

Technical Note 1

Project Number: T25569

Project: Hill Lane, Markfield

Title: Response to LCC Consultation – Planning Application 25/01157/OUT

Date: 25.03.2026

Prepared By: TG

Authorised By: JP

Revision: A

Floor 1B
4 Temple Row
Birmingham
B2 5HG

Introduction

- 1.1 Hub Transport Planning Ltd has been commissioned by Glenalmond Developments Ltd to provide transport advice for a proposed residential development of up to 67 dwellings at land off Hill Lane, Markfield, Leicestershire.
- 1.2 A planning application (reference: 25/01157/OUT) based on the development proposals was received and validated by the local planning authority during December 2025, whilst Leicestershire County Council (LCC), the local highway authority, provided their consultation response to the proposals during January 2026, requesting additional information.
- 1.3 LCC stated '*The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application*'.
- 1.4 The consultation response provided comments relating to the following transport/highway matters that require a response to:
 - I. Site Access
 - II. Off-Site Implications
 - III. Highway Safety
 - IV. Public Rights of Way
 - V. Junction Capacity Assessments
 - VI. Transport Sustainability
- 1.5 The full consultation provided by the local highway authority is attached at **Appendix A**.
- 1.6 This Technical Note (TN) has therefore been produced to address the remaining outstanding transport/highway matters raised by LCC that the local highway authority require further information regarding.

Site Access

Introduction

- 1.7 LCC raised comments in relation to the proposed site access arrangements, including:

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'The LHA confirm, that in terms of geometry, the access has been designed in accordance with Table 3 and Table 9 of the LHDG. An uncontrolled pedestrian crossing with tactile paving is to be provided just inside the site access. It must be ensured that pedestrians at the crossing points will have suitable visibility of vehicles travelling on Hill Lane and approaching from within the site'.

'Drawing No. T25596 002 shows refuse vehicle movements at the site access. The LHA note that for both the right turn in and right turn out manoeuvres the vehicle is required to occupy most of the access. The Applicant should demonstrate that suitable intervisibility can be provided to prevent conflict between larger and smaller vehicles'.

'The swept path analysis drawings should be annotated to confirm tracking has been undertaken at a forward vehicular speed of 15kph'.

Updated Site Access Drawings

- 1.8 As a result of these comments provided by LCC, **Drawing T25596.001 Rev A** attached to this report identifies 1.5m x 17m pedestrian visibility splays from either side of the proposed dropped kerb pedestrian crossing point to the nearside channel lines along the site access road and Hill Lane.
- 1.9 The 'y' length visibility splays accord with the Manual for Streets (MfS) Guidance for 15mph design speeds, which is a reasonable design speed to assess against on the basis of the typically low vehicle speeds turning into/approaching the minor arm of a priority-controlled junction.
- 1.10 **Drawing T25634.002 Rev A** identifies the inter-visibility splays between the site access and Hill Lane, where two-way Large Car/LCC Refuse Vehicle movements cannot be accommodated. These visibility splays will be unobstructed and short in length, with the greatest length of inter-visibility splay shown within **Drawing T25634.002 Rev A** to be 30m.
- 1.11 This drawing therefore demonstrates that the driver of a Large Car is able to identify the LCC Refuse Vehicle turning into/out of the site access junction from a reasonable distance back to where the refuse vehicle would be able to pass the Large Car without reversing manoeuvres being required.
- 1.12 Each of the drawings that include swept path assessments, attached to this TN, have been run at a forward vehicular speed of 15kph, which is stated within the Notes of each drawing that include swept path analysis.

Off-Site Implications

Introduction

- 1.13 LCC raised comments in relation to the off-site highway matters, including:

'The LHA consider that the location of the southern 40mph terminal point may not be acceptable to Leicestershire Police. Therefore, unless additional traffic calming features are proposed the LHA consider that the 40mph zone/ gateway feature should be located to the south of the car park to Hill Hole nature reserve'.

'To the north a 2.0m wide footway is proposed to run north from the site access for approximately 125.0m which will tie into the existing footway at the junction of Hill Lane and Ashby Road. Where the footway crosses the private road serving the rear of dwellings on Ashby Road an uncontrolled pedestrian crossing with tactile paving is proposed. Given the scale of the private road, to afford pedestrians priority and in accordance with Figure 14 of the LHDG the LHA advise a continuous (dropped) kerb line and footway should be provided at this location'.

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'As shown on drawing No. T25596 007 an uncontrolled pedestrian crossing with tactile paving is also proposed on Ashby Road to provide access to a bus stop. The carriageway width should be confirmed at this location to determine the safe crossing distance and visibility lines'.

