



TRANSPORT STATEMENT

PROPOSED EMPLOYMENT DEVELOPMENT
HORSEPOOL GRANGE, STANTON UNDER BARDON

DOCUMENT CONTROL

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3968-ADC-HGN-XX-DR-CH-0100-S1-P01 (Access arrangement)
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APPENDICES

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1.0 INTRODUCTION

- 1.1 Marrons Planning commissioned ADC Infrastructure Limited to provide highways and transport advice relating to an outline planning application on land at Horsepool Grange near the village of Stanton under Bardon, Leicestershire. Hinckley and Bosworth Borough Council (HBBC) are the local planning authority and Leicestershire County Council (LCC) are the local highway authority for the area. The general site location is shown in **Figure 1** below.



Figure 1: general site location

- 1.2 The development proposals comprise the construction of up to 10,500 sqm of employment use to be accessed via the existing private access road onto Elliot's Lane that currently serves the Horsepool Grange Industrial Estate. The Illustrative Masterplan is contained in **Appendix A**.
- 1.3 Pre application planning advice was sought from the HBBC, and their response is contained in **Appendix B**. HBBC consulted with LCC as part of the process, and the key points relating to highways are below:
- *Given that the use of this access is to be intensified, the Applicant should demonstrate the provision of visibility splays in accordance with Table 6 of the LHDG. Visibility splays should be clearly identified and annotated in a drawing based upon recorded 85th percentile speeds.*
 - *A Travel Plan needs to be submitted to support the development.*
 - *Public Rights of Way (PRoW) across the site will need to be legally diverted.*
 - *The proposed development may result in the LHA asking for junction capacity assessments. It should be noted however, that the LHA will ultimately decide on the junction capacity assessments required based on a trip distribution and assignment exercise. In this respect, the LHA would expect 2011 Census travel to work data to be used to determine the distribution of trips.*
 - *An assessment of PICs should be undertaken based on data for the most recently available 5-year period and be provided by LCC.*

- 1.4 This report is the Transport Statement for the proposed development. It addresses the key points raised by the local planning authority and provided a proportional assessment of the proposed development in highways and transport terms. It has been produced in accordance with ‘Travel Plans, Transport Assessments and Statements’¹, and considers the transport implications of the development proposal in respect of the National Planning Policy Framework (NPPF)², in particular the following paragraphs:

“115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- b) safe and suitable access to the site can be achieved for all users.*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 1.5 It should be noted, however, that a new version of the NPPF is currently being consulted on, with the process open until 10 March 2026. In the current draft version of the plan, section 15, entitled ‘promoting sustainable transport’ is intended to replace the existing paragraph within section 9 of the current version. Within section 15, the current draft consultation version sets out a series of policies – TR1 through to TR8. Plan-making policy TR1 emphasises the vision-led approach. In essence that means looking forward rather than relying on past trends. On decision-making, TR3 requires development to be located in sustainable locations. It repeats what is in paragraph 110 of the current version, stating that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. TR4 requires street design, access and parking to contribute to well-designed places, which is again a rewording of existing paragraphs.

- 1.6 TR6 is about assessing transport impacts. It states, “All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.” This is very similar to paragraph 116 of the current version, quoted above.

- 1.7 TR8 deals with Public Rights of Way – which is relevant to this development. It is proposed to state that

“Development proposals should: Maintain the network of public rights of way, including through suitable diversions agreed with the highway authority”

¹ Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, Department for Levelling Up, Housing and Communities and Ministry for Housing, Communities and Local Government, March 2014

² National Planning Policy Framework, Department for Levelling Up, Housing and Communities, December 2024

1.8 This report is structured as follows:

- Section 2 examines the existing highway conditions close to the site, including the results of a seven-day automatic traffic count, an accident analysis, and assessment of existing opportunities to travel to the site by foot, cycle, bus and train.
- Section 3 details the development proposals, including the site access junction, car parking, servicing, and provision for sustainable travel.
- Section 4 calculates the proposed traffic generation and forecasts the modal split and person trip generation by non-car modes.
- Section 5 assesses the development traffic distribution and assignment.
- Section 6 examines the highway impact due to the additional traffic generated by the development.
- Section 7 presents the summary and conclusions.

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The site would sit to the east of the existing Horsepool Grange Industrial Estate on the southeastern edge of Stanton under Bardon in Hinckley and Bosworth district, Leicestershire. The site is located approximately 1.5km west of Markfield, 7km southeast of Coalville and 14km northwest of Leicester City Centre.
- 2.2 The site is currently a green space and is bound by thick vegetation to the north, with a public right of way in the form of a footpath along the northwestern boundary. The private access road to the existing employment units of the industrial estate borders the site to the west and south while Elliot's Lane serves as an eastern boundary. An aerial view of the site is presented in **Figure 2** below.



Figure 2: aerial photograph

Local highway network

- 2.3 The highway network in the vicinity of the site, which is shown in **Figures 1 and 2**, is detailed below.
- 2.4 Elliot's Lane is a single carriageway rural road running north-south between Cliffe Hill Road and Grassy Lane. The access to the Horsepool Grange Industrial Estate is located approximately midway along its length. To the south of the access junction, the road is subject to a 7.5t weight restriction except for loading and as such all-HGV traffic must route to or from the north. The road is approximately 300m long and is subject to the national speed limit. Elliot's Lane joins Cliffe Hill Road to the north at a simple priority T-junction, and Grassy Lane/Broad Lane at a T-junction to the south. There is no pedestrian provision or street lighting.
- 2.5 Cliffe Hill Road is a single carriageway rural road and provides access to the M1 at Junction 22, approximately 1.3km northeast of the site, and to the village of Stanton under Bardon via the junction with Main Street, approximately 1.2km to the northwest. North of this junction it meets the A511 at the 'Flying Horse' Roundabout. The road is governed by the national speed limit along its length. Approximately 350m east of the junction with Eliotts Lane, Cliffe Hill Road meets Stoney Lane at a four-arm roundabout. Stoney Lane runs east, over the M1 and into Markfield. The northern arm of the roundabout serves the access to the adjacent quarry. Cliffe Hill Lane has a footway along its northern edge, which is 2m wide. It is not lit.
- 2.6 To the south of the site, Elliot's Lane meets Grassy Lane at a simple priority-controlled T-junction. West of the junction Grassy Lane is a single carriageway rural road and continues northeast to meet Stoney Lane west of the M1 overbridge. South of the junction, Broad Lane runs south into the village of Thornton, passing the South Charnwood High School on route.

Observed traffic flows and vehicle speeds

- 2.7 A 7-day Automatic Traffic Count (ATC) was undertaken on Elliot's Road between 29 October and 4 November 2025 to determine the traffic volume and speeds along the site frontage. The location of the ATC is show in **Figure 3** below.



Figure 3: ATC Location

2.8 The ATC results are contained in **Appendix C** and summarised in the table below.

ATC		northbound	southbound	two-way
weekday average flow (all vehicles)	AM peak (09:00-10:00)	150	185	335
	PM peak (18:00-19:00)	124	196	320
	24hrs	1409	1543	2952
traffic speeds over survey period – mean		31.6mph	35.0mph	
traffic speeds over survey period – 85 th percentile		37.9mph	42.4mph	

2.9 As shown in the table, Elliot's Lane is lightly trafficked, and traffic is travelling below the posted speed limit in both directions.

Personal Injury Collision Record

2.10 It is necessary to examine the personal injury collision (PIC) record on the roads in the vicinity of the site, to identify any trends which may be exacerbated by the additional traffic generated by the proposed development. Therefore, the most recent five years (01/01/2020 to 31/08/2025) of available PIC data was obtained from LCC which returned one slight collision south of Horsepool Grange Industrial Estate access junction as shown in **Figure 4** and the full reports are contained in **Appendix D**.



Figure 4: extract of collision map obtained from the LCC

- 2.11 One slight collision occurred at Markfield Lane/Elliott's Lane/Grassy Lane junction which involved a vehicle travelling eastbound across the bend and the other entering main road.
- 2.12 There were no recorded PICs along Elliotts Lane, or at the junction with Cliffe Hill Lane.
- 2.13 The PIC analysis demonstrates that there is no underlying road safety concern on the local highway network that would be made worse by the additional traffic from the proposed development.

Opportunities for pedestrian travel

- 2.14 Guidelines for Providing for Journeys on Foot³ describe acceptable walking distances for pedestrians without mobility impairment. They suggest that for commuters and school pupils, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. The 2km catchment is shown in **Figure 5** below and includes all of Stanton under Bardon and some residential areas in western Markfield.
- 2.15 As described above, the nearest footway to the site is along Cliffe Hill Road to the north. This footway provides a link to the pedestrian network in Stanton Under Bardon, via Main Street. It does, however, mean that any employees wishing to walk to the site from the village would need to take a slightly indirect route and walk north, then south to access the site. Nevertheless, the walking distance to the village centre, even on this rather indirect route, is still less than 2km, meaning it is possible to walk to and from the site. The pedestrian connectivity between the site and the existing footway on Cliffe Hill lane is described in the following section. East of the site, there are no footways beyond the Quarry access roundabout, meaning that it is not possible to walk to or from Markfield

³ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

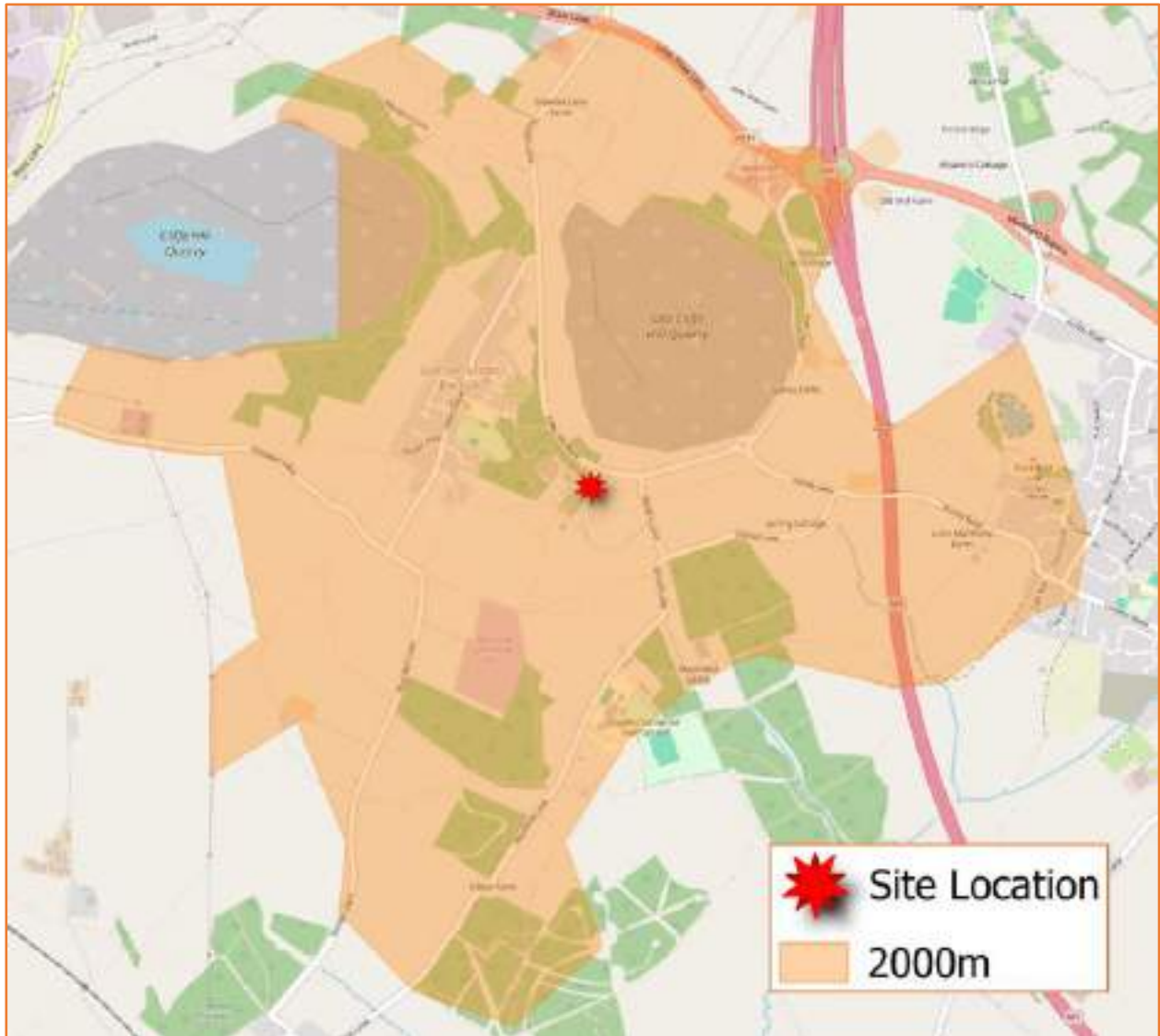


Figure 5: 2km pedestrian catchment

- 2.16 There is a network of Public Rights of Way (PRoW) in the vicinity of the site shown in **Figure 6** below. Footpath route 23/5 runs through the middle of the site in west-east direction connecting to Route 3/3 to the west which runs along the northwestern boundary of the site and connects to the wider footway network in the village. Route 23/6 to the east further joins into Stoney Lane.
- 2.17 These PRoW do reduce the effective walking distance between the site and Stanton Under Bardon significantly, however they are by and large unmetalled, and cross fields or woodland on route. Route 23/5 crosses the site, and will be maintained as a public access, with appropriate connections made through the site boundary to minimise route diversion.



