

4 February 2025

Ben Dutton
Leicestershire County Council
Highway Development Management
County Hall
Leicester Road
Glenfield
Leicester
LE3 8RA

Dear Ben,

24/00560/HYB – LAND SOUTH OF STATION ROAD, MARKET BOSWORTH

ADC Infrastructure Limited are commissioned by the applicant, Miller Homes, to provide transport and highways advice in support of a hybrid planning application for the construction of 138 residential dwellings and 0.55ha of employment use on land to the south of Station Road in Market Bosworth. The planning application was supported by a Transport Assessment and Travel Plans.

Leicestershire County Council provided comments on the application on 30 August 2024 and a technical note response was issued on 10 December 2024. A further response was received via email on 23 January 2025 following a meeting between the local highway authority and Hinckley and Bosworth Borough Council. The latest comments are enclosed with this letter and are summarised below:

- Vehicle tracking for left turning vehicles out of the station access is required.
- Vehicle tracking using an 11.2m refuse vehicle is required.
- Traffic calming features are required at 60m intervals to ensure a 20mph design speed and 40m to ensure a 15mph design speed.
- 25m forward and junction visibility splays are required for a 20mph design speed, and 17m splays are required for a 15mph design speed.
- Junction 9 traffic profile

This letter has therefore been produced to present the updated vehicle tracking assessment and traffic calming features proposed to ensure suitable design speeds throughout the development.

Market Bosworth Station Access

The Market Bosworth Station access serves the battlefield railway line which runs between Shakerstone and Shenton via Market Bosworth. It is a country railway service that provides recreational trips between the stations and providing museums and café services. The access also serves the Bosworth Garage which provides car service, repair and MOT services and a small selection of used car sales.

Given the above, the station access is predominantly provides access for visitors and staff of the Battlefield Line railway and customers of the Bosworth Garage. Therefore, **Drawing ADC3326-DR-008-P1** demonstrates that two-way vehicle movements are achievable for access and egress to Station Road. The drawing also demonstrates that a 7.5t box van could enter and exit the site comfortably should it be needed for delivery and servicing purposes.

Refuse vehicle tracking

Vehicle tracking of an 11.2m refuse vehicle has been undertaken. The vehicle tracking assessment is shown in **Drawing ADC3326-DR-005-P6** and demonstrates that the design vehicle can access, turn using the turning heads provided and exit again onto Station Road in a forward gear.

The drawing also demonstrates that the refuse vehicle can travel in both directions on the bends in the eastern parts of the development whilst opposed by a large car. As a result, the development layout is suitable to serve refuse and servicing vehicles.

Traffic calming

Table 20 of the Leicestershire Highway Design Guide sets the maximum distances between speed control features in new developments based on 85th percentile design speeds. To ensure a 20mph design speed traffic calming features are required every 60m and for 15mph design speeds traffic calming features should be spaced 40m apart.

Drawing ADC3326-DR-004-P6 presents the traffic calming features and distances between each feature within the development. As shown, a kerb build out with cycle bypass is provided on the site access carriageway. Further south, there are raised tables at the loop lane and lane two junctions. There is a further speed control raised table east of lane two before two 90 degree bends at Plots 40 and 44 and a “S” bend on loop lane outside of Plot 105.

The traffic calming features will be constructed in accordance with the requirements set out in the Leicestershire Highway Design Guide.

Forward visibility

In accordance with the design speeds, **Drawing ADC3326-DR-004-P6** demonstrates that suitable junction and forward visibility splays can be achieved within the development.

Junction 9: A447 / Bosworth Road / Bosworth Lane crossroads

The junction model of the A447 / Bosworth Road / Bosworth Lane crossroads junction is presented in ADC’s Technical Note – response to LCC comments¹. LCC have commented to confirm that the modelling checks have been undertaken and ‘generally everything seems acceptable.’ However at Junction 9 a flat vehicle profile has been used and evidence has been provided for the morning peak hour. LCC therefore requested the evidence demonstrating a flat profile in the evening peak hour. This is summarised in the table below.

Time	A447 North	Bosworth Ln	A447 South	Bosworth Rd	Average
07:30-07:45	118	56	180	79	108
07:45-08:00	120	76	176	84	114
08:00-08:15	83	55	173	80	98
08:15-08:30	130	55	198	55	110
Average	113	61	182	75	108

¹ ADC3326-RP-H-V3

As shown the average traffic flows in each 15-minute period on all arms is generally flat and as such the flat profile is considered suitable to use in the Junctions assessment. Given the above, the conclusions in ADC's Technical Note remain unchanged and the existing junction can accommodate the traffic flows associated with the proposed development.

Summary

This letter has been produced to present updated drawings demonstrating that the traffic calming features required to ensure a suitable design speed on the development roads can be provided. It also presents updated visibility and vehicle tracking assessments.

Overall, the internal layout is suitable to accommodate the proposed development.

