

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



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

APPLICATION DETAILS

Planning Application Number: 24/00083/HYB

Highway Reference Number: 2024/0083/04/H/R5

Application Address: Land At Burbage Fields Farm Bullfurlong Lane Burbage Leicestershire

Application Type: Hybrid

Description of Application: Re-consultation. 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)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Redrow Homes and Peter Andrew Farmer

County Councillor: Burbage ED - Cllr Barry Walker

Parish: Burbage

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 advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2024) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

- 1. The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024).**

Advice to Local Planning Authority

Background

These observations form the Local Highway Authority's (LHA's) sixth response to the Hybrid planning application for the erection of 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). The proposed development is on land at Burbage Fields Farm Bullfurlong Lane Burbage. The applicants are Redrow Homes and Peter Andrew Farmer.

The LHA's fifth highway observations, on 30 May 2025 advised the Local Planning Authority (LPA) that planning permission should be refused for the following reason:

The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024).

The applicant has submitted several transport related documents / plans which are listed below.

- Redrow Homes Midlands drawing number: 1693-08-02-100, 'Land south of Burbage – Site Layout', Revision E, dated 17 July 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-110, 'Land south of Burbage – Coloured Site Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-115, 'Land south of Burbage – Existing Proposed PROW Plan', Revision A, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-120, 'Land south of Burbage – Site Location Plan', Revision A, dated 19 June 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-122, 'Land south of Burbage – Highway Adoption Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-127, 'Land south of Burbage – Fire Distance Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-144, 'Land south of Burbage – Manco Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-145, 'Land south of Burbage – Bin Refuse Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-147, 'Land south of Burbage – Parking Strategy Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-148, 'Land south of Burbage – Road Hierarchy Plan', Revision B, dated 14 August 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-170, 'Land south of Burbage – Refuse Tracking and Vis Splays', dated August 2025;
- Rodgers Leask Limited Technical Note (TN) 'Land south of Burbage', Report Ref: 21390-RLL-25-XX-TN-D-5028, Revision P01, dated 8 August 2025;
- Farrow Walsh drawing number: FW2285-E-500-01, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 1 of 6', Revision A6, dated 18 August 2025;
- Farrow Walsh drawing number: FW2285-E-500-02, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 2 of 6', Revision A6, dated 18 August 2025;
- Farrow Walsh drawing number: FW2285-E-500-03, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 3 of 6', Revision A6, dated 18 August 2025;
- Farrow Walsh drawing number: FW2285-E-500-04, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 4 of 6', Revision A6, dated 18 August 2025;
- Farrow Walsh drawing number: FW2285-E-500-05, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 5 of 6', Revision A6, dated 18 August 2025; and
- Farrow Walsh drawing number: FW2285-E-500-06, 'Burbage Field Farm, Bullfurlong Lane, Hinckley – Engineering Layout Sheet 6 of 6', Revision A6, dated 18 August 2025;

This latest response focuses on the site access arrangement, internal layout and Public Right of Way, however for a comprehensive understanding of the LHA's assessment of the planning application the reader may wish to refer to the LHA's other substantive responses.

Site Access

The LHAs main concerns with the site access arrangements were with the scale of development which was proposed to be served off the Coventry Road access. The applicant has confirmed in their revised TN that Coventry Road would provide access for 378 residential dwellings and the 66-bed care home. The additional access would be via Flanders Close which would serve a further 55 dwellings.

To address the LHA concerns the applicant has provided further information:

- SLR Road Safety Risk Assessment (Ref: 407.064917.00001 Rev 01, dated 24th June 2025, and presented in Appendix D) of the proposed site access arrangement (based on Dwg 21390-RLL-23-XX-DR-D-5008 Rev P10);
- Updated Coventry Road automatic traffic count (ATC) surveys, undertaken from 28th June 2025 to 4th July 2025 (Appendix E);
- Updated site access capacity assessment (informed by 2025 ATC traffic data), and (Appendix F);
- Updated site access layout (Dwg 21390-RLL-23-XX-DR-D-5008 Rev P11, presented in Appendix G) to include amended visibility splays (based on 2025 ATC recorded 85th percentile speed data).

Flanders Close Access

The LHA was not against the principle of the additional 55 dwellings off Flanders Close but did have concerns about the applicant's ability to deliver the site access due to it being a private road and the red line boundary not connecting to the public highway. Therefore, the LHA welcome the applicants revised blue line boundary to confirm the applicant has control over the adjacent land parcel.