Figure 6: public rights of way

Opportunities for cycle travel

- 2.18 A typical average cycling distance for non-leisure purposes, such as commuting, is 5km. However, cyclists will commute significantly longer distances than this if the topography and highway conditions are favourable. Indeed, DfT guidance notes that “cycling has the potential to replace trips by other modes, typically up to 10km”.
- 2.19 LTN 1/20 states “Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles (8km) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking
- 2.20 A 5km cycle catchment from the centre of the site is shown in **Figure 7** below and includes the residential areas in Stanton Under Bardon, Markfield, Bagworth and the new Southeast Coalville SUE site north of Bardon Grange.

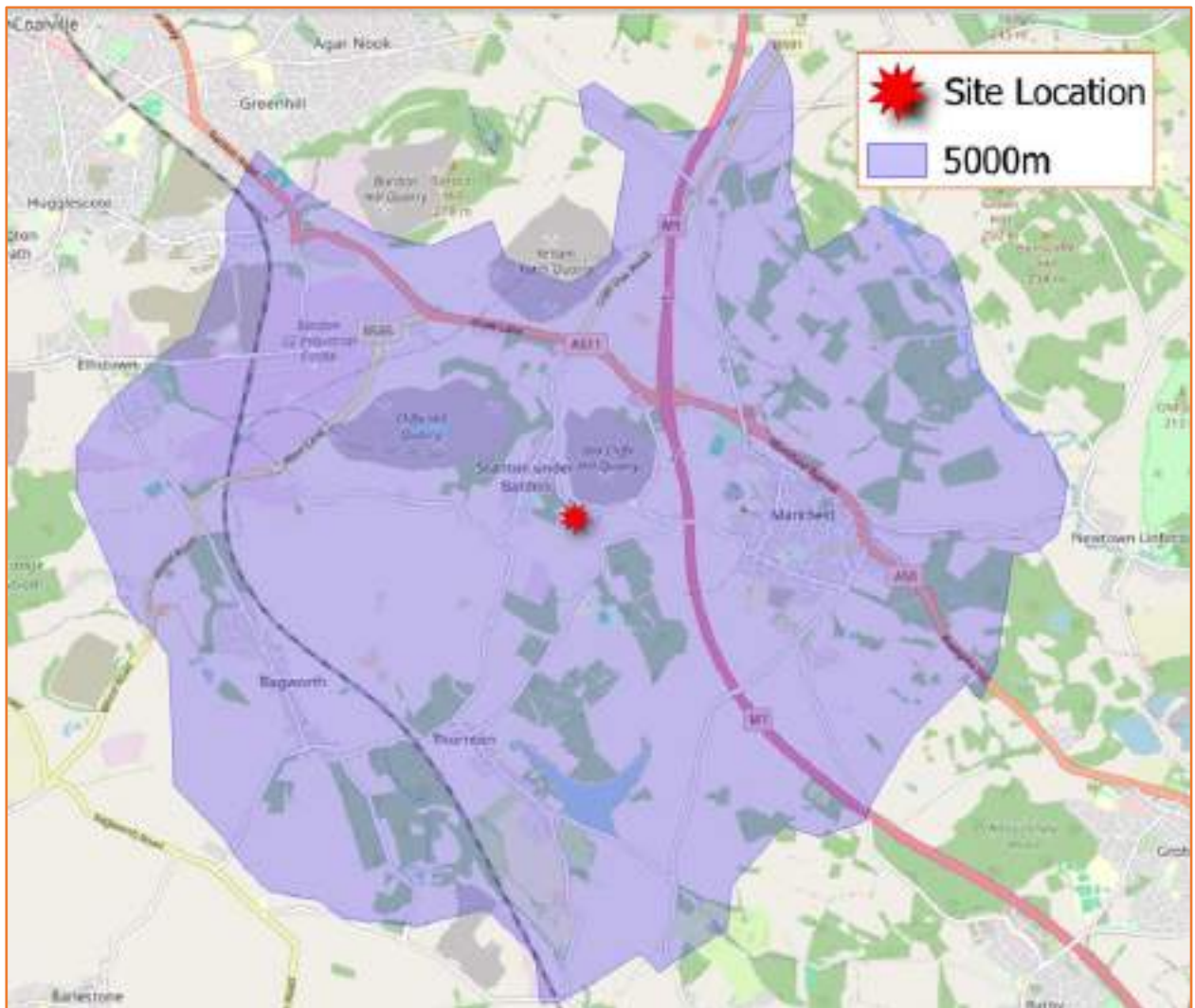


Figure 7: cycle catchment

- 2.21 Dedicated cycling infrastructure in the vicinity of the site is limited, as is to be expected given the relatively rural location. An extract from LCCs regional cycle map is shown in **Figure 8** below. The roads in the vicinity of the site including Cliffe Hill Road, Grassy Lane are considered to be ‘quieter roads’, which denotes them as being more suitable for on carriageway cycling. The network surrounding the site is governed by the national speed limit, meaning vehicle speeds will be relatively high, which may be off putting for some cyclists, but in general, more confident riders will be able to access the site by bicycle, using local roads.

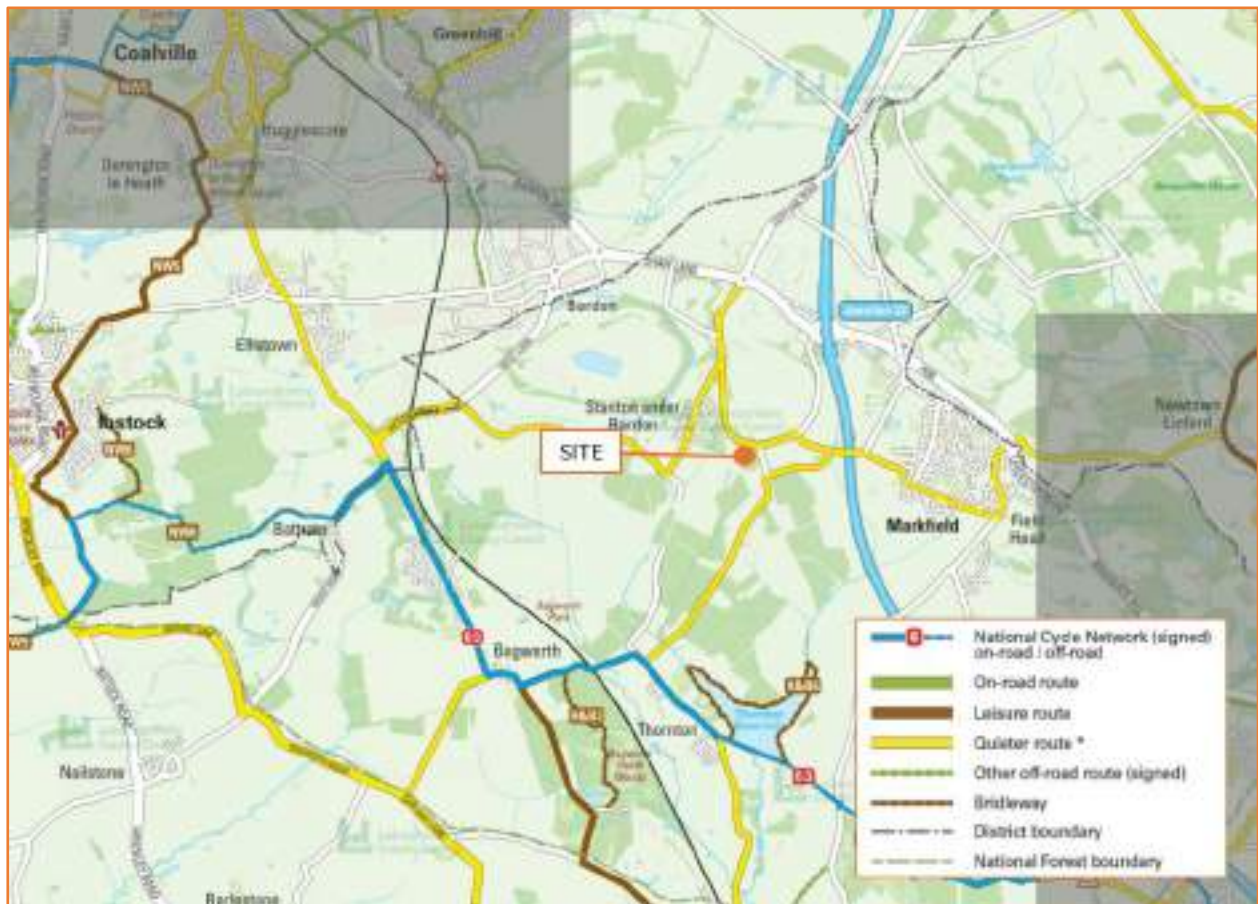
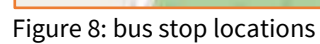


Figure 7: extract of cycle map from the LCC

Opportunities for travel by bus

- 2.22 There are no bus stops on Elliot's Lane, or Cliffe Hill Road, likewise, Stanton village does not have any active bus services serving the Main Street.
- 2.23 The Arriva Operated 'LC15' Leicester-Coalville service runs along Cliffe Hill Road, and Grassy Lane. It operates 6 times a day in either direction on Mondays and Saturdays, with no service on Sundays. The route of this bus is split. Most of the services run along Cliffe Hill Road, however 3 of the Coalville-bound buses (at 11:44, 16:56 and 20:07) route along Broad Lane, stopping at the southbound bus stop 700m south of the site at South Charnwood High School on Markfield Lane as shown in **Figure 8** below
- 2.24 The route of bus service LC15 relative to the site is shown in **Figure 9**.



Opportunities for travel by rail

- 2.25 Loughborough railway station is the nearest train connection to the site located approximately 14km from the site. The station is on Midland Main Line, and all services are operated by East Midlands Railway (EMR).
- 2.26 The station provides the following services:
- hourly services to Sheffield, Derby, Nottingham, Lincoln, Leicester
 - half hourly services to London with alternating fast/semi fast services

3.0 PROPOSED DEVELOPMENT

- 3.1 The development proposals comprise the construction of up to 10,500sqm GFA employment use with an access to be taken from the existing Horsepool Grange private access road which in turn joins Elliot's Lane at a simple priority-controlled T-junction. The Illustrative Masterplan is contained in **Appendix A**.
- 3.2 The illustrative development masterplan shows the site occupied by 8 units, ranging in size from 500sqm up to 5000sqm GFA. At this point the masterplan is illustrative, and ultimately the site layout and unit mix could alter during the planning process.
- 3.3 The outline planning applications seeks an open consent, allowing for end occupiers within the B2 general industrial or B8 storage and distribution land use classes.

