

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

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## **APPLICATION DETAILS**

Planning Application Number: 25/00515/OUT

Highway Reference Number: 2025/0515/04/H/R2

Application Address: Land South of Bosworth Lane Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works (All matters reserved except for access)

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## **GENERAL DETAILS**

Planning Case Officer: Emma Baumber

Applicant:

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Osbaston

Road Classification: Class B

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

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

## **Advice to Local Planning Authority**

### **Background**

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for up to 200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches, together with landscaping, open space, infrastructure and other associated works. The site is located at land south of Bosworth Lane, Newbold Verdon. All matters other than access are reserved at this stage.

The LHA provided a full response to the LPA in respect of the proposal on 11<sup>th</sup> August 2025. In summary, the following additional information was required:

- Amendments to the primary site access design;

- Further information in respect of forward/ junction visibility splays at the secondary access outside Plot 107 of the existing development;
- Provision of a pedestrian footway link alongside the B585 Bosworth Lane from the existing development access to the proposed development access;
- Consideration as to why PRTM is routing development traffic through Osbaston as opposed to the Bull in the Oak junction and whether a scheme of mitigation at the Bull in the Oak junction could prevent this;
- Further evidence of the developments impact at the Desford Crossroads and A47/ Dans Lane junction;
- Further consideration of the impact of the development at the Main Street/ B582 Kirkby Road junction in Desford given application 24/01061/OUT has proposed an improvement scheme;
- A sensitivity test considering the four live/ refused developments in Newbold Verdon/ Market Bosworth; and
- Further consideration of bus route improvements given those proposed as part of application 24/01061/OUT.

The LHA has reviewed the following document which have been submitted by the Applicant in support of the proposals:

- Technical Note ([TN] titled: Newbold Verdon Footway Provision, dated 16<sup>th</sup> September 2025 and authored by TTC);
- Marrons drawing number 2508709.11.07 Rev. B (Access and Movement); and
- An e-mail submitted by TTC to the LHA on 20<sup>th</sup> October 2025, which includes a drawing showing a possible pedestrian footway within the Phase 1 development as opposed to alongside Bosworth Lane.

The TN considers the LHA's previous request for the provision of a pedestrian footway link alongside the B585 Bosworth Lane from the existing development access to the proposed development access only. On this basis, the LHA advises that all other points raised within the observations dated 11<sup>th</sup> August 2025 remain in full.

### **Off-Site Implications**

The submitted TN outlines the reasons why the Applicant believes a pedestrian footway alongside Bosworth Lane is not necessary, including consideration of approximate walking distances and timings to bus stops for example, as well as the impact the footway could have on the roadside hedge, trees and ditch. The Applicant also highlights they are willing to contribute towards footway improvements along Public Footpath S19.

Notwithstanding the above, the LHA advise that that it maintains a 2.0m wide footway connection should be provided to serve the site from the existing Hall Lane access to the proposed new site access. This is consistent with the access strategy for the existing development, which provided a footway link from the B582 Barlestone Road/ Dragon Lane junction and alongside the B585 Bosworth Lane through to the Hall Lane access. This also ran alongside a roadside hedge/ ditch. The LHA advises that based on available records no highway trees or hedgerows would be affected by a 2.0m wide footway. The proposed footway would also secure pedestrian connectivity to any wider development in the future, which may otherwise be problematic to install.

The Applicant has also proposed an alternative approach, which is a 2.0m wide footway linking the secondary access to the site at Milner Close with Hall Lane. The proposed footway would run

alongside a ditch created as part of the earlier phase of development. The LHA advise given the isolated nature of the footway, this would not be considered suitable for adoption, therefore this would not be considered an appropriate alternative to the LHA.

Given the above, the LHA advise it would request a condition requiring a 2.0m wide footway is provided alongside Bosworth Lane in the event it is mindful to advise approval of the proposals in the future. However, should the LPA consider the impact of the proposed footway is not acceptable in planning terms, the LHA would advise the LPA that an alternative pedestrian link is secured.

**Date Received**  
**10 October 2025**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**DH**

**Date issued**  
**30 October 2025**