Yours sincerely

Matt Tatler

Associate Director

mobile: 07771 516 206

Matt.Tatler@ADCInfrastructure.com

Enc

LCC HDM Comments – 23 January 2025

Drawing ADC3326-DR-008-P1 – Swept path analysis of station access

Drawing ADC3326-DR-004-P6 – Review of internal layout

Drawing ADC3326-DR-005-P6 – Swept path analysis of internal layout

Matt Tatler

From: Ben T Dutton <Ben.Dutton@leics.gov.uk>
Sent: 23 January 2025 10:33
To: Matt Tatler
Subject: FW: 24/00560/HYB - Land south of Station Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Matt, as discussed

Ben Dutton

Transport Planner
Highway Development Management
Leicestershire County Council
E-mail: ben.dutton@leics.gov.uk
Tel: 0116 305 8258

From: Ben T Dutton
Sent: Thursday, January 23, 2025 10:30 AM
To: Tim Hartley <Tim.Hartley@hinckley-bosworth.gov.uk>
Cc: David Hunt <David.Hunt@leics.gov.uk>; Edward Stacey <Edward.Stacey@hinckley-bosworth.gov.uk>; Sullivan Archer <Sullivan.Archer@hinckley-bosworth.gov.uk>
Subject: RE: 24/00560/HYB - Land south of Station Road

Good morning Tim, thanks for meeting with us yesterday.

Following the meeting, I can confirm if we were to issue formal observations today we would require further information from the Applicant. The below points therefore need to be addressed by the Applicant. I have copied these from my draft observations, as well as covering some other points we discussed. Please note some of the points may differ slightly from your-mail to the developer:

Site Access

- Whilst the LHA accept that appropriate visibility could be achieved within the extents of the public highway, it was noted on the site visit that to the east of the proposed access, there is an existing third-party hedgerow which overhangs the highway verge, partially obstructing visibility of the westbound lane. This hedgerow will require cutting back to the highway boundary – it would be beneficial for the Applicant to detail measures they would take to ensure this would not become a maintenance issue in the future. In addition, it would be beneficial for the Applicant to relocate the existing telegraph poles outside of the visibility splays.

Off-site works

The Applicant has proposed chicanes in order to assist in reducing the speed of passing traffic along Station Road. In principle, the LHA welcomes measures to reduce vehicle speeds on this section of Station Road and is aware speeding traffic has been a longstanding local concern.

- The LHA notes that a Stopping Sight Distance (SSD) to the chicane on the west side of the proposed access is shown, which is considered to be in accordance with Table 6 (visibility Splays) of the LHDG (available at <https://www.leicestershirehighwaydesignguide.uk/>). However, the LHA is concerned that if vehicles are queueing at the chicane to give way to westbound traffic, eastbound traffic may not have an appropriate SSD to the back of this queue due to the brow of the hill. The LHA therefore requests this is given further consideration.

- The LHA also requests that swept paths should be provided showing that vehicles turning left out of the Market Bosworth Battlefield Line Railway Station can do so without colliding with the proposed chicane. Due to the unconventional angle at which that access meets the highway, the Applicant may need to clarify with the landowner what the largest vehicle to use the site would currently be.
- Proposed bus stop locations are noted. These will need to be assessed and confirmed at the detailed design stage and will require raised kerbs, a pole, flag and timetable case at the expense of the Applicant. We are happy to condition the bus stop provision.

Trip Generation/ Distribution

Traffic flow diagrams have been spot checked and appear to take into account the proposed one way scheme in the centre of Market Bosworth and the York Close development as previously requested. There are a couple of errors, however the final and most crucial diagrams appear to be correct, therefore subject to modeling checks we should not have issues.

The Applicant has not considered the two recent live developments to the north of Station Road (126 dwellings and 126 holiday lodges + spa, both accessed from the existing kyngs golf club access). However, it is considered unreasonable for the Applicant to consider these given they have been submitted more recently. The developers for those applications will be required to consider this masterplan site and each application, along with others in Market Bosworth as a sensitivity test as necessary.

Junction capacity Assessments

We are unlikely to have any concerns with the Applicants junction modelling, however this has been obtained from the transport consultants and is being checked. I'm aware a couple of junctions are shown to be reaching capacity with the proposed development in place (A444/ Bosworth Road and A447/ Bosworth Road/ B585 Bosworth Lane). These will be our key junctions for consideration. Based on recent past applications in Market Bosworth (all of which were either withdrawn, refused by H&BBC or dismissed at appeal), whilst they resulted in further reductions to junction capacity, given this was only a minor further reduction it was considered at the time improvements could not be justified.

Internal Layout

Currently the internal layout of the development is not considered suitable for adoption. While the LHA would not seek to refuse the application based on the internal layout – amendments should be provided at this stage given plot locations could be affected, should the Applicant wish for the residential roads to be considered for adoption:

Internal Geometry

- The pedestrian access to Heath Road has been re-located however on closer inspection it may still cross third party land prior to connecting to the highway. This link would not be considered for adoption, but would be welcomed if it can be delivered.
- The proposed width of 7.3m for the access road to the employment area is in accordance with Table 4 of the LHDG. The turning head geometry at the proposed limit of this road is not in accordance with Figure 13 of the LHDG, however, the HA accept the argument in the Technical Note which argues that the turning facilities for industrial vehicles will be provided within the employment zone, which is currently at Outline application stage only.
- Turning for a refuse vehicle has been shown, however the specification including the dimensions of the vehicle should be clarified and in line with the Swept Path Analysis guidance within the LHDG. This could be shorter than the 11.2m stated within the LHDG.
- Speed control is not in accordance with Table 20 of the LHDG and the LHA does not accept the arguments raised in the TN. The width of the road and the excess straight-line distance would likely lead to an increase in vehicle speed, therefore the applicant has not demonstrated how a 20mph design speed will be achieved.