There would be implications for the layout of Flanders Close which would need to be made now to facilitate the delivery of this access. The LHA would expect the applicant would have difficulties providing a suitable connection from the existing shared surface which has a highway corridor of only 7.5m; for the proposed access from Flanders Close to be suitable for adoption, it would require a 5.5m carriageway width with 2 x 2m footways, which does not appear to be achievable. Furthermore, whilst the principle of a private access via Flanders Close could be considered, given that this would be required via a shared surface, this would not be considered safe and suitable for all users as no suitable pedestrian connectivity would be provided.

Whilst the applicant has indicated footways being provided at this location limited detail has been provided and how this could practically tie into the existing layout has not been demonstrated. In addition, the applicant has not demonstrated how access would be provided, or suitably maintained, to the two existing private drives off the exiting turning head.

Notwithstanding the above, this area is currently not in the red line boundary and there is no guarantee that it would become public highway in the future.

Notwithstanding the above the Phase 1 part of the development is off Lutterworth Road which is under a Section 38 agreement and there is no guarantee it will be adopted as part of the Section 38. This means the alternative access off Flanders Close does not connect to the public highway at Lutterworth Road.

Coventry Road access

The LHA has previously advised the applicant that the proposed priority T-junction on Coventry Road is not “appropriate given the scale of development”. In response the applicant has provided more information on the suitability of this access to serve the proposed development which has been reviewed below.

Revised Visibility Splays

To demonstrate the visibility splays would be acceptable the applicant has undertaken a new speed survey on Coventry Road. The speed survey undertaken in July 2025 showed that the speeds were 0.7mph lower eastbound and 1.5mph lower westbound compared to the 2021 results. The results of the new speed survey are shown in Figure 1 below:

Table 1: Summary of Speeds on Coventry Road

Recorded 85 th Percentile Vehicle Speeds (mph)			
Direction	2021	2025	Difference
Eastbound	30.4	29.7	-0.7
Westbound	32.0	30.5	-1.5

Figure 1: Results of speed survey from July 2025 reproduced from Rodgers Leask Limited Technical Note (TN), Revision P01, dated 8 August 2025.

The updated drawing with updated visibility splays of 2.4m x 43m for eastbound traffic and 2.4m x 54m for westbound traffic are shown on drawing number: 21390-RLL-23-XX-DR-D-5008, Revision P11 and included in Appendix G of the TN.

The LHA accept the visibility splays are in accordance with the guidance in [Table 6: Visibility Splays](#) of the [Leicestershire Highway Design Guide](#).

Ghost Right Turn

The applicant has acknowledged that a ghost right turn would be required if the strict application of the guidance in CD123 Figure 2.3.1 was applied, but the applicant considers the 500 AADT threshold needs to be considered in context and in line with Manual for Streets 2 guidance.

The applicant has indicated that a lot of the site accesses on Coventry Road are priority junctions, and the applicant has also referenced a development of 72 dwellings and many of the side roads in the area that lack a ghost right turn. However, the LHA would highlight that those other priority junctions do not serve the proposed level of development and other access points were available.

However, the LHA review proposals on a site-by-site basis and do not consider this comparison is reasonable. Furthermore, the proposed development would provide approximately five times the number of dwellings and number of trips compared to this example.

In addition to the above, it would provide right turning vehicles with protection in a dedicated waiting area and allow non-development traffic to continue their journeys unimpeded. Also as set out in the previous highways response dated 30 May 2025 any build-up of congestion on Coventry Road could result in vehicles waiting to exit the development becoming frustrated and taking unnecessary risks when they leave the proposed development.

On Street Parking and Traffic Regulation Order

The updated TN from the applicant indicates that the applicant is still pursuing the Traffic Regulation Order (TRO). The applicant has reanalysed the results of the on-street parking, which the LHA has previously considered, and agrees that there is on-street parking on Coventry Road, but they believe that based on the parking beat survey data, it is a transient, infrequent and short-term constraint.

Whilst the LHA acknowledge the advice in MfS2 regarding parked cars and their impact on visibility splays the LHA still considers the level of on-street parking in the area could result in existing traffic having to use the wrong side of the carriageway near the site access and coming into conflict with development traffic which could result in collisions.

The LHA would highlight that this process is outside the planning process and would be subject to further consultation. Therefore, the LHA could not guarantee it will be successful and implemented.

Summary

The LHA acknowledge the additional information provided by the applicant but does not agree that the site access arrangements are safe and suitable to serve the proposed development. Whilst the LHA is prepared to work with applicants and have some flexibility on proposals to facilitate development, it remains that the LHA does not consider a simple priority junction to be suitable for this location and scale of development.

Furthermore, the applicant has not progressed with an additional vehicular access which could link the main part of the development with the smaller parcel of development off Flanders Close.

