

Planning Application: 26/00201/FUL

Site: Forest Hill Golf and Country Club, Markfield Lane, Botcheston, Leicestershire, LE9 9FH

Proposal: Change of use from 9-hole practice golf course to adventure golf course, including the erection of structures, bridges and buildings and associated works

Response to Local Highway Authority comments dated 19 May 2026

Dear Joe,

We write in response to the Local Highway Authority comments dated 19 May 2026.

This response is submitted alongside the following additional information:

1. Visitor analysis and opening hours note;
2. Updated parking and internal movement plan;
3. Confirmation of the number and location of parking spaces;
4. Clarification of the gravelled parking area adjacent to the adventure golf kiosk;
5. Pedestrian connectivity details for the current application.

The applicant has reviewed the Local Highway Authority's comments and notes that no in-principle objection has been raised to the proposal. The response confirms that the existing vehicular access onto Markfield Lane is likely to be acceptable, subject to the level of trips generated by the adventure golf use when compared with the previous 9-hole golf course use.

The applicant also notes that the Local Highway Authority has reviewed available collision records and identified only one Personal Injury Collision within 500m of the existing site access within the last five years, recorded as slight. The Local Highway Authority confirms that there are no patterns, trends or cluster sites of Personal Injury Collisions and that the proposal is unlikely to exacerbate an existing highway safety concern.

The applicant further notes the Local Highway Authority's comments on transport sustainability. Whilst the site lies in a rural location, the Local Highway Authority accepts that there was previously a 9-hole golf course at the site, that the adventure golf use is similar in nature and linked to the wider golf club, and that it would not seek to resist the proposal on transport sustainability grounds alone.

The applicant therefore submits that the additional information now provided addresses the Local Highway Authority's outstanding comments and allows the application to be assessed positively.

1. Established use, access and planning context

Forest Hill Golf and Country Club is an established leisure destination with an existing vehicular access onto Markfield Lane. The current application does not propose a new access onto the public highway. It relates to the change of use of the former 9-hole practice golf course to an adventure golf course, with associated structures and works.

The continued use of the existing access is therefore central to the current application. The Local Highway Authority has confirmed that, depending on the level of trips generated by the

proposal in comparison with the former 9-hole golf course, the existing access arrangements are likely to be acceptable.

The Local Highway Authority's response also refers to application 19/00855/FUL, which related to extensions and alterations to the clubhouse, extension to the existing car park, and a temporary marquee at the wider site. The response notes that a near-identical drawing, MAC Drawing number F110(90)02, was submitted as part of that earlier application and showed an additional 30 car parking spaces, including two accessible spaces, to the north of the existing clubhouse close to the site access.

This planning history demonstrates that the wider site has previously been considered as an established golf club and leisure destination with associated parking provision and access from Markfield Lane.

The Local Highway Authority advised that, if the proposal would generate 30 two-way trips over and above the level of the previous 9-hole golf course, a trip distribution exercise and junction capacity assessment of at least the site access would be required. This matter is addressed in the opening hours, visitor management and trip generation section below.

2. Opening hours, visitor management and trip generation

The applicant's position is that the proposal would not generate 30 two-way vehicle movements over and above the level of the previous 9-hole golf course use.

There is no detailed historic traffic survey data available for the former 9-hole course. However, the Club Manager has provided a best estimate of likely former use based on normal operational assumptions for a 9-hole golf course. This estimate assumes that the former course could operate for approximately 8 hours per day, with tee times every 15 minutes. This would allow four tee times per hour, or 32 tee times across an 8-hour operating day. On the basis of an estimated three cars per tee time, the former 9-hole golf course could reasonably have generated approximately 96 car movements per day.

This is not presented as surveyed historic trip data, but as a reasonable operational estimate from the Club Manager to assist the Local Highway Authority in comparing the former lawful golf use with the proposed adventure golf use.