Access

- 3.4 Access to the development will be taken from the exiting private road which serves the Horsepool Grange industrial estate. This road, and its junction on Elliot's Lane is in **Figure 10**.
- 3.5 Table 4 of the Leicestershire Highways Design Guide (LHDG) sets out the general geometry for employment and commercial access roads. Table 9 sets out the general geometries of the access junctions to new developments. That document states that a 'major industrial access road', serving developments under the B2 or B8 planning use class must have a 7.3m wide access carriageway and 15m junction radii, with 1:10 tapers over 25m to allow for HGV access.
- 3.6 A general site access arrangement is shown in **Drawing 3968-ADC-HGN-XX-DR-CH-0100-S1-P01**. The only departure from the standards described above is the lack of tapers on the western kerb radius, as the likelihood of HGVs entering and leaving the site from the west is low, and a standard 15m radius is sufficient.
- 3.7 The existing industrial estate access road is approximately 5.5m in width, although it serves an existing industrial use. The proposed development will result in an intensification of use along the stretch between the proposed access junction, and the existing junction with Elliott's Lane. As such this section would be widened to 7.3m to accord with the standards.
- 3.8 **Drawing 3968-ADC-HGN-XX-DR-CH-0101-S1-P01** shows a swept path analysis of the site access arrangement, demonstrating two-way HGV access.



Figure 10: Existing Horsepool Grange access road, with the Eliotts Lane junction in the foreground

Visibility

- 3.9 The drawing also shows an achievable visibility of 43m, which is suitable for a design speed of 30mph, on either side of the proposed site access, along the existing access road. Given the proximity of the site access to both the junction with Elliot's Lane, and the 90-degree bend to the west, on the approach to the adjacent industrial estate, 30mph is considered an extremely robust estimate of vehicle speeds along the estate road. A setback distance of 4.5m was used, in accordance with the requirements of major industrial access roads stated in LHDG.
- 3.10 Regarding the existing junction on Eliotts Lane, LCC stated the following in their pre-application comments.

Access to the site is currently via Elliot's Lane which is an adopted, unclassified road subject to the National Speed Limit, the Applicant seeks to utilise this access for the new proposed units. The access from Elliot's Lane leads to a private drive that serves the existing development. Upon submission of a formal planning application, the LHA will require a scalable plan of the access arrangements.

Given that the use of this access is to be intensified, the Applicant should demonstrate the provision of visibility splays in accordance with Table 6 of the LHDG. Visibility splays should be clearly identified and annotated in a drawing based upon recorded 85th percentile speeds.

- 3.11 The results of the ATC undertaken adjacent to the junction shows the following that 85th percentile recorded speeds, and their corresponding visibility requirement from Table 6 of the LHDG
- Northbound – 37.9mph – 73m
 - Southbound – 42.4mph – 120m

- 3.12 Drawing **3968-ADC-HGN-XX-DR-CH-0100-S1-P01** shows the required visibility splays measured from a 4.5m setback from the give way line, to the nearside carriageway edge. These can be achieved within the public highway, which is shown in the plan at **Appendix E**.

Parking

- 3.13 The LHDG under 'Non-Residential Parking Standards' proposes the following parking spaces for Class B which includes B2 (General Industry) and B8 (Storage and Distribution) for GFA above 2,500sqm in 'Out of town' category.

B2 use:

- 1 car parking space per 55sqm
- 1 lorry space per 400sqm

B8 use:

- 1 car parking space per 120sqm
- 1 lorry space per 400sqm

- 3.14 One accessible parking space for any disabled employee who drives to work and a minimum of 5% of total parking spaces will be provided for accessible users.
- 3.15 Electric Vehicle Charging Provision - a minimum of one charge point and cable routes for one in five of the total parking spaces.
- 3.16 As the application is in outline, and the masterplans illustrative at this stage, a detailed parking plan is not shown. Parking will be dealt with at the reserved matters stage, should the development gain consent, and will be provided to the above standards.

Cycle Parking

- 3.17 The LHDG proposes the following cycle parking requirements for General Industry, Storage and Distribution.
- one secure and covered long stay space per 500sqm GFA for staff and operational use.
 - one short stay space per 1000sqm GFA for customer/visitor use in a convenient location.
- 3.18 LHDG also proposes one space and an additional space for every 10 car parking spaces for motorcycles and mopeds within the site.
- 3.19 Therefore, parking for the proposed development will be provided in line with the above recommendations.

Accessibility

- 3.20 A dedicated pedestrian access will be provided in the northeastern corner of the site, avoiding the need for pedestrians to walk the length of Elliot's Lane and back along the access road to access the development. This is shown indicatively on the illustrative Masterplan at **Appendix A**. A short section of footway, with an uncontrolled crossing pint, would be provided immediately west of the Cliffe Hill Lane/Eliotts Lane junction to allow pedestrians to cross to the existing footway along the northern side of the road. This is shown in Drawing **3968-ADC-HGN-XX-DR-CH-0100-S1-P01**.

3.21 Cyclists would be encouraged to cycle on the carriageway throughout the development.

4.0 TRIP GENERATION AND MODAL SPLIT

Introduction

- 4.1 The planning application seeks an open B2/B8 consent. Ultimately, the site could be occupied by solely B2 or B8 uses, or a mix of the two.
- 4.2 B2 units typically generate higher levels of overall traffic than B8 units of an equivalent size, although B8 units will see a higher frequency of HGV movements within the overall traffic. This should be qualified by stating that, given the size of the units in question, either B2 or B8, it is unlikely that they would generate significant levels of HGV traffic.
- 4.3 To provide a robust assessment, the whole site has been assessed using the more onerous B2 land use class.
- 4.4 To determine the forecast trip generation for B2 use, the following selection criteria were applied:
- all multi-modal sites in the 'employment – industrial estate' category were selected.
 - sites in edge of town and free-standing locations were selected.
 - trip rate per 100 sqm was selected.
 - sites with 1138 to 100000 GFA were selected.
 - sites surveyed during weekends and a time when COVID restrictions were in place and non-representative sites were deselected.
 - population within 1 mile was limited to 10,000 and within 5 miles, to 100,000.
- 4.5 The TRICS outputs are contained in **Appendix F**, and the average vehicle trip rates together with the resulting total vehicle trip generation for the proposed B2 use are shown in the table below.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.467	0.166	0.633
	PM peak hour	0.184	0.369	0.553
vehicle trips (10,500sqm)	AM peak hour	49	17	66
	PM peak hour	19	39	58

- 4.6 To understand the number of Light and HGV trips the proposed development would generate, the average HGV trip rates were extracted from the TRICS outputs in **Appendix F**. The resultant HGV trip rates were subtracted from the total trip rates to give the split, shown in the tables below.

Proposed light vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.439	0.144	0.583
	PM peak hour	0.172	0.353	0.525
vehicle trips (per 10,500sqm)	AM peak hour	46	15	61
	PM peak hour	18	37	55

Proposed HGV trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.03	0.024	0.054
	PM peak hour	0.019	0.023	0.042
vehicle trips (per 10,500sqm)	AM peak hour	3	2	5
	PM peak hour	1	2	3

- 4.7 As shown, if developed solely under the B2 use class, the site would be expected to generate up to 66 two-way vehicle movements in a peak hour, of which 5 would be HGV movements.

Modal split

- 4.8 To determine a modal split for the person trips generated by the proposed B2 use, reference was made to the multi-modal TRICS output in **Appendix F**. The average daily person trip rates and the resultant person trip generation for the proposed use are shown in the table below.

mode of travel	daily			modal share
	arrive	depart	two-way	
vehicle driver	675	673	1348	80.0%
vehicle passengers	119	118	236	14.0%
pedestrians	38	34	71	4.2%
cyclists	13	11	25	1.5%
public transport users	3	2	5	0.3%
total person trips	848	837	1686	100.0%

Impact of person trips on the local infrastructure

- 4.9 The proposed development would generate up to 71 daily pedestrian trips, 25 cycle trips and 5 trips by public transport. The trips by public transport are less owing to non-frequent services in the area and the other possibility, some of the trips have already been included within walking trips.
- 4.10 Section 2 details the existing accessibility of the site, including a description of the existing pedestrian, cycle, and public transport infrastructure. Section 3 details the sustainable travel infrastructure that would be provided as part of the development proposals including the public right of way diversion throughout the site. It is therefore concluded that the existing and proposed infrastructure has the capacity to accommodate the additional walking, cycling and public transport trips, and no further infrastructure is required.

5.0 TRAFFIC DISTRIBUTION AND ASSIGNMENT

Distribution

- 5.1 In accordance with LCC's pre-app comments. To determine the likely distribution pattern of the light vehicle traffic, reference was made to the 2011 National Census 'Location of usual residence and place of work by method of travel to work' dataset (dataset WU03EW). This dataset provides information on the moves in and out of each Middle Super Output Area (MSOA) associated with journeys to work.
- 5.2 The Hinckley and Bosworth 001 MSOA was examined to understand where people working in this MSOA live. From this information, the optimal travel routes were calculated using GIS mapping software, corroborates with Google maps using typical peak hour traffic data, and the proportion using each highway route was identified. A copy of the Census data is contained in **Appendix G**, and the resultant trip distribution pattern is shown in **Figure 11** and the table below.

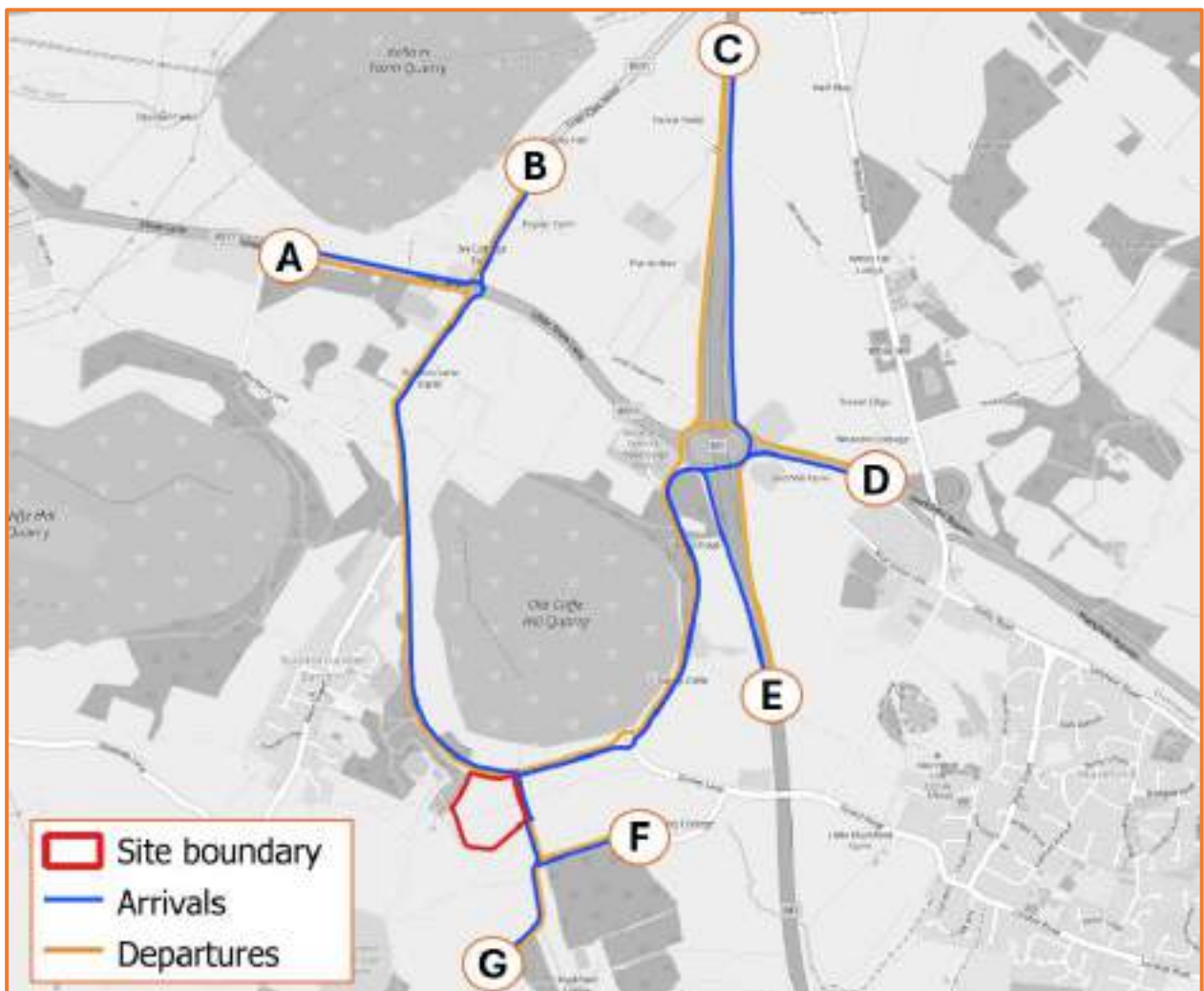


Figure 11: Trip distribution routings

Route	Direction	Light Vehicle Trip Distribution
A	A511 Shaw Lane	18.2%
B	Copt Oak Road	11.3%
C	M1 (N)	7.8%
D	A50 (E)	18.7%
E	M1 (S)	15%
F	Grassy Lane	18.8%
G	Markfield Lane	10.1%