'The LHA note that an existing watercourse runs parallel to the proposed section of footway from opposite the access serving Hill Lane industrial estate to the private road running to the rear of dwellings on Ashby Road. To prevent future issues at the Section 278 stage, and to confirm the footway can be provided, the Applicant should provide cross section drawings of the carriageway, footway widths and a ditch profile, including widths, depths and slopes'.

'The addition of the above footways will result in a reduction of the carriageway width of Hill Lane to 6.30m. The LHA request that drawing No. T25596 001 is amended to show existing overall carriageway widths along with lane widths. Swept path analysis drawings should be annotated to state tracking has been undertaken at a forward vehicular speed of 15kph and should be shown for an 18.55m long HGV which is the maximum length currently permitted in the UK'.

'Whilst drawing No. T25596 003 shows dimensions for the overall carriageway, lane widths should also be added. The LHA also advise that the existing on-street parking at the top of Hill Lane should be formalised through white lining. The existing centre lining should be extended to either the gateway feature or where the carriageway width is less than 5.50m. Full carriageway resurfacing and possible haunching tie in works will be required along Hill Lane adjacent to the new footway'.

'The proposed off-site highway works along with the proposed access arrangement should be supported with an independent Stage 1 Road Safety Audit along with a Designer's Response to any problems identified and amended drawings as required'.

Updated Off-Site Highway Proposal Drawings

- 1.14 **Drawing T25596.006 Rev A** identifies that the proposed 40mph change in speed limit location is shifted further north of its originally proposed location along Hill Lane, immediately south of the Hill Hole Nature Reserve Car Park.
- 1.15 The drawing demonstrates that a 160m forward visibility splay can still be provided unobstructed to the proposed change in speed limit location from the north along Hill Lane.
- 1.16 **Drawing T25596.001 Rev A** identifies that the 2.0m wide footway proposed adjacent to the eastern side of Hill Lane is continuous up to the footway provision adjacent Ashby Road to the north, with the existing access to the rear car parking associated with dwellings served from Ashby Road to be provided in the form of a dropped kerb crossover arrangement, therefore giving priority to pedestrians along the proposed footway.
- 1.17 This drawing also includes annotations along Hill Lane of the overall carriageway width, lane widths in each direction and the width of the on-street parking area adjacent to the west side of the carriageway, south of the junction with Ashby Road.
- 1.18 **Drawing T25596.007 Rev A** includes annotations demonstrating that Ashby Road is approximately 7.3m in width where the proposed tactile dropped kerb crossing point will be provided across the carriageway.
- 1.19 This drawing also identifies that 1.5m x 120m unobstructed pedestrian visibility splays can be provided in each direction from either side of the proposed crossing point within the extents of the highway boundary.

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- 1.20 This 'y' length visibility splays accords with the Design Manual for Roads and Bridges (DMRB) for 40mph speeds which Ashby Road is subject to.
- 1.21 The cross section drawings of the proposed Hill Lane carriageway, adjacent footway and ditch profile will be submitted separately to this TN by PJS, the engineering consultancy producing these drawings.
- 1.22 **Drawing T25596.005 Rev A** demonstrates that an 18.5m maximum legal articulated vehicle is able to access and egress Hill Lane Industrial Estate to/from the north without any conflicts, with the development proposals in place.
- 1.23 **Drawing T25596.003 Rev A** shows additional road markings provided along Hill Lane for drivers to identify the western side of Hill Lane, south of the junction with Ashby Road, as formal on-street parking provision.
- 1.24 The drawing demonstrates that five Large Cars can be accommodated within this formal on-street parking area, whilst **Drawing T25596.004 Rev A** identifies that articulated vehicles can be accommodated along Hill Lane adjacent this proposed formal on-street parking.
- 1.25 This drawing also identifies that unobstructed inter-visibility can be provided between drivers along Ashby Road and drivers along Hill Lane, where two-way vehicle movements cannot be accommodated at the junction, such as two-way articulated vehicles.
- 1.26 A Stage One Road Safety Audit (RSA1) for the proposed access arrangements and off-site highway works will be undertaken separately following agreement of the brief and RSA Team with LCC, which will be issued to the local highway authority following submission of this TN.
- 1.27 The completed RSA1 and Designers Response will be submitted during the determination period of the planning application.