- Visibility splays should be in accordance with Table 6 of the LHDG and appropriate for the design speed of the roads. The LHA would direct the applicant to the visibility splays set out in Table 4 and ask that forward visibility on the 6.75m wide Tree Lined Street is clarified.
- Vehicle accesses should be located at least 10m from the radii of a junction to avoid conflict with turning vehicles and crossing points. Remaining plots with vehicle accesses within 10m of a junction are noted. LCC will request a safety audit on submission of S38 drawing pack.

Transport Sustainability

- The Applicant has not updated the Framework Travel Plan (FTP) to reflect the comments previously made by the LHA. Nevertheless, the LHA advise that an updated FTP could be conditioned.

We will also need to secure the extension of the bus service (Arriva 153 service) to cover Station Road. It appears the Applicant and Arriva are happy with this.

Hope this covers everything, but happy to discuss if required.

Kind regards,

Ben Dutton

Transport Planner

Highway Development Management

Leicestershire County Council

E-mail: ben.dutton@leics.gov.uk

Tel: 0116 305 8258

From: Tim Hartley <Tim.Hartley@hinckley-bosworth.gov.uk>

Sent: Wednesday, January 22, 2025 5:53 PM

To: Helen Dawkins <Helen.Dawkins@miller.co.uk>; Mark Potter <Mark.Potter@miller.co.uk>; Carl Stott (<carl.stott@nineteen47.co.uk> <carl.stott@nineteen47.co.uk>; Nathan Rillie <Nathan.Rillie@nineteen47.co.uk>

Cc: David Hunt <David.Hunt@leics.gov.uk>; Ben T Dutton <Ben.Dutton@leics.gov.uk>; Edward Stacey <Edward.Stacey@hinckley-bosworth.gov.uk>; Sullivan Archer <Sullivan.Archer@hinckley-bosworth.gov.uk>

Subject: 24/00560/HYB - Land south of Station Road

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Hi Helen

As you're aware we met with colleagues from Highways late this afternoon

We remain on course for 18 Feb Committee but there is some additional work that is needed from ADC. This is outlined in the following bullet points and David and ben can correct anything if I've got it wrong. Ben is working to complete comments so that they can be emailed over to you tomorrow or Friday

- The visibility splay looks to go over a tiny bit of third party land
- Changes will be needed to the swept path for refuse vehicles – it looked like the wrong size of vehicle had been used. This might affect the road layout and plot positions
- Traffic calming needed improving
- There remains an issue with the railway station access

Highway colleagues have been unable to get a conclusive legal view from their colleagues regarding the position we have here where an extant S278 Agreement is in conflict with a proposal and the proposal is being recommended for approval. We are concerned that objectors will seek to challenge the approval of your application in these circumstances and it would assist all parties if the Applicants sought a legal view that could be shared so that it could be included in a Committee report

Happy to discuss

Kind regards

Tim

Tim Hartley
Team Leader (Development Management)