5.3 The traffic assignment described above, for both lights and HGVs, is shown in **Diagram 1**, and at **Figure 12** below

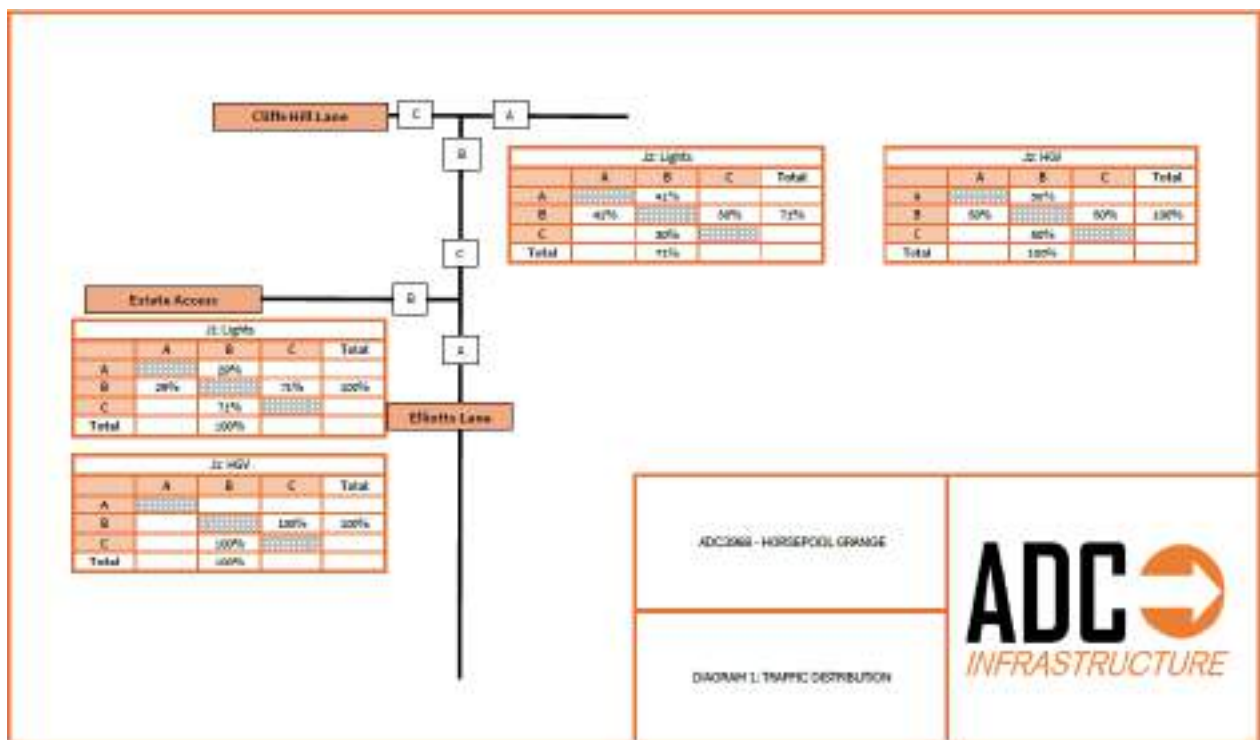


Figure 12: Trip distribution

- 5.4 As shown, 71% of the development light vehicle traffic would route to and from the north, through the Cliffe Hill Lane/Elliott's Lane junction where it would split, with 41% routing to/from the east in the direction of the M1 and the remainder to/from the west in the direction of the A511.
- 5.5 As there is a weight restriction on Elliot's Lane to the south of the site, all HGVs (100%) have therefore been routed to/from the north of the site via Cliffe Hill Road where they could route either east or west to the M1, the A511 and beyond.

Traffic assignment

- 5.6 The traffic distribution for both lights and HGVs in show in **Diagrams 2 and 3** for the morning and evening peak hours respectively. An excerpt of those diagrams is in **Figures 13 and 14** below.



Figure 13: Trip assignment – AM peak



Figure 14: Trip assignment – PM peak

6.0 HIGHWAY IMPACT

- 6.1 *Guidance on Transport Assessment* suggests that 30 or more two-way traffic movements in a peak hour is an appropriate threshold for beginning to consider whether a development will have an adverse impact on the local highway network. That is because traffic flows less than this threshold are unlikely to materially increase the existing traffic. While this guidance is no longer current, it has not been replaced, and in most cases, it still forms a reasonable guide from which to judge the materiality of impact.
- 6.2 The development could be expected to generate up to 66 and 58 two-way movements during the morning and evening peak hour respectively. This traffic would route the existing industrial estate access on Elliot's Lane.
- 6.3 There is no preexisting road safety concern on the local network. Traffic flows along Elliot's Lane are observed to be light, and the required visibility can be achieved at the existing junction, based on observed vehicle speeds. An analysis of the typical peak hour traffic conditions using Google Maps demonstrates that there are no existing congestion concerns at either the site access, or the junctions either end of Elliotts Lane, as shown in **Figure 15**.



Figure 15: Local peak hour traffic analysis, taken from Google Maps typical traffic data.

- 6.4 During the worst-case morning peak hour, the proposed development would add 17 two-way vehicle movements to the network south of the site, including the Elliot's Lane/Grassy Lane junction. This is an immaterial uplift in traffic and warrants no further assessment.
- 6.5 To the north of the site, the Cliffe Hill Road/Elliot's Lane junction is expected to see an increase of 48 two-way movements in the worst-case morning peak hour. This equates to less than 1 additional vehicle every minute. There are no observed capacity or safety issues at the junction,

and the increase in traffic is considered immaterial in this context. No further assessment is necessary.

- 6.6 Beyond the Cliffe Hill lane Junction, the traffic divides and no further junctions would experience a material increase in traffic because of the proposed development.

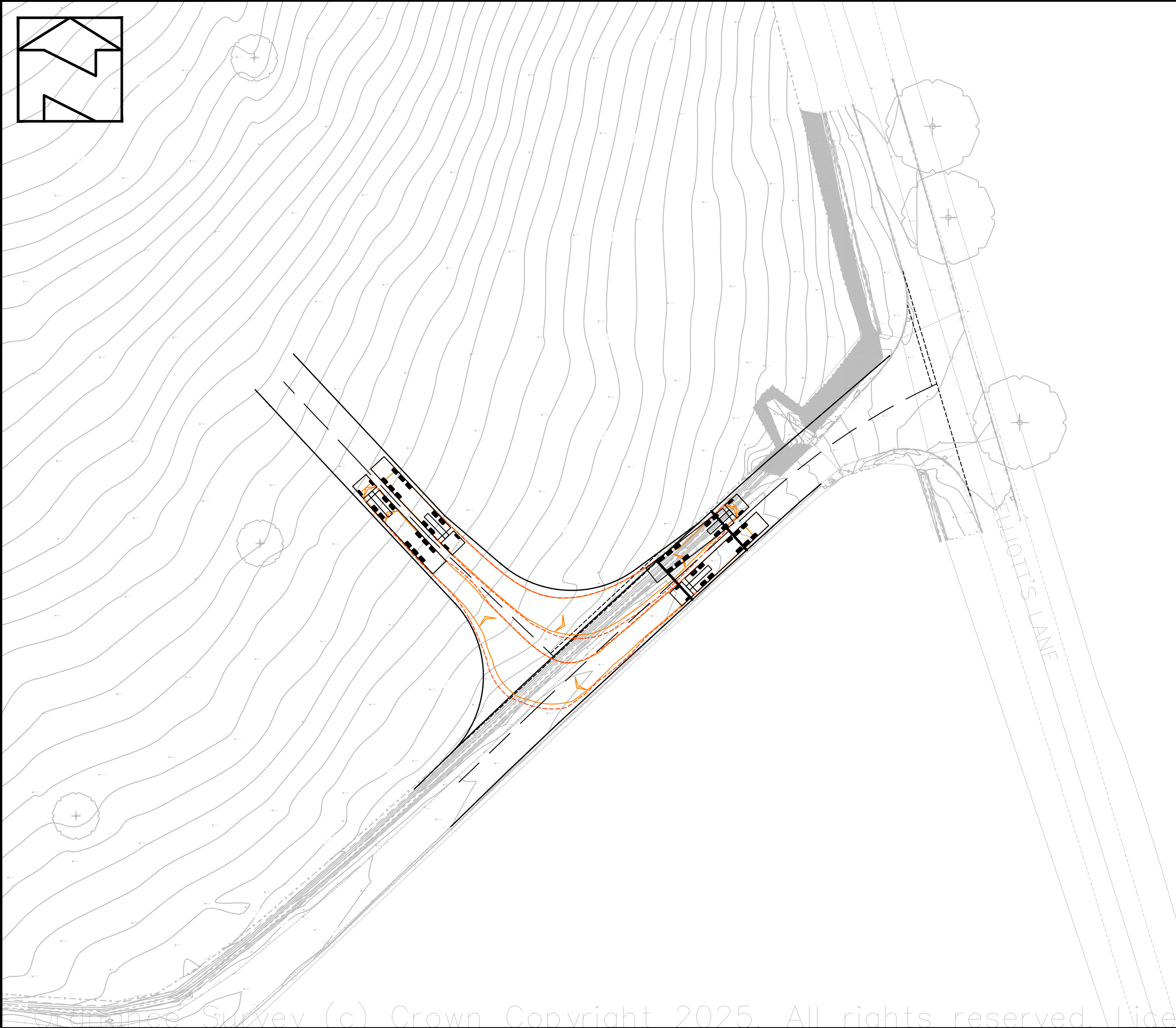
7.0 SUMMARY AND CONCLUSIONS

- 7.1 Marrons Planning commissioned ADC Infrastructure Limited to produce highways and transport advice to support outline planning application for mixed use employment at Horsepool Grange Industrial Estate in Stanton under Bardon, Leicestershire.
- 7.2 The development proposals comprise the construction of up to 10,500sqm of B2/B8 employment use to be accessed via the existing private access road onto Elliot's Lane that currently serves the Horsepool Grange Industrial Estate.
- 7.3 Pre application advice was sought from Hinckley and Bosworth Borough Council and Leicestershire County Council, and their recommendations were taken into consideration while preparing this report.
- 7.4 Stanton is a small village with all facilities accessible via good pedestrian network in the form of footways and traffic free footpaths. The whole village is within the walking distance of the site and the footpath routes passing through the site connects to the wider footway network in the village and the nearest footway is on Cliffe Hill Road. Cyclists can take advantage of on and off-road designated cycle routes and quieter roads to travel to and from the residential areas in Markfield, Bagworth, Thornton, Ellistown and the new Coalville SUE included within the cycle catchment. The bus services serving the nearest bus stop runs three services to Coalville on weekdays and Saturdays. Loughborough is the nearest train station with regular services to key regional and national destinations.
- 7.5 The proposed development would generate up to 71 daily pedestrian trips, 25 cycle trips and 5 trips by public transport. The existing and proposed infrastructure would be able to accommodate the increase in demand.
- 7.6 The proposed development has been assessed for a worst-case scenario with all B2 use which is expected to generate up to 66 two-way vehicle movements during a typical peak hour.
- 7.7 Cliffe Hill Road/Elliot's Lane junction is expected to see an increase of 48 two-way movements in the worst-case morning peak hour. This equates to less than 1 additional vehicle every minute. There are no observed capacity or safety issues at the junction, and the increase in traffic is considered immaterial without prompting further assessment.
- 7.8 There is no preexisting road safety concern on the local network. It is concluded that safe and suitable access for all users can be achieved in accordance with NPPF and therefore, the development should not be prevented on highway's grounds.