Highway Safety

- 1.28 LCC raised comments in relation to highway safety matters, including:

'The LHA welcome the Applicants engagement to obtain Personal Injury Collision (PIC) data for the period between January 2020 and May 2025. The LHA has undertaken a further review of PICs that have occurred within 500.0m of the site access in the previous five years whereby data is currently available for up until December 2025'.

'During the above period two PICs have occurred within the study area. A PIC recorded as being 'serious' in severity occurred on Whitwick Road at the junction of the slip road to the A50 (southbound). The second PIC occurred on the slip road and was recorded in resulting in injuries classified as 'slight' in severity'.

'Whilst the LHA note none of the PICs occurred within the immediate vicinity of the proposed access, the absence of incidents does not indicate that the proposed access or off-site highway works can, at this stage, be considered safe in highway safety terms'.

- 1.29 The descriptions provided within the PIC reports is limited, albeit, regarding the Serious collision referenced by LCC within their consultee comments quoted above, this report identifies that this collision involved a cyclist and an overtaking van/LGV.
- 1.30 Whilst the Slight PIC referenced by LCC within their consultee comments involved a U-turn manoeuvre on the slip road.

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- 1.31 The descriptions provided for these collisions therefore indicate that poor manoeuvres were undertaken by drivers, which were likely significant contributory factors to these collisions occurring.
- 1.32 Based on the limited information provided, the PICs recorded do not indicate there is an inherent highway safety issue associated with the layout of the local highway network.
- 1.33 This is further indicated by that there are no clear trends or patterns of collisions within the PIA data that suggest there is any 'hot spots' that would be attributable to the layout of the local highway network.
- 1.34 As a result, it can be determined that there is no clear evidence of a highway safety issue along the local highway network that would be exacerbated by the development proposals.

Public Rights of Way

- 1.35 LCC raised comments in relation to highway safety matters, including:

'The proposals show that the shortest route to Markfield village centre will be via Public Footpath R17. As part of the consultation response to application 21/00387/OUT the LHA sought the provision of a pedestrian link to Upland Drive however the Applicant advised this was not possible. The LHA assume this is again the case for the current application'.

'The LHA therefore consider that as part of the proposals Public Footpath R17 should be improved with an all-weather surface and street lighting constructed to adoptable standards. The LHA acknowledge that delivery of such a scheme would be dependent on consents from affected landowners'.

- 1.36 Significant active travel improvements are proposed as part of the development to provide a 2.0m wide footway between the site and the existing footway adjacent Ashby Road, which forms part of a network of footways that lead to the key local facilities and services within Markfield, including within the centre of the village.
- 1.37 It is therefore considered that the proposed development is not reliant on Footpath R17 being upgraded to provide an all-weather surface with lighting.
- 1.38 Public Footpath R17 is outside of the land ownership of the developer, however a S106 contribution by the developer can be conditioned to fund improvements to this footpath. This contribution should be considered acceptable in-principle subject to being CIL compliant.

Junction Capacity Assessments

- 1.39 LCC raised comments in relation to highway safety matters, including:

'As part of application 21/00387/OUT the LHA requested a contribution towards the Coalville Transport Strategy due to the impact of the proposed development on the Field Head Roundabout'.

'The LHA has continued to seek contributions towards improvements to the junction as part of other nearby developments'.

'In line with other developments in Markfield the LHA request a per dwelling contribution of circa £4800. Commensurate with pre-application advice provided by the LHA the Applicant should undertake a capacity assessment of the Field Head Roundabout irrespective of whether 30 two-way trips are generated through the roundabout'.

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- 1.40 The proposed development is forecast to generate 17 and 19 two-way vehicle trips during the AM and PM peak hours respectively at the Field Head Roundabout.
- 1.41 This will result in an additional vehicle generated by the proposed development travelling through the roundabout on average every 3 – 4 minutes during these peak hour periods, which would be negligible in terms of impact to the junction.
- 1.42 As a result, it is not considered necessary to assess the proposed development impact at the Field Head Roundabout.
- 1.43 Notwithstanding the above, the previous planning application for the site (21/00387/OUT) for 72 residential dwellings included a Transport Assessment that stated a contribution of '£5,000 per dwelling' to improvements to the Field Head Roundabout.
- 1.44 The developer contribution request by LCC of £4,800 per dwelling to improvements at this junction as part of the proposals is not dissimilar to the contribution agreed within the previous planning application at the site.
- 1.45 We consider the request to be reasonable and the contribution to this roundabout will be provided by the developer, should the development be consented.