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Hinckley & Bosworth
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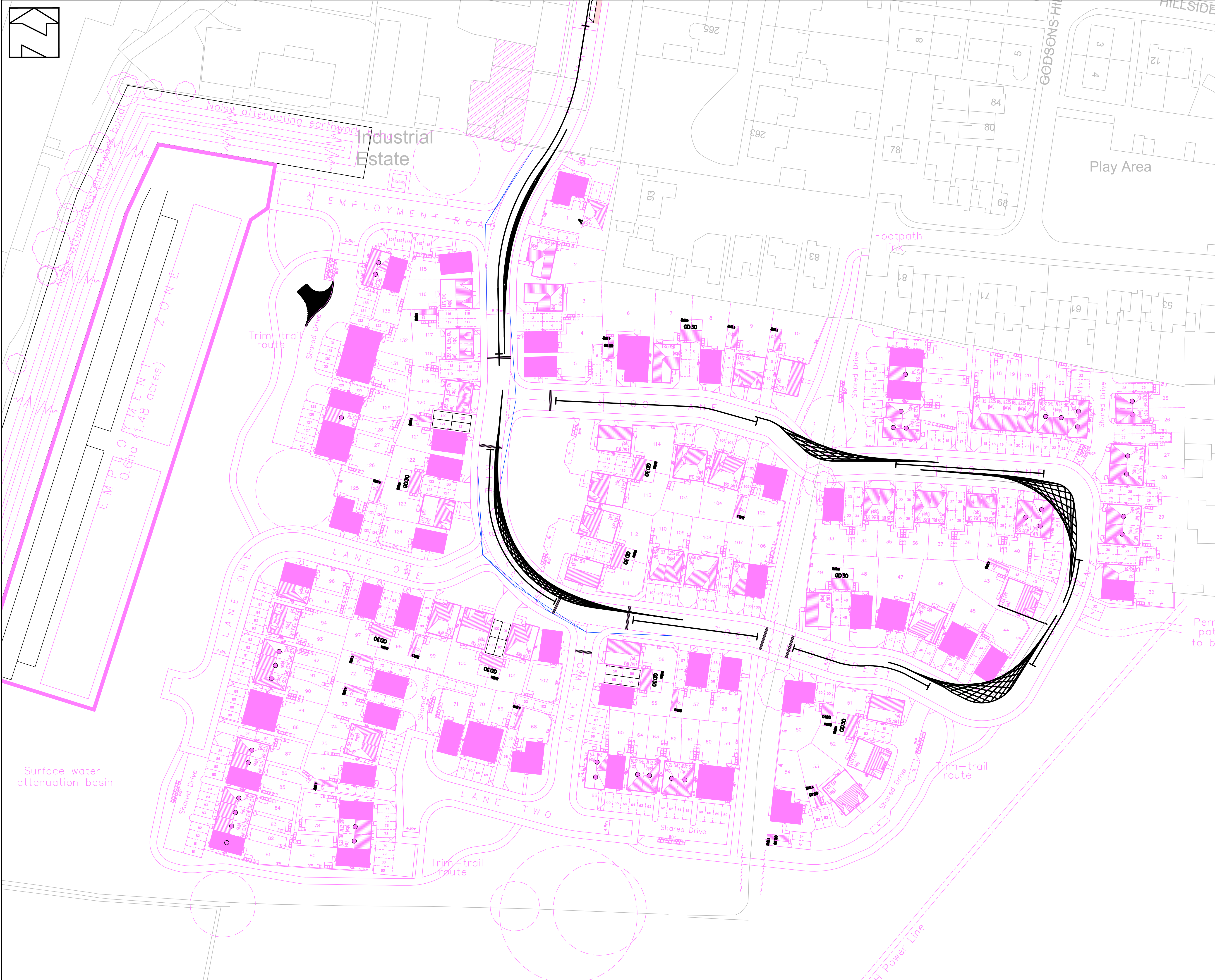
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ALL VEHICULAR VISIBILITY SPLAYS ARE 25m (IN ACCORDANCE WITH A 20MPH DESIGN SPEED)

ALL FORWARD VISIBILITY ENVELOPES ARE 17m (IN ACCORDANCE WITH A DESIGN SPEED OF UP TO 15MPH)

P6	04.02.25	Updated layout	MT	-
P5	02.12.24	Updated layout	KG	-
P4	15.07.24	Updated layout	KG	-
P3	08.05.24	Change to layout adjacent to Plot 42	KG	MT
P2	08.05.24	Updated layout	KG	MT
P1	11.04.24	First issue	KG	RL
Rev	Date	Description	Dr	Rev

Client:

Miller Homes

Project:

Land South of Station Road, Market Bosworth

Title:

Review of Internal Layout

ADC

INFRASTRUCTURE

Drawn:
K. Gamblen

Reviewed:
R. Leconte

Size:
A1

Scale:
1:500

Date:
11 / 04 / 2024

Status:

PRELIMINARY ISSUE

Project Reference

Type

Number

Revision

ADC3326-DR- 004

P6



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P6	04.12.25	Updated layout	KG	-
P5	09.12.24	Updated layout	KG	-
P4	15.07.24	Updated layout	KG	-
P3	10.05.24	Updated layout	KG	MT
P2	08.05.24	Updated layout	KG	MT
P1	11.04.24	First issue	KG	RL
Rev	Date	Description	Dr	Rev

Client:

Miller Homes

Project:

Land South of Station Road, Market Bosworth

Title:

Swept Path Analysis of Internal Layout

Drawn: K. Gamblen

Reviewed: R. Leconte

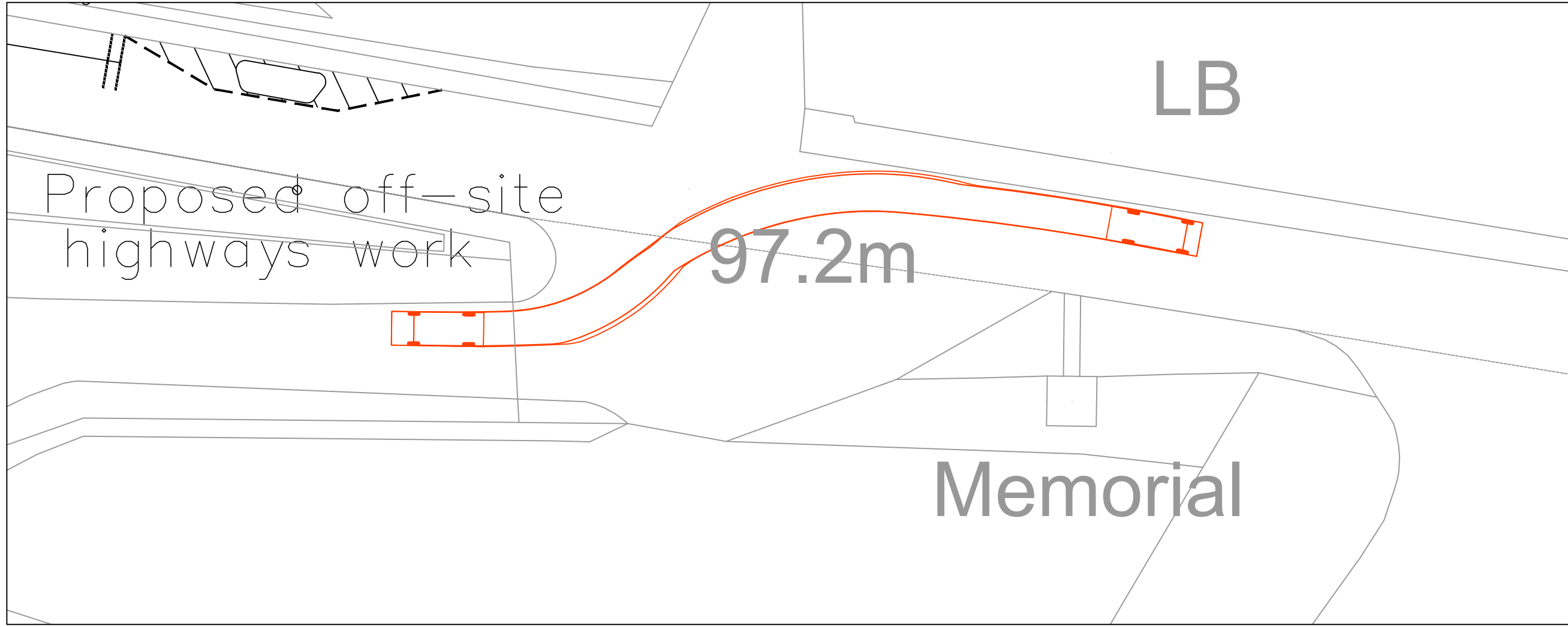
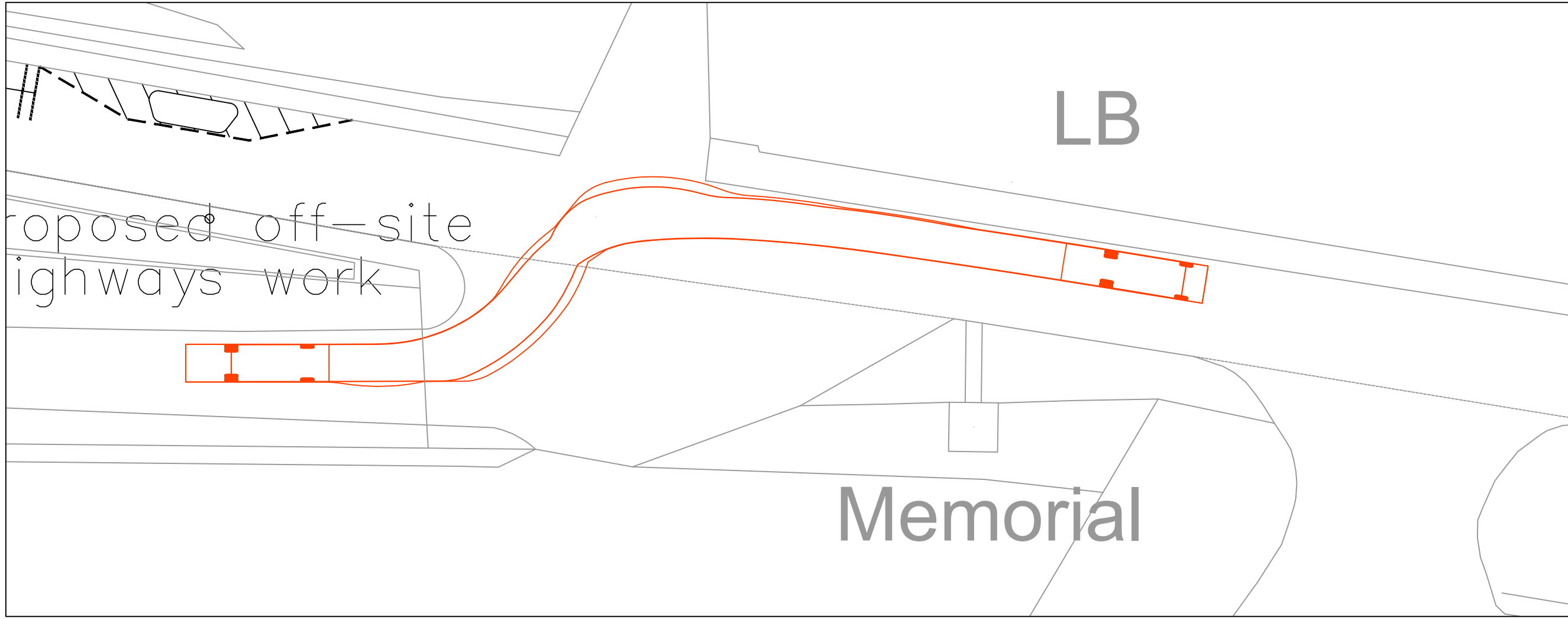
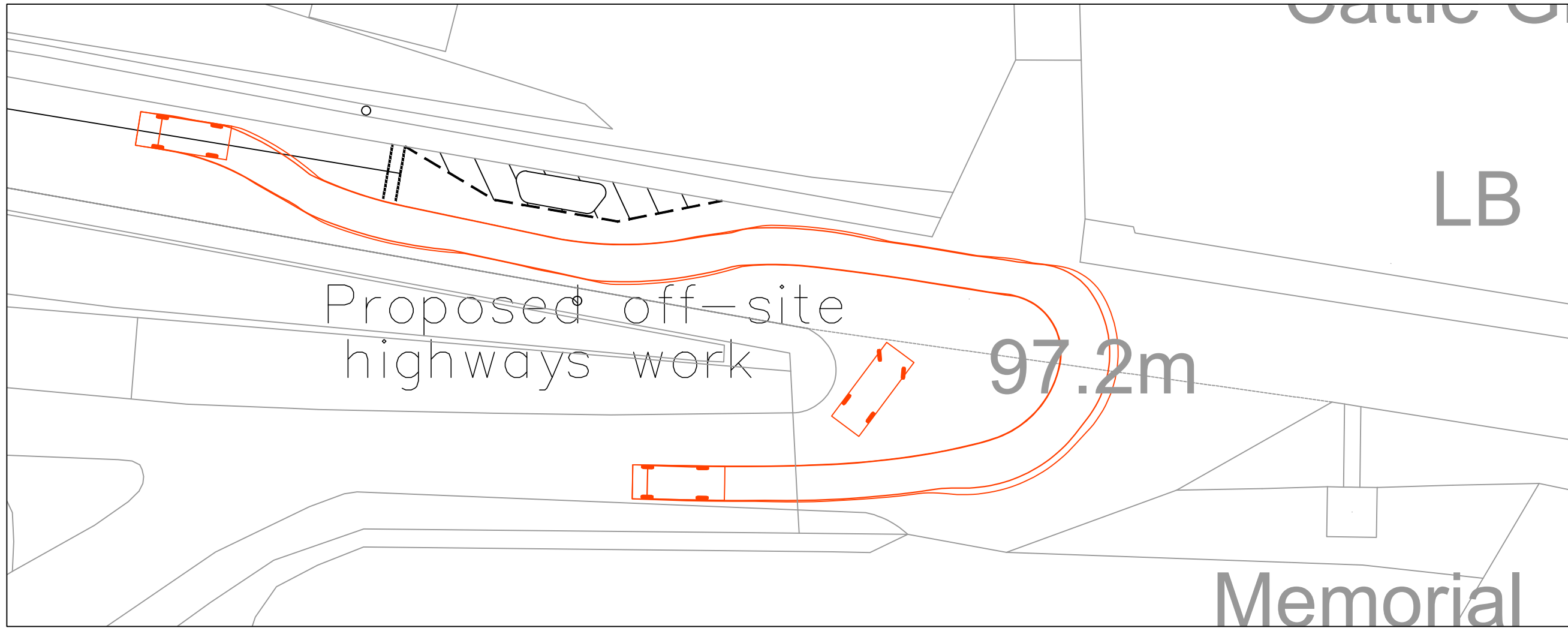