DRAWINGS

3968-ADC-HGN-XX-DR-CH-0100-S1-P01

3968-ADC-HGN-XX-DR-CH-0101-S1-P01



- General Notes
1. Do not scale this drawing. All dimensions must be checked/verified on site.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P01	18.12.25	initial issue	AM	DH
Rev	Date	Description	Dr	Ch

Client:

Paul Milner

Project:

Horsepool Grange, Stanton under Bardon

Title:

Swept path assessment of the proposed access layout by a 16.5m HGV

© ADC Infrastructure Limited

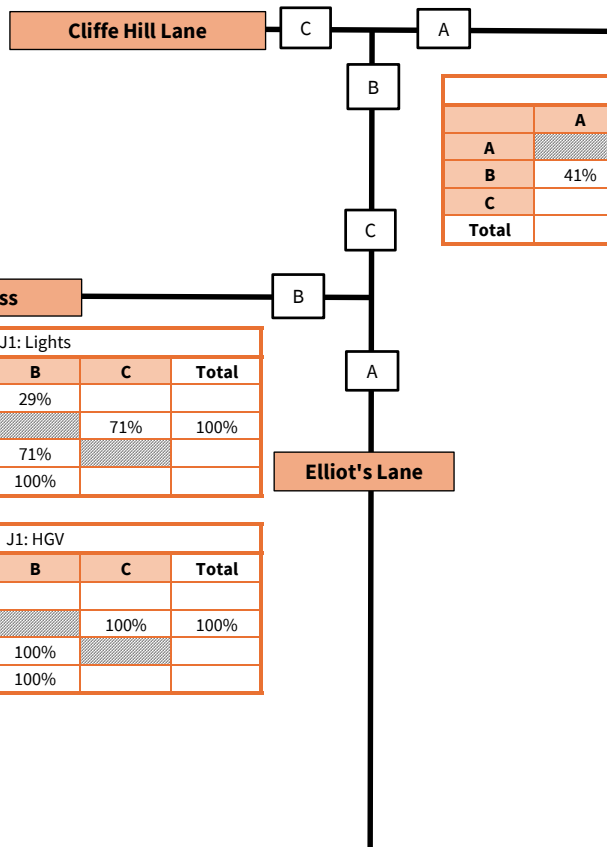
Size: A3

Scale: 1:500

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3968	-ADC	HGN-XX-DR-CH-0101	S1	P01				

TRAFFIC FLOW DIAGRAMS



J2: Lights				
	A	B	C	Total
A		41%		
B	41%		30%	71%
C		30%		
Total		71%		

J2: HGV				
	A	B	C	Total
A		50%		
B	50%		50%	100%
C		50%		
Total		100%		

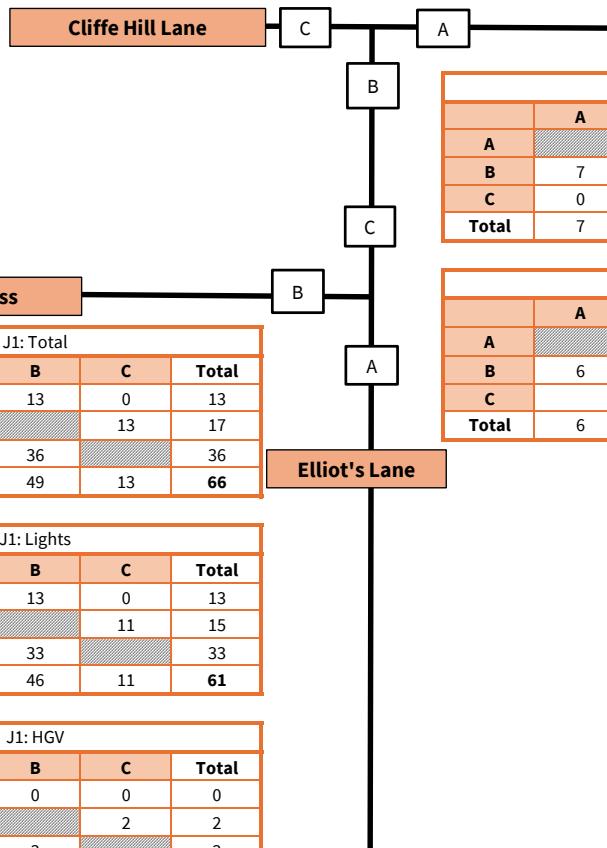
J1: Lights				
	A	B	C	Total
A		29%		
B	29%		71%	100%
C		71%		
Total		100%		

J1: HGV				
	A	B	C	Total
A				
B			100%	100%
C		100%		
Total		100%		

ADC3968 - HORSEPOOL GRANGE

DIAGRAM 1: TRAFFIC DISTRIBUTION

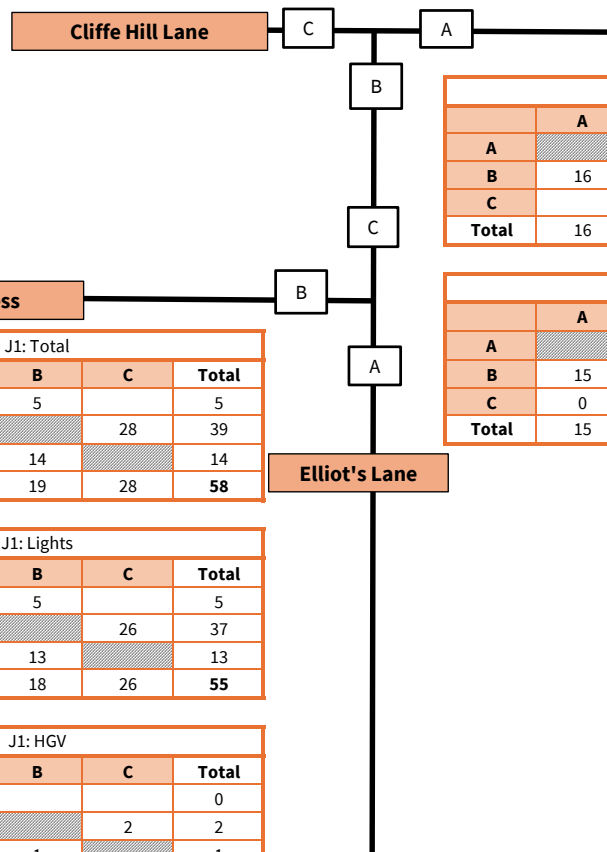




ADC3968 - HORSEPOOL GRANGE

DIAGRAM 2: TRAFFIC ASSIGNMENT AM PEAK





J1: Total				
	A	B	C	Total
A		5		5
B	11		28	39
C		14		14
Total	11	19	28	58

J1: Lights				
	A	B	C	Total
A		5		5
B	11		26	37
C		13		13
Total	11	18	26	55

J1: HGV				
	A	B	C	Total
A				0
B			2	2
C		1		1
Total	0	1	2	3

J2: Total				
	A	B	C	Total
A		8		8
B	16		12	28
C		5		5
Total	16	14	12	42

J2: Lights				
	A	B	C	Total
A		7	0	7
B	15		11	26
C	0	5		5
Total	15	13	11	39

J2: HGV				
	A	B	C	Total
A		1		1
B	1		1	2
C			0	0
Total	1	1	1	3

ADC3968 - HORSEPOOL GRANGE

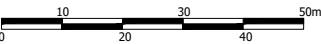
DIAGRAM 3: TRAFFIC ASSIGNMENT PM PEAK

ADC 
INFRASTRUCTURE

APPENDIX A

ILLUSTRATIVE MASTERPLAN

- Site Boundary
- Potential Access Point
- Potential Pedestrian Link
- Existing Public Rights of Way
- Potential Public Right of Way Diversion
- Potential Road / Yard
- Potential Commercial Unit
- Potential Attenuation Ponds
- Potential Parking Spaces
- Proposed Landscaping
- Retained and Enhanced Landscaping



Status:

PLANNING

Client Name & Project Number:

Paul Milner

Project title:

Horsepool Grange,
Markfield

Drawing title:

Illustrative Layout

Scale: 1:1,250@A3	Drawing no.: 02	Revision: M
Drawn by: MG/SM	Checked by: MS	Date: 15.01.26



APPENDIX B

HBBC PRE APPLICATION COMMENTS

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Matt Jedruch
Direct Dial/Ext: 01455 255809
Email: matt.jedruch@hinckley-bosworth.gov.uk
Our Ref: 25/10090/PREMAJ
Date: 5th September 2025



**Hinckley & Bosworth
Borough Council**

Mr Joe Oakden
Marrons
By email only

Dear Joe,

Pre-application response

Reference: 25/10090/PREMAJ
Proposal: Extension to the existing local employment site
Location: Horsepool Grange, Elliots Lane, Stanton Under Bardon
Ward: Markfield, Stanton & Fieldhead

Thank you for your pre-application enquiry received 23rd June 2025. The advice provided is based upon the information submitted with this enquiry.

Relevant Planning Policies/Guidance

Core Strategy (2009)

- *Policy 8: Rural Villages*
- *Policy 14: Rural Areas: Transport*
- *Policy 19: Green Space and Play Provision*
- *Policy 21: National Forest*
- *Policy 22: Charnwood Forest*
- *Policy 24: Sustainable Design and Technology*

Site Allocations and Development Management Policies (SADMP) DPD (2016)

- *Policy DM1: Presumption in Favour of Sustainable Development*
- *Policy DM3: Infrastructure and Delivery*
- *Policy DM4: Safeguarding the Countryside and Settlement Separation*
- *Policy DM6: Enhancement of Biodiversity and Geological Interest*
- *Policy DM7: Preventing Pollution and Flooding*
- *Policy DM8 Safeguarding Open Space, Sport and Recreational Facilities*
- *Policy DM9: Natural and Semi-Natural Open Space*
- *Policy DM10: Development and Design*
- *Policy DM17: Highways and Transportation*
- *Policy DM18: Vehicle Parking Standards*
- *Policy DM20: Provision of Employment Sites*

National planning legislation/policies and guidance:

- *National Planning Policy Framework (2024)*
- *Planning Practice Guidance (PPG)*
- *National Design Guide (2019)*

Other relevant guidance:

- *HBBC Good Design Guide*
- *Leicestershire Highway Design Guide*
- *Landscape Character Assessment (2017)*

- *Landscape Sensitivity Assessment (2017)*
- *Charnwood Forest Landscape Character Assessment (2019)*
- *HBBC Employment Land Review (2024)*

The Emerging Local Plan and Neighbourhood Plan

As you are aware HBBC are working on a new Local Plan. The Local Plan Regulation 18 consultation is upcoming and the call for sites for employment land remains open until October 17th, 2025.

The most recent Local Development Scheme (March 2025) is set out here:

https://www.hinckley-bosworth.gov.uk/downloads/file/8481/local_development_scheme_march_2025

Bagworth & Thornton Parish Council submitted the Bagworth, Thornton and Stanton Under Bardon neighbourhood plan to the Council in January 2025, and the Council accepted this submission on 14 February 2025. The Neighbourhood Plan Regulation 16 Submission Consultation ran from Friday 14 March 2025 to Tuesday 29 April 2025.

This site falls within the designated Neighbourhood Plan Area, and whilst the progress of the plan is not at an advanced stage, this could change between the time of this response and the submission of a planning application.

Consultee Comments

A copy of all consultee comments will accompany this response. Comments have been received from:

- HBBC- Drainage
- HBBC- Environmental Services (Pollution)
- Severn Trent
- LCC Highways
- LCC- Archaeology
- Leicestershire Police
- LCC- Ecology
- LLFA

Appraisal

Principle of development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 2 of the National Planning Policy Framework (NPPF) repeats this and states that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and state that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) (CS) and the Site Allocations and Development Management Policies DPD (2016) (SADMP).

The Core Strategy (CS) sets out the overarching strategy and core policies to guide development. Stanton Under Bardon is identified within the CS as a Rural Village, it is generally therefore the focus of limited development with the aim of ensuring existing services are supported. Policy 12 of the CS

seeks to support development enabling home working and other small-scale employment uses within Rural Villages. Whilst noting that Stanton Under Bardon is identified as a Rural Village, the site lies outside of the settlement boundary.

The site is on land which is designated as countryside, however it is adjacent to an existing Class B employment site 'Horsepool Grange' (Ref. MARK24 in the latest Employment Land review). Policy DM4 of the SADMP states that "to protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development.

"Development in the countryside will be considered sustainable where:

- a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or*
- b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or*
- c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or*
- d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or*
- e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.*

and:

- i) It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and*
- ii) It does not undermine the physical and perceived separation and open character between settlements; and*
- iii) It does not create or exacerbate ribbon development; with Core Strategy Policies 6 and 9; and*
- iv) If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and*
- v) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21."*

The emphasis of Policy DM4 is to promote sustainable development proposals within the countryside and protect it from unsustainable proposals. In that regard Policy DM4 is consistent with and accords with the NPPF, particularly paragraph 187(b) which provides that planning policies should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside. Policy DM4 would therefore be awarded significant weight in determining any future application.

