- [Speed control](#) measures are not present and high density of driveways may preclude the installation of appropriate measures at the required spacing.
- [Forward Visibility](#) on bends should be 25m. This is not shown, nor does it appear to have been considered.
- [Bend Widening](#) is required on all carriageways serving 25 or more dwellings that curve through more than 10 degrees. This does not appear to have been considered.
- [Turning head](#) radii should be in accordance with LHDG rather than based on refuse vehicle tracking.
- [Junction radii](#) are not shown, therefore cannot be checked for compliance with LHDG.
- Linked private drives separated by only bollards lead to issues with street naming and numbering, which can cause a problem for emergency services and deliveries.

The Applicant is advised that the above matters are expected to result in changes to plot positions; should the application be determined with the site layout as currently presented and the Applicant subsequently wishes to put forward the roads for adoption under S38, this could result in the requirement for a Non-Material Amendment or S73 Variation of Condition application being required to be submitted to the LPA to meet the required LHDG standards.

The following elements of the proposals do not accord with the LHDG, however, as these are not expected to alter plot positions, it is expected that these can be addressed as part of a future S38 technical appraisal process:

- Plot positioning – some plots are close to the highway, and the applicant is reminded of the [minimum setback](#) required by LHDG.

The Applicant is advised to note the following points:

- Consideration of root barrier/deflection treatment will be required when proposing trees/shrubs adjacent to the footway.
- No consideration has been made of the suitability of parking facilities (availability, location, physical attributes, etc.), private drives, pedestrian visibility etc.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Parking Provision

The LHA has reviewed parking provision within the site and advises that the number of parking spaces proposed for each dwelling and all garage dimensions are in accordance with the [off-street residential car parking standards](#) section of the LHDG.

The LHA notes that some four bed plots have parking in a tandem arrangement, including Plots 1, 3 and 23. This arrangement should be amended so that only two vehicles park in tandem. In addition some plots including 4 and 69 are not in accordance with the [design principles for off-street parking](#) section of the LHDG due to being bound by fences on either side and lacking an additional 0.5m width on each side. These should therefore be amended.

21 visitor parking spaces have been detailed throughout the site, which is in accordance with the LHDG.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and provides the following comments:

Bus Travel

It is noted that within the travel plan there is contradictory information. The section on SMART objectives suggests 'diverting a bus service through the development', however, there does not seem to be a practical routing option to be able to achieve this based on the submitted plans. The Applicant should confirm whether conversations have been held with the bus operator? If so, more information should be provided as this does not appear to be viable based on the submitted plans. It is also noted that this information isn't presented anywhere else throughout the travel plan, so further information will be required in an updated travel plan.

The closest bus stops to the site are approximately 650m and 850m from the centre of the site on Leicester Lane, both known as 'Bosworth College' served by the Arriva 153. However, this does not consider the dwellings at the most northern end of the site, at the furthest point, which are actually more than 900m walking distance from the nearest stops, which is considerably higher than the recommended 400m walking distance and therefore not suitable.

Therefore, the Applicant should detail two new fully equipped bus stops (including raised kerbs, pole, flag and timetable cases) at a suitable location on both sides of Barns Way. Exact locations would need to be agreed with LCC.

It has been noted that residents will be offered two free six-month bus passes upon occupation. Currently the cost of an Arriva pass is £632.50.

Walking

The proposed development and pedestrian access will need to be provided and maintained throughout the life of the plan, which should include suitable nearby pedestrian crossings, dropped kerb crossings with tactile paving for all trafficked routes. It is noted that the existing footway provision in the vicinity of the site is acceptable, with appropriate pedestrian crossings to and from local amenities.

Cycling

Although cycling is mentioned in the plan and local cycle routes are specified, there are no details of proposed cycling infrastructure and facilities within the development.

There are several measures to be implemented to promote walking and cycling including the provision of walking & cycling maps, promoting events and offering residents with details of the facilities and potential cycle training and a cycle to work scheme.

The following points should be considered:

- An understanding of how infrastructure within the site will be made to encourage walking, cycling and wheeling. This should include further evidence of the cycleways and footpaths provision, as well as an approximation of cycle parking if applicable.
- A Dr Bike session/s could also be offered within the travel pack (see below) to residents for bike maintenance.
- The Travel Plan Coordinator (TPC) should approach bus operators with a view to providing a bus service to operate to and from the site.
- All of the above should be included in an action plan, showing a timeline for the initiatives to be implemented. Please see below example action plan.
- Details of the TPC should be provided to LCC as soon as appointed.

It is noted that each dwelling is provided with a travel information pack. These can be provided by Leicestershire County Council at a cost of £52.85 for each travel pack. Alternatively, should the Applicant provide their own pack, LCC would require a £500 fee to review the pack.

Monitoring should begin from first occupation of the site until at least 5 years following full occupation. Specific methods to monitor the Travel Plan should be tailored to targets but as a minimum, they should include annual travel surveys, periodic transport counts, uptake in interventions (e.g. cycle to work scheme) and traffic counts.

Type of Transport	Intervention	Responsibility	Trigger for introduction / Frequency
Active Travel	Provision of a shared ped/cycle footpath within the estate to connect the entrance of the development to the external road network	Developer	During the site build
	Provision of covered, secure cycle parking in a prominent location close to the entrance of the unit	Developer	During the site fit-out
	Introduction of a Cycle2Work scheme to provide employees with access to discounted bikes	Occupier's Travel Plan Coordinator	From first occupation.
	Free Dr. Bike cycle maintenance sessions for employees cycling to work.	Occupier's Travel Plan Coordinator	From first occupation. Twice per year (Spring/Summer)
	Travel Packs provided (developer to pay £52.85 per pack) to each new dwelling/employee	Leicestershire County Council	From first occupation
	Promote free betterpoints app	Travel Plan Coordinator	From first occupation/engagement events
Public Transport	2 x 6-month bus passes to be provided to each household/1 per employee (developer to pay up to £370 per pass)	Leicestershire County Council	From first occupation

Please note, this is not an extensive action plan intervention, simply a suggestion of how to set it out. It is important to emphasise that LCC is not looking for every possible measure to be included in the action plan – only those that are specifically needed to achieve the target outcomes. Measures need to be tailored so they are relevant, proportionate, and practical for each specific development.

Given the above, the LHA cannot accept the travel plan until further clarification is provided on the queries which have been raised.

In the event the LHA advise approval of the proposals in the future, the LHA could condition an updated travel plan is provided by the Applicant prior to occupation of the site, if it is not updated at this stage.

As well as bus passes and travel packs, the LHA would require a £6,000 Travel Plan Monitoring Fee in the event the proposals are granted planning permission in the future.

Construction Traffic

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities.

Whilst the red line boundary of the site does not adjoin a classified road, it should be noted that planning permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval.

Closing

Based on the above, in summary, the following information should be submitted to the LPA for consideration by the LHA:

- A detailed drawing of the access arrangements, which includes the farm track crossings at either end, along with appropriate visibility splays and forward visibility for each farm track access. Further detail should also be provided in respect of the footway width to the northeast of Charity Close and the length of the section which will be under 2.0m in width;
- Updating the junction modelling to the future year of 2031;
- Details of a scheme to improve the capacity of the Barns Way / Station Road Junction along with an RSA1 covering any proposals and capacity assessment;
- Consideration of the impact of the development on the Desford Crossroads;
- Amendments to the internal layout of the site and the submitted travel plan as detailed further above; and
- Details of two new fully equipped bus stops (including raised kerbs, pole, flag and timetable cases) at a suitable location on both sides of Barns Way.

Date Received
19 May 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
30 June 2026