Highway Impact

The LHA asked the applicant to make a fair and reasonable contribution to the A47 Dodwells / Coventry Road / A5 junction to help mitigate the impact of the proposed development. The applicant has responded in their latest TN that they do not agree that a contribution is required given there are less than 30 trips through the junction which LCC consider to be a suitable trigger point for further investigation.

The LHA would advise the applicant that the request for a contribution was based on the existing situation at this junction which is already operating over capacity and will deteriorate in the future base and future with development scenarios. The level of 30 development trips through the junction is a general guide for assessments and does not necessarily mean a junction which has fewer than 30 trips should not be assessed even if it is operating over capacity.

Furthermore, the LHA acknowledge National Highways have yet to provide a final response to the application and may need a scheme of mitigation or contribution at this junction to accommodate the proposed development subject to the applicant obtaining planning permission. Therefore, the LHA consider a fair and reasonable contribution would be required at this junction if the LPA were minded to grant planning permission.

Internal Layout

The LHA has checked the revised site layout shown on drawing number Site Layout 1693-08-02-100 Rev. E, Coloured Site Plan 1693-08-02-110 Rev. B, Bin Refuse Plan 1693-08-02-145 Rev. B, 21390-RLL-23-XX-DR-D-5010 P05 Bus Route Accessing the Site.

The LHA consider 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 could be addressed as part of a future S38 technical appraisal process, if the LHA had advised approval of the proposals and should planning permission be granted. The applicant is advised to consider the following comments:

- There are insufficient speed control measures present within the proposed layout from 340-347, 297-328, 24-298, 379-390 and from the ramp on Flanders Close to 418. These should be approx. 60m apart.
- The bend widening detailed exceeds the required amount as detailed in the LHDG, however it is noted from the applicant that in these areas it is for the purpose of tracking a refuse vehicle and a bus and is therefore accepted.
- Whilst the applicant's response regarding the shared surface footway width at frontages is noted, shared surfaces should be 7.5m in total width, comprised of 2 x 1.35m 'footways' either side of a 4.8m 'carriageway', and be wholly flush and block paved in construction.
- The applicant's response regarding the roads serving 348-366, 333-342, and 33-42 are noted. However, as none of these have been amended to increase these to directly serve/front a minimum of six residential dwellings they are in direct contravention of LHDG Policy 5. Therefore, they do not meet the requirements for adoption. The design of the roads in question can remain as proposed, but they will not be adopted in the S38 agreement and additional highway boundary demarcation will be required.
- The shared footway/cycleway link has been detailed around the loop, which is appreciated. However, the crossing at the Self Build Area remains and should be removed.
- It is noted that a Stage 1 Road Safety Audit has been completed for the access design only. The applicant should note that a Stage 2 Road Safety Audit would be required as a part of the S38 application, subject to receiving planning permission.
- The tactile pedestrian crossings across junctions should be moved along the desire line and onto the radii.

Furthermore, the applicant is advised to note the following points:

- The applicant should ensure that any tree that is to be planted within the highway or the vicinity of the highway is provided with the necessary root protection and likewise any tree that is to remain within the highway or vicinity of the highway is also provided with the necessary tree root protection.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Transport Sustainability

The applicant provided an overview of the sustainable modes of travel in the initial Transport Assessment. The LHA acknowledge the proposed development is in an urban area which would lend itself to more trips by sustainable modes of travel. Furthermore, given the scale of the

proposed development, the LHA would expect the applicant to provide a Public Transport Strategy if the LPA is minded to grant permission.

Public Right of Way

The proposals and impact on the PRowWs were evaluated in detail in the previous highway observations dated 30 May 2025. Nevertheless, the LHA has provided revised comments on the impact on the Public Right of Way (PRowW) below.

The application site is crossed by PRowW Footpaths U66 and U66a and adjoins Bullfurlong Lane (a presumed public right of way) which links to Footpaths U57, U59 and U65.

Notwithstanding the above the LHA has reviewed the Technical Note (Response to Statutory Highways consultees) by RLRE Consulting Engineers dated 8 August 2025 and note on page 26 in paragraph 2.10.2 the applicant states:

'It can be confirmed that the applicant is addressing all of these comments on PRowW by means of separate discussions through a third-party specialist.'

A similar comment is made at the end of page 27.

Any such discussions would be welcome and if the applicant would like to discuss the requirements for the PRowWs referenced above the applicant can contact footpaths@leics.gov.uk

Summary

The LHA remains of the view that the applicant has failed to demonstrate that safe and suitable access for all users would be provided. The LPA is therefore advised that the LHA considers that the application should be refused for the reason outlined above as the proposals are contrary to paragraph 115 and 116 of the NPPF (2024).

Date Received
22 August 2025

Case Officer
David Hunt

Reviewer
RD

Date issued
31 October 2025