In line with Policy DM4, the principle of development would be acceptable providing that the development significantly contributes to economic growth and job creation. The submitted Planning Statement lists several employment benefits, and whilst more justification/detail as to the way these have been calculated would be required as part of any future application, it is likely these benefits would meet the threshold of 'significant' as required by Policy DM4(c). The development would still need to comply with the latter half of Policy DM4 (criteria i)-v)) regarding its countryside impact as assessed below in the report.

Policy DM8 of the SADMP states:

"Planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:

- a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities*

Study, in an appropriate location serving the local community; or

b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or

c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.

Proposals which relate to Natural and Semi-Natural Open Spaces should also accord with Policy DM9.”

As the site is currently designated as Natural and Semi-Natural Open Space, the proposal would result in the loss of this land and would therefore conflict with this Policy in principle. The applicant will therefore be responsible for replacing the area lost with an equivalent typology (criterion a) as it is unlikely that it can be demonstrated that there is a surplus of recreational land or that the proposals would result in the enhancement of recreational facilities on the remainder of the site/ nearby site (criteria b and c).

Key to this is the Forestry Commission Felling Licence associated with the site. It is imperative that as part of any future application, the LPA is presented with the terms and conditions of the Licence so that the extent of the loss of value, and any equivalent value can be accurately weighed in the planning balance.

The site is also designated as Natural and Semi-Natural Open Space under policy DM9 of the SADMP. The policy states:

“All developments within or affecting Natural and Semi-Natural Open Spaces should seek to retain and enhance the accessibility of the space and its recreational value whilst ensuring the biodiversity and conservation value is also enhanced.

Development within areas of Natural and Semi-Natural Open Space, as defined on the policies map, will only be considered appropriate where:

- a) The proposal relates to the enhancement of the area for recreational purposes and only where this does not lead to the loss or damage of the area’s biodiversity value; or*
- b) It relates to the enhancement of the area’s biodiversity or conservation value; or*
- c) It would promote the establishment and enhancement of pedestrian footpaths and cycle ways; or*
- d) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21; and*
- e) If Within a Green Wedge, it protects its role and function in line with Core Strategy policies 6 and 9.*

The proposal has the potential comply with criterion (d) of this Policy and National Forest considerations will be covered later in this report, however, there would inherently be conflict with the first part of Policy DM9.

Policy DM20 of the SADMP specifically relates to new employment sites and is also therefore one of the most important policies. The supporting text of Policy DM20 states that sufficient employment land is available in the Borough to support the identified growth over the period of the Local Plan.

This issue was raised in the appeal decision for Wood Farm Holdings at Land north of Stanton Lane, Stanton under Bardon (APP/K2420/W/21/3274706 and 3279939). Here the Inspector stated that the SADMP was adopted in 2016 and would have been based on an older evidence base. The independent market evidence provided in support of that application and appeal was considered to draw on much more up to date figures and the Inspector in that case was satisfied the report demonstrated a need for the development proposed. We are now a further 4 years beyond this appeal decision and the employment land evidence base for the emerging Local Plan is yet to be

complete. Dependent on the stage of the Local Plan and its evidence there will be an onus on yourselves as applicants to demonstrate a need for the quantum and type of employment land proposed.

Policy DM20 also states that proposals which stand outside the settlement boundary and on greenfield sites will only be found acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:

- Within settlement boundaries
- On previously developed land
- Adjacent to existing employment sites
- Adjacent to settlement boundaries

As mentioned above, the site lies adjacent to the existing Horsepool Grange site which is a Class B employment site as identified in the latest Employment Needs Survey. Notwithstanding this, in order to comply with Policy DM20 of the SADMP, a future application would be required to demonstrate that there are no suitable alternative sites within settlement boundaries or on previously developed land.

Therefore, any future application should robustly demonstrate why the development is needed, including in this specific location and that there would be a significant economic/job creation benefits to satisfy Policy DM4 and DM20.

Landscape, Visual Impacts, Design and Layout

Policy DM4 of the adopted SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and it does not undermine the physical and perceived separation and open character between settlements; and it does not create or exacerbate ribbon development. The site is located within open countryside, outside of the settlement boundary and is therefore considered against this policy.

Policy DM10(c), (d) and (e) of the SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the area generally and incorporates a high standard of landscaping.

In accordance with Policy 21 of the Core Strategy, within the National Forest new developments will be required to reflect the Forest context in their accompanying landscape proposals. Developments shall provide on-site or nearby landscaping that meets the National Forest development planting guidelines. Landscaping should generally involve woodland planting but can also include creation and management of other appropriate habitats, open space provision and the provision of new recreational facilities. The appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents. Only in exceptional circumstances, where planting and landscaping cannot be accommodated on or nearby the development site due to lack of land a commuted sum will be negotiated/accepted.

Policy 21 also states that development within the National Forest must meet the following criteria:

- The siting and scale of the proposed development is appropriately related to its setting within the Forest
- The development respects the character and appearance of the wider countryside and
- The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside.

Policy 22 states that within Charnwood Forest proposals will be supported that:

- *Maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism, including green tourism initiatives*
- *Provide new recreation facilities around the fringes of the area*
- *Provide access to and from the rural areas into and within the regional park by non-vehicular means, provided that they:*
 - i. *Retain local character and complement the local landscape*
 - ii. *Enhance open spaces, including the treatment of built edges*
 - iii. *Enhance woodland and habitat provision and connectivity*
 - iv. *Manage and enhance the cultural heritage of the area*

Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Further guidance is set out in paragraph 135 of the NPPF and paragraph 139 of the NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance. Local policy is considered to accord with the NPPF. The adopted HBBC Good Design Guide provides further design guidance in Chapter 7 for commercial development in the Borough.

The pre-application submission includes a concept masterplan which shows for medium sized commercial units ranging from 2,000m² to 2,900m² of floorspace. Based on the limited information submitted to date it is difficult to fully assess the impact of the proposed development on the landscape/surrounding area.

The site is located within the 'Charnwood' National Landscape Character Area, the 'Charnwood Fringe Settled Forest Hills' Landscape Character Area (LCA B) in the HBBC Landscape Character Assessment (2017) and 'Area 11: Thornton Plantation Farmlands' of the 2019 Charnwood Forest Landscape Character Assessment.

Generally, the immediate landscape is characterised by gently undulating landform, large irregular field patterns, and is a predominantly rural landscape with some new woodland plantations associated with former industrial areas.

The Charnwood Fringe Settled Forest Hills LCA described within the Charnwood Forest Landscape Character Assessment notes "The area consists of a mix of arable and pastoral fields but with open arable fields much more prevalent in the north west of the area. Large areas of woodland are located centrally as well as on the western boundary with some scattered mature trees in fields and along hedgerows."

The site is well contained by hedgerow on the northern boundary adjacent to Cliffe Hill Road and is slightly more open along Elliott's Lane. The existing access into the adjacent Horsepool Grange commercial site offers extensive views across the site. The site is understood to be under licence with the Forestry Commission for woodland planting, but has now been felled. The restocking of this woodland is discussed later in this report.

The main visual receptors for the development would be users of adjacent roads and users of the Public Rights of Way (PROW R3 and R23) which run through the site.

The proposal would lead to the erection of large commercial units which would alter the character of the area and the landscape setting. Whilst the LPA acknowledges the association and proximity to the neighbouring Horsepool Grange site, the existing site is more visually contained due to its setting and the surrounding dense woodland, as well as its limited visual receptors. The retention of the existing hedgerows and implementation of a high degree of landscaping on the fringes of the site is therefore supported by the LPA.

Overall, the development by virtue of its scale will change both the appearance and character of the site and its immediate surroundings. The LPA recommends that a Landscape and Visual Assessment should be carried out as part of any forthcoming planning application to assess the significance of any character or visual effects upon the site and surrounding area. In order to comply

with the Development Plan, a future planning application will need to demonstrate that it would not have significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside. The development should also respect its setting within the National and Charnwood Forest. A suite of additional information would be required in support of a future application.

National Forest Considerations

In accordance with Policy 21 of the Hinckley and Bosworth Core Strategy and the National Forest development planting guidelines, 20% or 30% (if the site area exceeds 10 hectares) of the site area should be provided as dedicated National Forest planting. If National Forest planting cannot be met onsite, the policy allows a financial contribution to be provided in lieu. This is currently calculated at £35,000 per hectare, if it does not appear that there is sufficient space on site to accommodate the National Forest planting requirements you will need to enter into a s106 agreement in lieu of on-site planting, however this approach is only permitted in exceptional circumstances.

During the pre-application process, the Applicant has been in discussions with the National Forest Company regarding dedicated NF planting along with additional land to accommodate the terms of the restocking licence.

A tree planting plan has been provided which demonstrates two areas of tree planting within the ownership of the applicant, totalling 4.32 hectares. This covers the size of the application site (3.6 ha) for restocking, plus 20% (0.72 ha) of dedicated NF Planting in accordance with Policy 21 of the Core Strategy.

Access and Highway Safety

Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

Policy DM18 requires all new development to provide an appropriate level of parking provision justified by an assessment of the site location, other modes of transport available and appropriate design. Any development will be expected to provide disabled parking provision.

Paragraph 110 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 111 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 112(e) of the NPPF states development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Access to the site is currently via Elliot's Lane which is an adopted, unclassified road subject to the National Speed Limit, the Applicant seeks to utilise this access for the new proposed units. The access from Elliot's Lane leads to a private drive that serves the existing development. Upon submission of a formal planning application, the LHA will require a scalable plan of the access arrangements.

Given that the use of this access is to be intensified, the Applicant should demonstrate the provision of visibility splays in accordance with Table 6 of the LHDG. Visibility splays should be clearly identified and annotated in a drawing based upon recorded 85th percentile speeds.

The Applicant will be required to commission a speed survey to demonstrate that the achievable splay lengths would be sufficient for the measured 85th percentile vehicle speeds. This would need to be carried out using an Automatic Traffic Counter (not Manual Speed Survey) to avoid influencing driver behaviour.

The splays should be free of any obstruction above 0.6m from the ground and should be contained solely within land under control of the Applicant or the LHA. LCCs formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk.

Guidance on how to construct visibility splays can be found via the link below. Splays should be measured from a 4.5m set back distance from the edge of the carriageway and drawn to a 1m offset of the nearside carriageway. Further information can be found via: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-anddesign/visibility-splays#assessingvisibility>

The proposed development may result in the LHA asking for junction capacity assessments. It should be noted however, that the LHA will ultimately decide on the junction capacity assessments required based on a trip distribution and assignment exercise. In this respect, the LHA would expect 2011 Census travel to work data to be used to determine the distribution of trips.

An assessment of PICs should be undertaken based on data for the most recently available 5-year period and be provided by LCC. PIC data can be obtained from our Network Data and Intelligence team by contacting rtcddata@leics.gov.uk. The study area should be a minimum of 500m from the proposed site access and include any junctions that are subject to junction capacity assessments.

Public Footpaths R3 and R23 are located across the proposed site. Upon any formal application authorised this development will require the diversion of the PRowS by a separate legal order made by the Local Planning Authority, a separate application for which needs to be submitted and confirmed before the development is substantially complete, otherwise the legal powers will lapse. Until the completion of the legal order and any works specified or necessitated by it, for any construction work to lawful will require temporary diversion of PRow.

The National Planning Policy Framework (NPPF) paragraph 105 requires that 'Planning policies and decisions should protect and enhance public rights of way and countryside access, including taking opportunities to provide better facilities for users.' The NPPF expects developments to 'protect' (or 'conserve') and 'enhance' in various environmental contexts including biodiversity and geodiversity, or green infrastructure including PRow and countryside access. In these contexts, both mitigation and public benefits are needed to make a development acceptable in planning terms.

Given scale of the proposal the Applicant will be required to submit a Travel Plan to support the proposals.

Please refer to the comments provided by LCC Highways for their full assessment.

Ecology

Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of mature conservation and geological value. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

LCC Ecology have provided detailed comments regarding noting the need for ecological surveys and the presence of a potential historic local wildlife site in the south-eastern area of the site.

The application will need to demonstrate a 10% net gain in Biodiversity as required by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). Prior to determination, you will be required to submit a completed Statutory Biodiversity Metric in excel format, along with the relevant condition assessments and pre and post-development plans. Particular attention needs to be paid to the Biodiversity Gain Hierarchy.