The adventure golf use would operate as part of the wider Forest Hill Golf and Country Club leisure offer and would be managed through published opening hours and controlled visitor arrangements. The submitted visitor analysis confirms that the attraction operates on a managed hourly basis, with lower levels of activity during weekday periods outside school and bank holidays.

The comparison can be summarised as follows:

Use / period	Operating assumption	Indicative vehicle activity
Former 9-hole golf course	8-hour day, tee times every 15 minutes	4 tee times per hour / 32 tee times per day
Former 9-hole golf course	Based on 3 cars per tee time	Approximately 96 cars per day

Use / period	Operating assumption	Indicative vehicle activity
Adventure golf — weekdays outside school / bank holidays	3.00pm – 8.00pm / 4 cars per hour	Approximately 20 cars per day
Adventure golf — weekends	10.00am – 8.00pm / 10 cars per hour	Approximately 100 cars per day
Adventure golf — school and bank holidays	10.00am – 8.00pm / average 15 cars per hour	Approximately 150 cars per day

The comparison demonstrates that weekday adventure golf activity would be materially below the estimated former 9-hole golf course activity. Weekend activity would be broadly comparable to the estimated former 9-hole course activity, while school and bank holiday activity may be higher on a daily basis. However, this reflects limited peak leisure periods and would be managed through defined opening hours, controlled visitor arrangements and on-site parking provision.

On an hourly basis, the former 9-hole course estimate equates to approximately 12 cars per hour, based on four tee times per hour and three cars per tee time. The adventure golf visitor profile indicates approximately 4 cars per hour during normal weekday periods, 10 cars per hour at weekends and an average of 15 cars per hour during school and bank holidays.

The difference is therefore not of a scale that would suggest an additional 30 two-way vehicle movements per hour over and above the former use.

The submitted parking plan identifies dedicated parking for 16 cars associated with the adventure golf course. This aligns with the managed visitor profile and demonstrates that the adventure golf use can be accommodated within the site.

On this basis, the applicant considers that the proposal would not generate 30 additional two-way vehicle movements over and above the previous 9-hole golf course use. A further trip distribution exercise or junction capacity assessment is therefore not considered necessary.

3. Highway safety

The Local Highway Authority has reviewed available highway safety records and identified one Personal Injury Collision within 500m of the existing site access during the last five years. That collision was recorded as slight and involved a right-turning vehicle and a motorcycle at the junction of Thornton Lane and Reservoir Road.

The Local Highway Authority confirms that there are no patterns, trends or cluster sites of Personal Injury Collisions and advises that the proposal is unlikely to exacerbate an existing highway safety concern.

The applicant relies on this conclusion. The proposal uses the existing golf club access and does not introduce a new highway access point.

4. Parking provision and internal layout

The Local Highway Authority requested clarity on parking provision and the site's internal layout.

The Local Highway Authority refers to MAC drawing number F118(90)03, which provides details of the existing and proposed parking layouts. The response also notes that a near-identical drawing was submitted under application 19/00855/FUL, showing an additional 30 car parking spaces, including two accessible spaces, to the north of the existing clubhouse close to the site access.

The Local Highway Authority also identified a large gravelled parking area set behind telegraph poles and signage for the adventure golf course, immediately adjacent to the adventure golf kiosk. It requested clarification on whether this area forms part of the proposed parking provision.

An updated scaled parking and internal movement plan is submitted with this response. The submitted plan identifies dedicated parking for 16 cars serving the adventure golf course, together with the relationship between that parking area, the adventure golf course and the wider internal circulation arrangement.

The plan confirms:

- the number and location of parking spaces available for the adventure golf use;
- the relationship between the adventure golf parking and the wider golf club parking areas;
- the status and function of the gravelled area adjacent to the adventure golf kiosk;
- the internal vehicle circulation arrangement;
- pedestrian routes between the parking areas, kiosk, adventure golf entrance and clubhouse.

The submitted plan provides the clarification requested by the Local Highway Authority and allows the parking provision to be secured by condition, if required.