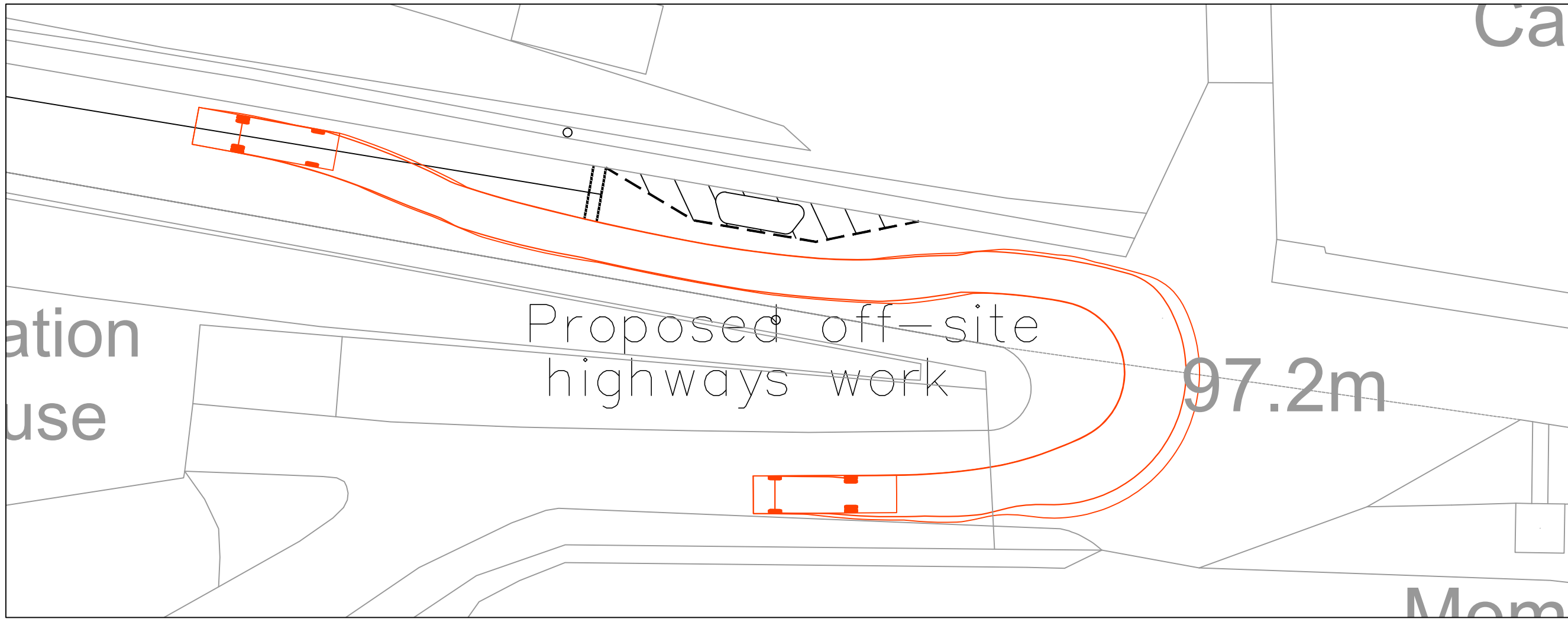
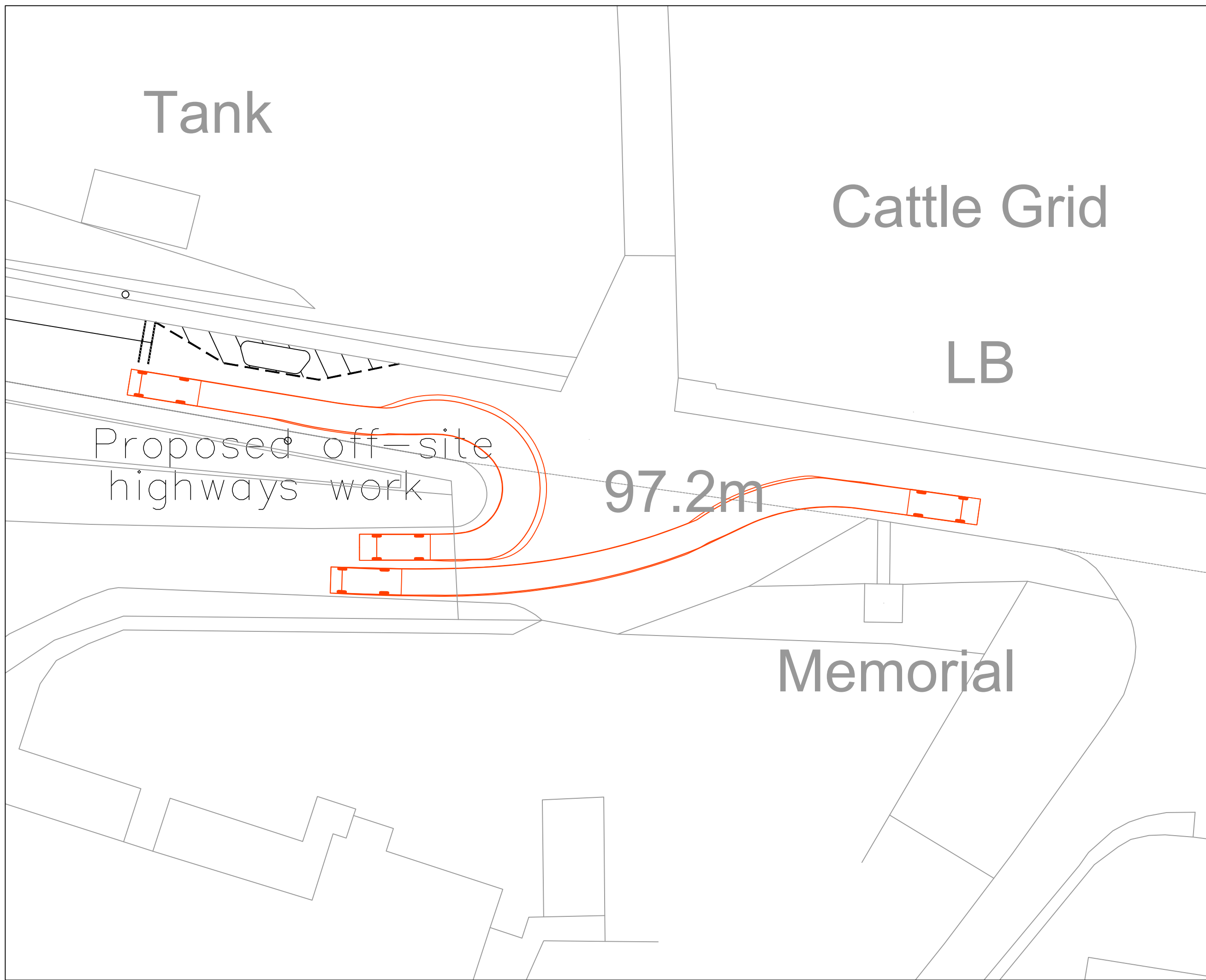
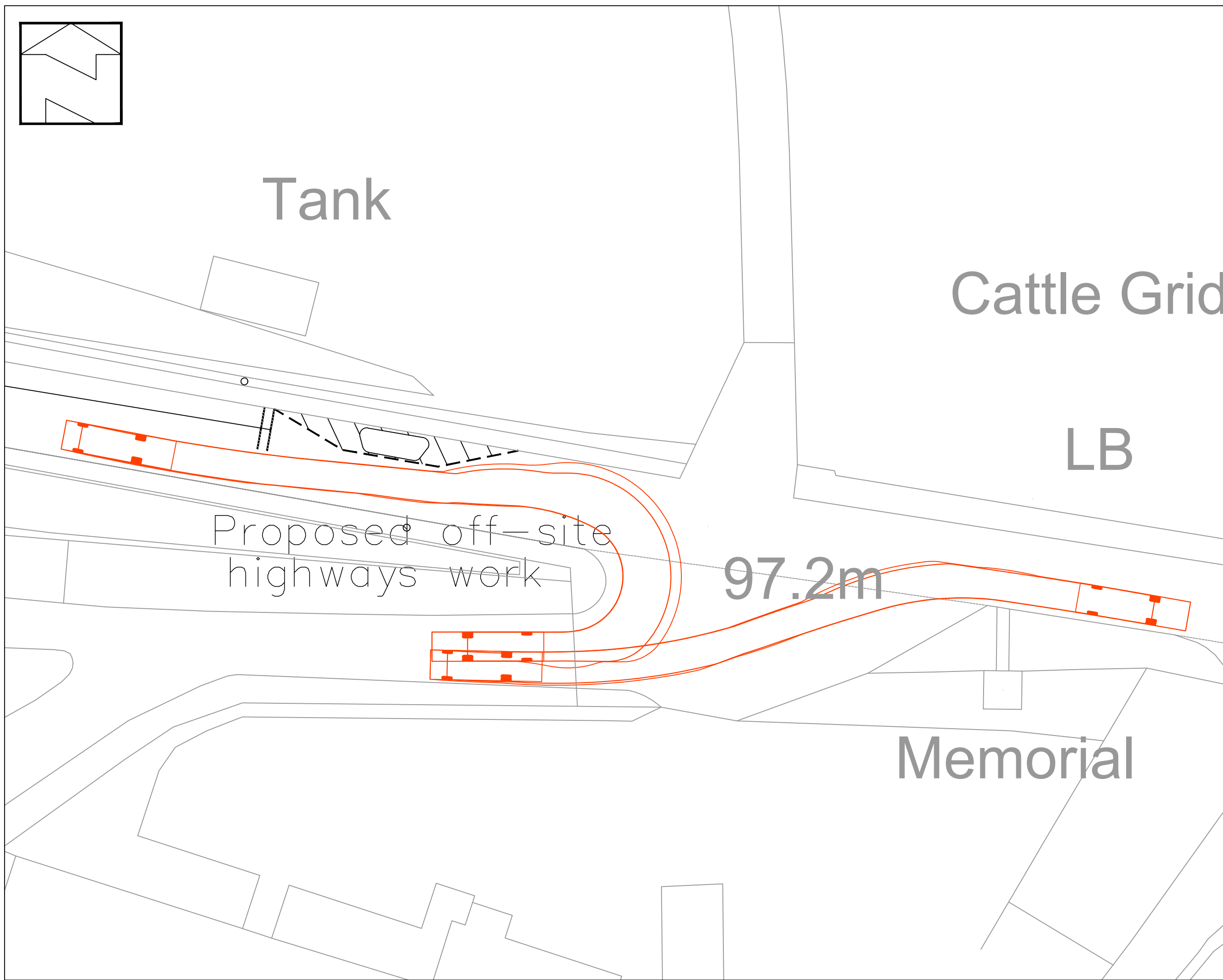
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Project Reference	Type	Number	Revision
ADC3326-DR- 005			P6



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P2	04.02.25	First issue	KG	MT
Rev	Date	Description	Dr	Rev

Client:

Miller Homes

Project:

Land South of Station Road, Market Bosworth

Title:

Swept Path Analysis of Station Access

ADC

INFRASTRUCTURE

Drawn:

K. Gamblen

Reviewed:

M. Tatler

Size:

A1

Scale:

1:500

Date:

04.02.2025

Status:

PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3326-DR-	008	P1	