A Preliminary Ecological Appraisal (PEA) is required including an assessment of the habitats present within the red line boundary as well as evidence for protected species. This is to be completed by a suitably qualified ecologist. The PEA should also incorporate a preliminary Roost Assessment (PRA) on all trees within the red line boundary. There is a pond within 100m, southwest of the site which may be suitable for GCN, a Habitat Suitability Index (HSI) should be completed on this pond.

Residential Amenity and Pollution

Policy DM10 of the SADMP outlines that developments will be permitted providing that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion.

Policy DM7 of the SADMP outlines that adverse impacts from pollution will be prevented, including noise and vibration, noise, air quality and contaminated land impacts.

Paragraph 135 of the NPPF states that decisions should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 198 of the NPPF states that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Our Environment Team have commented on the pre-application stating that any application would need to consider potential impact from noise and light on any residential use within the vicinity of the development.

There is one residential property in the vicinity of the site known as Horsepool Grange Farm which lies to the southwest of the site, approximately 80m southwest of the closest proposed commercial unit. There are no concerns regarding loss of privacy or overbearing impacts due to the separation distance, however potential noise/disturbance and light impacts require further assessment.

Drainage/Flood Risk

Policy DM7 of the SADMP outlines that adverse impacts from flooding will be prevented. Developments should not create or exacerbate flooding by being located away from area of flood risk unless adequately mitigated in line with National Policy. Policy DM10 outlines the requirement for an appropriate Sustainable Drainage Scheme.

Paragraph 181 of the NPPF states that when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 182 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Comments from the HBBC drainage officer and LLFA have been received and should be addressed as part of any future application.

The site sits entirely in flood zone 1, designated as low probability of flooding from rivers and sea, and the principle of development in low flood risk areas is acceptable. Please note that as the development area would exceed 1 Hectare, a site-specific Flood Risk Assessment will be required. The EA Surface Water mapping also indicates that the application site is located in an area at very low risk of flooding from surface water.

The surface water drainage system for the proposed development should incorporate sustainable drainage principles (SuDS) to mitigate the risk of flooding on the site, and ensure that surface water

runoff does not increase flood risk elsewhere. The proposals should also include measures to address issues of water quality in accordance with current SuDS guidance.

The proposed outfall for the discharge of surface water runoff from the development should be in accordance with the hierarchical approach outlined in Building Regulations Part H.

The use of infiltration drainage is preferred, subject to the site being free from a contaminated ground legacy. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced.

If the ground strata are insufficiently permeable to avoid discharging some surface water off-site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.

Sustainability

Policy DM10 of the SADMP outlines development will be permitted providing that it maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24. Where parking is to be provided charging points for electric or low emission vehicles should be included where feasible.

Please ensure the above is considered and incorporated in any final designs. The Council would welcome details about how the scheme can reduce its carbon footprint, both in terms of the construction methods and materials used, but also in terms of potential for onsite renewable energy generation and water efficiency measures.

Conclusion and recommendations

In terms of the principle of development, in line with Policy DM4, the principle of development would be acceptable providing that the development significantly contributes to economic growth and job creation. Any forthcoming application must demonstrate that the economic growth, job creation and/or diversification of rural businesses benefits would meet the threshold of 'significant' as required by Policy DM4(c).

The proposal would also need to satisfy Policies DM8, DM9 and DM20 of the SADMP and Policy 21 of the Core Strategy, which will require evidence that robustly demonstrates that there is need for the development in this specific location, that the loss of open space is appropriately mitigated and that the development would contribute to the delivery of the National Forest Strategy. It is fundamental that part of any future application includes a clear and robust representation of the terms and conditions of the Felling Licence so that the extent of the loss of value, and any equivalent value of the existing designated Open Space can be accurately weighed in the planning balance. Any unjustified loss without appropriate mitigation would be attributed significant negative weight. You should also consider how any mitigation could be managed/secured in perpetuity.

Were the principle of development acceptable, by virtue of its countryside location and location within the National Forest, the development would need to ensure it would not lead to a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside, and that it contributes to the delivery of the National Forest Strategy. Based on the information provided to date the former cannot be established.

In conclusion, alongside the technical matters outlined within this pre-application response, the acceptability of the development will be determined by weighing up any harm to the intrinsic character of the countryside, alongside the public benefits that the development would provide. Based on the information submitted with this inquiry, it is likely that the socio-economic benefits will

be significant, and this will need to be weighed against any landscape and visual impact, the loss of open space and the level of contributions and mitigation associated with the National Forest and associated Felling Licence.

It is advised that the site is submitted to the current Employment Land Call for Sites before the deadline on 17th October 2025 (if not submitted already).

Documents/Fees required supporting a planning application

In terms of the validation requirements a list of national and local requirements can be found on the Council's website:

https://www.hinckley-bosworth.gov.uk/info/608/make_a_planning_application/795/national_and_local_requirements_for_planning_applications

The list below indicates what should accompany an outline application with all matters reserved except for access:

- Application Form with Ownership Certificates/Notices/Declarations
- Appropriate Planning Fee – Dependent on the site area
- Site Location Plan
- Design and Access Statement
- Planning Statement
- Marketing/Employment Needs Assessment/Statement
- Illustrative Masterplan - Parameter and other plans
- Topographical Survey
- Indicative levels plans
- Contaminated Land Assessment/Geo-environmental desk study
- Flood Risk Assessment
- Drainage Strategy
- Transport Assessment (including access drawings) and Travel Plan
- Noise Impact Assessment
- Landscape and Visual Assessment
- Indicative Landscaping Scheme
- Ecological Assessments/Surveys
- Biodiversity Net Gain Assessments
- Tree survey/arboricultural impact assessment

All policy documents can be found on the council's website at:

https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan

I trust that this information is of use to you. If you have any queries on the above points, please contact me.

Yours faithfully



Christopher Brown MRTPI
Planning Manager (Development Management)

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application, and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at buildingcontrol@hinckley-bosworth.gov.uk to arrange a quote.

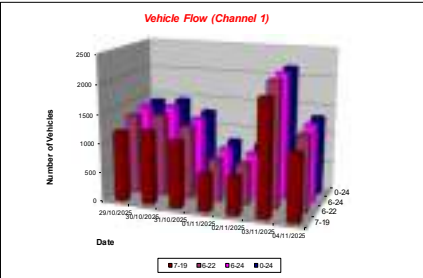
APPENDIX C

TRAFFIC COUNT DATA

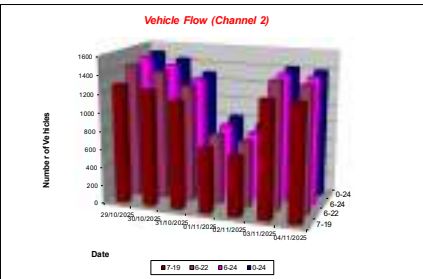
Leicestershire ATC, Elliott's Lane

Produced by Road Data Services Ltd.

Channel 1 - Southbound											
Vehicle Flow											
Week 1											
H Ending	26/10/2025	30/10/2025	31/10/2025	01/11/2025	02/11/2025	03/11/2025	04/11/2025	Week 1	Average	Standard Deviation	Range
1	10	8	7	11	7	6	7	7	7	1	1
2	1	1	1	3	4	2	4	2	2	1	3
3	1	1	1	3	4	2	4	2	2	1	3
4	2	2	3	3	1	0	0	1	1	1	3
5	2	2	4	4	2	6	2	3	3	2	6
6	25	23	14	4	5	15	18	15	15	11	23
7	35	39	38	9	7	86	40	44	33	33	86
8	132	119	87	17	6	439	130	180	130	130	439
9	126	117	118	38	51	235	127	140	119	119	235
10	61	60	64	60	54	188	72	89	72	72	188
11	54	78	72	65	59	102	64	72	69	69	102
12	71	75	88	84	55	61	86	85	84	84	102
13	76	75	89	81	80	68	93	76	77	77	93
14	66	64	86	78	70	75	72	72	73	73	86
15	63	61	116	69	73	105	97	89	91	91	116
16	112	130	127	85	88	139	121	128	128	128	139
17	151	205	197	93	86	276	149	160	158	158	276
18	179	189	87	55	48	264	148	161	159	159	264
19	72	72	53	52	51	65	76	67	67	67	76
20	59	31	29	20	20	39	41	37	35	35	41
21	30	34	18	23	21	20	26	24	23	23	26
22	30	22	17	20	19	20	30	24	22	22	30
23	8	23	17	17	27	6	19	21	18	17	27
24	8	23	17	17	27	6	19	21	18	17	27
7-19	1191	1240	1120	930	838	1980	1125	1330	1120	1120	1980
0-24	1405	1408	1408	1295	801	186	2182	1348	1404	1404	2182
Average	35.8	35.5	35.3	35.2	36.8	38.5	33.8	34.9	34.9	34.9	38.5
80th Percentile	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8
90th Percentile	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8
95th Percentile	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8
99th Percentile	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8
100th Percentile	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8



Channel 2 - Northbound											
Vehicle Flow											
Week 1											
H Ending	26/10/2025	30/10/2025	31/10/2025	01/11/2025	02/11/2025	03/11/2025	04/11/2025	Week 1	Average	Standard Deviation	Range
1	2	2	0	2	0	2	0	1	1	1	2
2	2	2	0	2	0	2	0	1	1	1	2
3	3	3	3	3	3	3	3	3	3	3	3
4	3	3	3	3	3	3	3	3	3	3	3
5	3	3	3	3	3	3	3	3	3	3	3
6	5	7	2	1	2	0	7	6	5	5	7
7	28	27	21	6	5	23	24	24	24	24	28
8	53	54	40	14	8	61	63	56	43	43	61
9	235	189	112	19	15	183	138	150	112	112	235
10	231	218	186	32	23	205	207	207	186	186	231
11	102	96	87	79	82	122	86	100	91	91	102
12	78	83	73	80	80	65	53	70	73	73	83
13	61	68	73	72	79	73	68	68	70	70	73
14	71	68	78	84	104	94	71	86	75	75	104
15	61	72	60	53	61	67	60	64	60	60	72
16	60	60	60	55	60	60	70	60	60	60	70
17	104	148	158	54	87	150	147	123	126	126	158
18	150	156	92	77	50	104	127	124	100	100	156
19	105	109	75	45	38	105	124	100	80	80	109
20	61	46	40	35	37	51	40	49	40	40	46
21	45	45	20	20	14	24	38	33	29	29	45
22	26	24	19	10	13	31	18	22	18	18	26
23	29	19	6	6	14	12	15	12	10	10	19
24	8	8	6	12	5	9	8	6	7	7	12
7-19	1288	1298	1180	880	862	1281	1240	1241	977	977	1288
0-24	1401	1298	1298	1291	711	1312	1380	1380	1298	1298	1380
Average	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8	39.8
80th Percentile	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8
90th Percentile	52.8	52.8	52.8	52.8	52.8	52.8	52.8	52.8	52.8	52.8	52.8
95th Percentile	56.8	56.8	56.8	56.8	56.8	56.8	56.8	56.8	56.8	56.8	56.8
99th Percentile	60.8	60.8	60.8	60.8	60.8	60.8	60.8	60.8	60.8	60.8	60.8
100th Percentile	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8



Leicestershire ATC, Elliott's Lane

Produced by Road Data Services Ltd.