The applicant is willing to accept a suitably worded planning condition requiring the approved parking provision and pedestrian routes to be retained for the lifetime of the development.

5. Gravelled parking area adjacent to the adventure golf kiosk

The Local Highway Authority specifically requested clarification on the large gravelled area adjacent to the adventure golf kiosk.

The submitted parking and internal movement plan confirms the intended role of this area within the current operation of the site. The plan clarifies its relationship with the adventure golf use, the dedicated parking area and the wider internal circulation arrangement.

This clarification removes any uncertainty between the parking arrangement shown on the submitted plans and the layout observed on site by the Local Highway Authority.

6. Pedestrian connectivity

The applicant acknowledges the Local Highway Authority's comments on pedestrian connectivity within the site.

The applicant accepts that adventure golf is likely to attract family visits, including visitors with young children. It is therefore appropriate to show clear pedestrian routes between the parking areas, adventure golf kiosk, adventure golf course and clubhouse.

Pedestrian connectivity details are submitted with this response. These details identify the pedestrian routes associated with the current application and show how visitors can move safely between the relevant parts of the site.

The applicant is willing to accept a suitably worded planning condition requiring the approved pedestrian routes to be retained and made available during the operation of the adventure golf use.

7. Relationship with separate hotel application 25/00819/OUT

The Local Highway Authority's response refers to application 25/00819/OUT, which relates to a separate outline proposal for a 49-bedroom hotel, new access, car parking and facilities at the wider Forest Hill Golf and Country Club site.

The applicant acknowledges that the Local Highway Authority has raised matters under that separate application, including the proposed new access, the internal mini-roundabout, coach movements and pedestrian connectivity within the wider site.

However, additional information has been provided to the case officer in relation to those matters.

The current application should therefore be assessed on its own merits, based on the existing golf club access and the parking and internal movement arrangements that serve the current adventure golf and wider golf club use.

The submitted plans and supporting information relate to the current application only. They provide the Local Highway Authority with the information required to assess the current adventure golf use without prejudicing, duplicating or pre-determining the separate consideration of application 25/00819/OUT.

8. Transport sustainability

The Local Highway Authority notes that the site lies in a remote rural area, with limited public transport provision, lack of pedestrian footways to the site and absence of street lighting.

However, the Local Highway Authority also accepts that the site previously included a 9-hole golf course, that the adventure golf course is a similar use and linked to the wider site, and that it would not seek to resist the proposal on transport sustainability grounds alone.

The applicant agrees with that conclusion. The adventure golf course forms part of an established golf club and leisure destination. It does not create a new isolated leisure destination unrelated to the existing site. The proposal represents an evolution of the existing golf and leisure offer.

9. Conclusion

The Local Highway Authority's response does not identify an in-principle highway objection to the proposal. It confirms that the existing access is likely to be acceptable, subject to trip generation, and that the proposal is unlikely to exacerbate an existing highway safety concern.

This response is submitted with the additional information requested by the Local Highway Authority, namely:

- visitor analysis and opening hours information;
- an updated scaled parking and internal movement plan;
- confirmation of the number and location of parking spaces;
- clarification on the gravelled area adjacent to the adventure golf kiosk;
- pedestrian connectivity details for the current application.

The submitted information demonstrates that the proposal would operate as part of the established Forest Hill Golf and Country Club leisure destination, using the existing site access and controlled visitor arrangements. In the absence of historic traffic survey data for the former 9-hole course, the applicant has provided a reasonable operational estimate from the Club Manager based on tee-time capacity and likely vehicle activity.

That comparison demonstrates that the adventure golf use would not generate additional vehicle movements at a level requiring further junction capacity assessment. The proposed use would be managed through defined opening hours, controlled visitor arrangements and identified on-site parking provision.

On the basis of the submitted information, the applicant respectfully requests that the Local Highway Authority removes its holding position and confirms that it has no objection to the application, subject to any necessary and proportionate planning conditions.