Channel 1 - Southbound											
Average Speed											
Week 1											
H Ending	26/10/2025	30/10/2025	31/10/2025	01/11/2025	02/11/2025	03/11/2025	04/11/2025	Week 1	Average	Standard Deviation	Range
1	40.3	38.0	40.8	38.1	37.8	44.9	37.8	37.8	37.8	37.8	40.8
2	40.3	38.0	40.8	38.1	37.8	44.9	37.8	37.8	37.8	37.8	40.8
3	43.5	47.8	37.7	41.2	33.5	38.7	41.0	41.0	41.0	41.0	47.8
4	33.3	47.2	40.7	28.8	28.5	30.7	30.7	30.7	30.7	30.7	47.2
5	16.2	38.1	37.6	37.2	42.1	38.2	34.6	34.6	34.6	34.6	42.1
6	38.9	38.9	38.9	38.9	38.9	38.9	38.9	38.9	38.9	38.9	38.9
7	38.2	37.2	37.8	38.8	38.2	35.1	38.0	38.0	38.0	38.0	38.8
8	36.2	37.2	37.8	38.8	38.2	35.1	38.0	38.0	38.0	38.0	38.8
9	34.5	34.0	34.7	34.4	34.4	25.3	35.2	35.2	35.2	35.2	35.2
10	34.5	34.0	34.7	34.4	34.4	25.3	35.2	35.2	35.2	35.2	35.2
11	32.7	32.4	31.6	34.9	35.0	34.9	34.0	34.0	34.0	34.0	35.0
12	33.5	33.4	34.9	36.5	33.2	33.8	34.6	34.6	34.6	34.6	36.5
13	34.0	33.6	34.2	36.8	34.3	32.8	31.2	31.2	31.2	31.2	36.8
14	33.9	34.2	35.2	38.1	37.0	33.5	33.9	33.9	33.9	33.9	38.1
15	34.4	35.1	33.4	37.0	36.3	34.4	34.8	34.8	34.8	34.8	37.0
16	35.1	35.2	35.9	37.0	36.1	36.1	34.4	34.4	34.4	34.4	37.0
17	34.9	34.9	35.0	36.2	36.5	35.1	34.5	34.5	34.5	34.5	36.2
18	35.8	34.5	36.0	35.5	36.5	35.1	34.7	34.7	34.7	34.7	36.5
19	33.9	34.5	34.1	37.0	36.3	35.9	33.9	33.9	33.9	33.9	37.0
20	34.7	35.4	34.0	36.7	37.0	37.0	34.5	34.5	34.5	34.5	37.0
21	37.2	35.8	35.8	36.8	37.0	37.0	34.1	34.1	34.1	34.1	37.2
22	37.2	37.0	34.9	35.4	37.0	37.0	37.0	37.0	37.0	37.0	37.2
23	35.4	35.4	35.5	35.5	36.5	36.5	37.0	37.0	37.0	37.0	37.0
24	38.8	38.0	34.3	36.2	35.1	38.8	36.8	36.8	36.8	36.8	38.8
7-19	33.0	32.7	33.6	30.7	34.5	34.0	32.3	32.3	32.3	32.3	34.5
0-24	34.9	35.3	35.2	36.8	36.5	33.8	34.9	34.9	34.9	34.9	36.8
Average (MPH)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0
80th Percentile	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8	44.8
90th Percentile	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8	48.8
95th Percentile	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8	50.8
99th Percentile	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8	54.8
100th Percentile	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8	58.8

Channel 1 - Southbound								ESP Parameters			
	26/10/2025	30/10/2025	31/10/2025	01/11/2025	02/11/2025	03/11/2025	04/11/2025	Week 1	Average	Standard Deviation	Range
H Ending	1	2	3	4	5	6	7	8	9	10	11
1	44.8	43.2	40.1	38.3	43.5	47.2	45.8	45.8	45.8	45.8	47.8
2	-	45.1	41.6	41.1	44.5	38.1	43.4	43.4	43.4	43.4	48.0
3	45.7	39.6	-	-	39.8	-	-	-	-	-	-
4	-	38.4	42.1	41.4	43.5	41.7	39.5	39.5	39.5	39.5	42.1
5	42.4	44.4	42.7	43.5	42.7	42.3	47.3	47.3	47.3	47.3	47.3
6	44.6	46.7	45.1	43.7	46.8	49.2	45.1	45.1	45.1	45.1	49.2
7	43.5	43.2	42.4	46.7	46.7	46.7	43.2	43.2	43.2	43.2	46.7
8	40.8	40.4	41.6	43.8	40.8	37.8	41.0	41.0	41.0	41.0	43.8
9	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6	41.6
10	42.9	41.8	40.9	42.0	42.0	40.2	43.2	43.2	43.2	43.2	43.2
11	40.9	40.3	42.3	42.6	42.5	40.4	39.9	39.9	39.9	39.9	42.6
12	41.5	41.2	40.3	42.6	42.6	41.2	41.2	41.2	41.2	41.2	42.6
13	41.8	41.1	41.5	43.7	43.1	40.2	42.3	42.3	42.3	42.3	43.7
14	41.0	42.5	41.5	44.1	44.1	41.8	41.8	41.8	41.8	41.8	44.1
15	42.0	42.0	41.3	42.1	42.1	42.6	42.0	42.0	42.0	42.0	42.6
16	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8	41.8
17	41.0	43.9	42.9	43.0	43.5	41.7	44.3	44.3	44.3	44.3	44.3
18	42.5	44.5	42.5	42.5	42.5	41.5	42.5	42.5	42.5	42.5	44.5
19	42.5	42.5	42.5	41.9	43.7	44.2	42.0	42.0	42.0	42.0	44.2
20	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5	42.5
21	39.8	44.0	39.8	50.0	43.5	43.4	42.4	42.4	42.4	42.4	50.0
22	40.4	45.9	38.7	43.2	45.2	45.7	42.7	42.7	42.7	42.7	45.7
23	40.4	40.4	40.4	40.4	40.4	40.4	40.4	40.4	40.4	40.4	40.4
24	44.9	42.9	42.9	41.2	42.8	41.5	41.2	41.2	41.2	41.2	42.8
25	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
26	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
27	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
28	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
29	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
30	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
31	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
32	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
33	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
34	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
35	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
36	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
37	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
38	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
39	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
40	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
41	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
42	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
43	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
44	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
45	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
46	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
47	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
48	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
49	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
50	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
51	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
52	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
53	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
54	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
55	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
56	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
57	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
58	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
59	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
60	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
61	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
62	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
63	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
64	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
65	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
66	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
67	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
68	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
69	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
70	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
71	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
72	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
73	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
74	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
75	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
76	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
77	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
78	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
79	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
80	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
81	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
82	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
83	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
84	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
85	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
86	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
87	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
88	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
89	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
90	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
91	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
92	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
93	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
94	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
95	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
96	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
97	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
98	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
99	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9
100	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9	42.9

APPENDIX D

PERSONAL INJURY COLLISION RECORD



	ADC Stanton under Bardon	Her Majesty's Office (c) Crown Copyright	
		SCALE	1 : 5180
		DATE	31/10/2025
		DRAWING No.	
		DRAWN BY	

Accidents between dates 01/01/2020 and 31/08/2025 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("ADC Stanton under Bardon 31.10.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202300366	19/05/2023	447365	309830	Fine without high winds	Dry	Daylight	Slight	1600

Location: GRASSY LANE MARKFIELD JW ELLIOTS LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead right bend	S	E
Car	Entering main road	Going ahead other	N	S

Casualties:

Class	Severity
Vehicle	Slight
Passenger	

Number of records in selection: 1



Accidents between dates: 01/01/2020 and 31/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Stanton under Bardon 31.10.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	1	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	1	0	0	1

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	-	0
May	-	-	-	1	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	1	0	0	1

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	1	0	0	1
TOTAL	0	0	0	1	0	0	1

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	1	0	0	1
TOTAL	0	0	0	1	0	0	1

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2020 and 31/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("ADC Stanton under Bardon 31.10.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	1	0	0	1
TOTAL	0	0	0	1	0	0	1

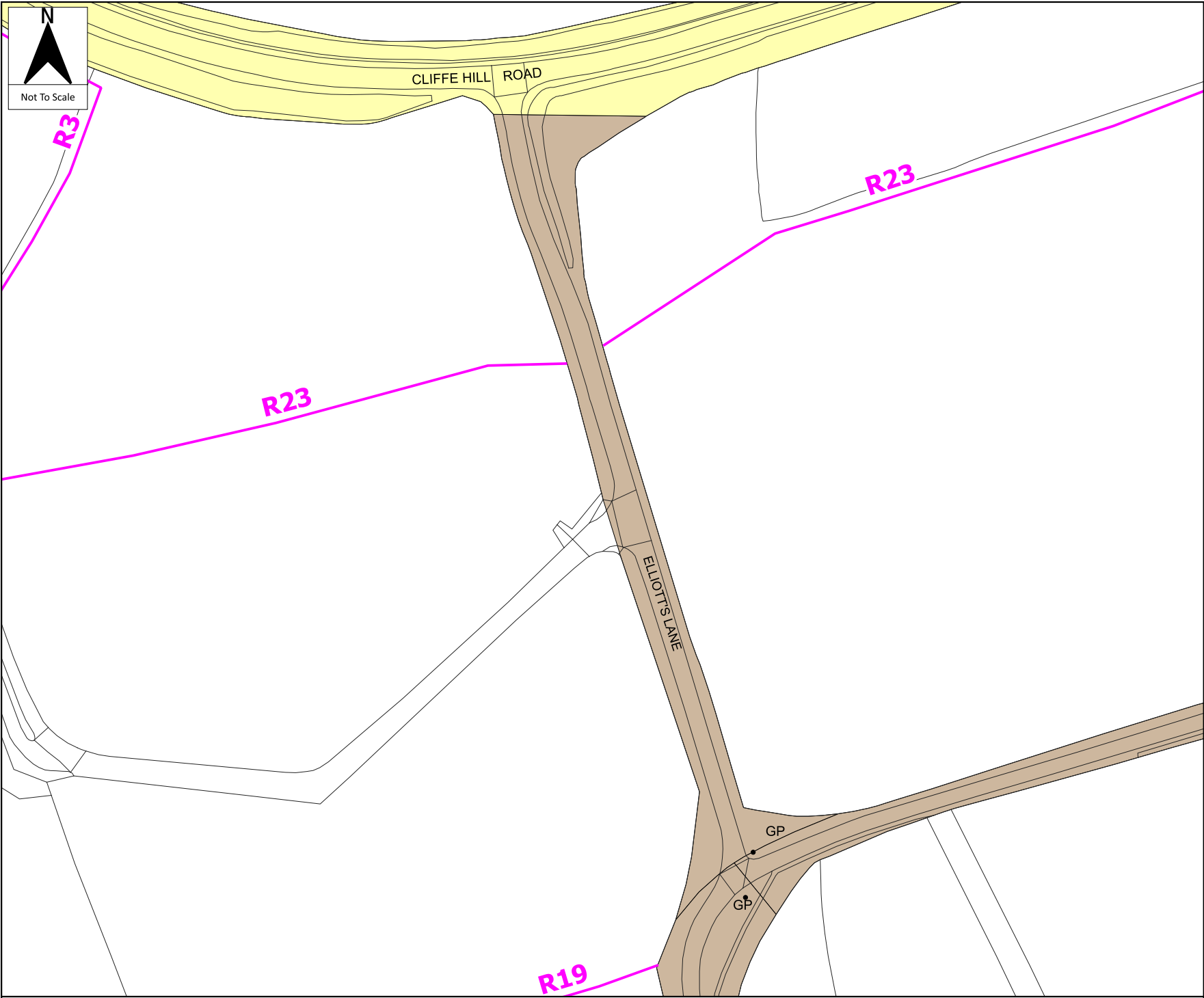
Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	1	0	0	1
TOTAL	0	0	0	1	0	0	1

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

APPENDIX E

PUBLIC HIGHWAY PLAN



Key

Highway Status

Extents

-  Adopted: Classified Route
-  Adopted: Unclassified Route

Public Rights of Way

-  Footpath

NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

Highway Record Enquiry

Location

Elliots Lane, Stanton under Bardon

Reference	NDI/HRE/2510136
Drawing No.	100/A
Date Produced	28/10/2025

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk

APPENDIX F

TRICS OUTPUTS – INDUSTRIAL ESTATE



Audit Code: 8de1c536-ac95-47dc-8d0b-e4c91fea6c7f

Filtering Summary:

Land Use: 02/D EMPLOYMENT/INDUSTRIAL ESTATE

Selected Trip Rate Calculation Parameter Range: 1138 - 100000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 1138 - 90535 sqm GFA

Date Range: Minimum: 31/01/2014 Maximum: 08/10/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	3
Monday	2
Thursday	3
Tuesday	4
Wednesday	2

Main Location Types selected:

Edge of Town	13
Free Standing	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	1
10,001 to 15,000	4
15,001 to 20,000	1
20,001 to 25,000	1
5,001 to 10,000	6



Audit Code: 8de1c536-ac95-47dc-8d0b-e4c91fea6c7f

Population <5 Mile ranges selected:

100,001 to 125,000	2
25,001 to 50,000	3
5,001 to 25,000	5
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	7
1.1 to 1.5	7

PTAL Rating:

No PTAL Present	14
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