Transport Sustainability

- 1.46 LCC raised comments in relation to the local bus stops along Ashby Road, stating:

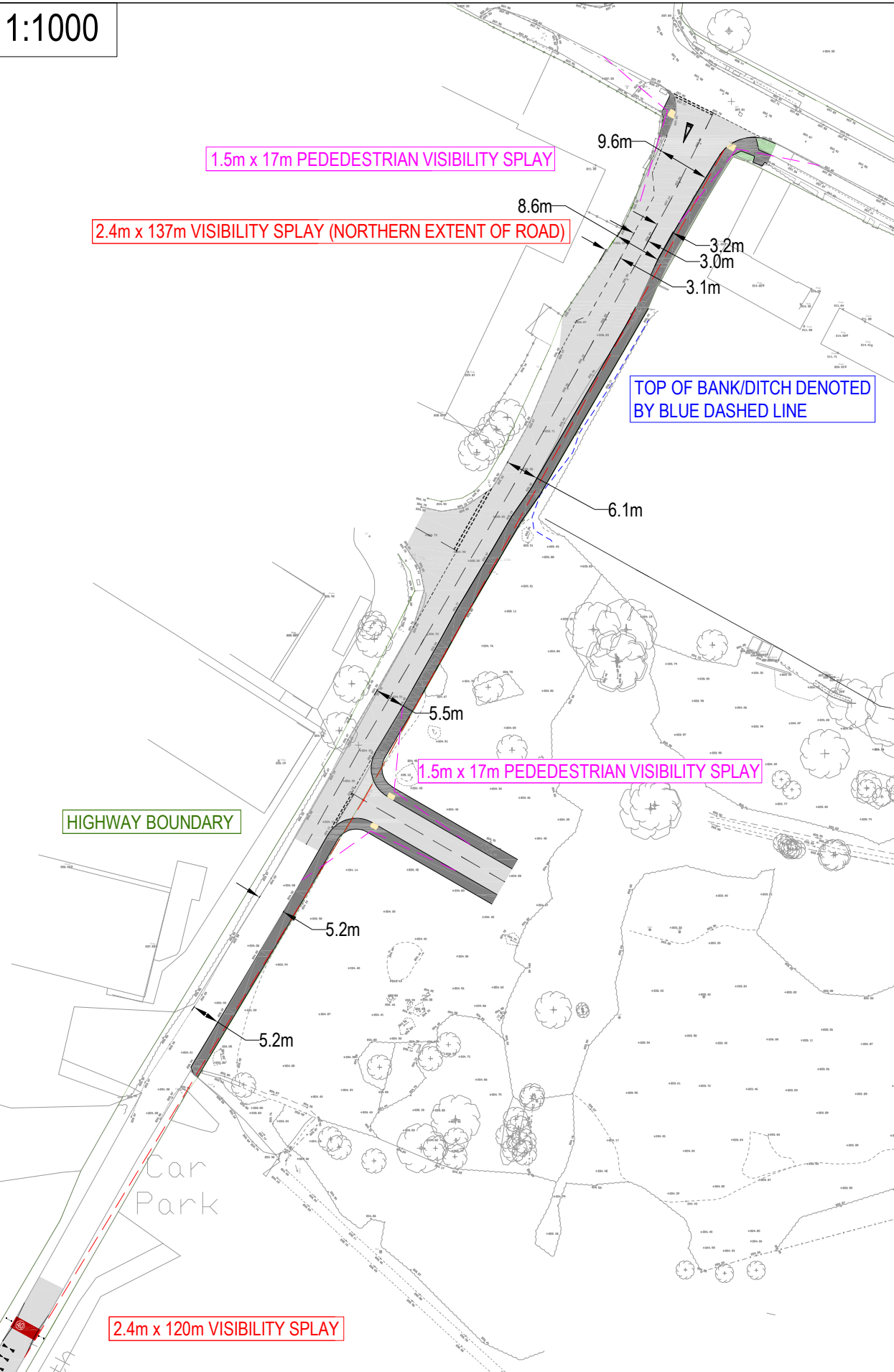
'The LHA advise that as part of the proposals both bus stops on Ashby Road should be upgraded to include raised kerbs and that each proposed dwelling should be issued with two six-month bus passes along with Welcome Travel Packs which can be supplied by the LHA at a cost of £52.85 per pack'
- 1.47 The local bus stops along Ashby Road will be upgraded to include raised kerbs as part of the proposed development.
- 1.48 In addition to the above, the Travel Plan submitted as part of the planning application has been revised to 'Rev A' to include the following as requested within LCC's consultee comments:
 - Provide two six-month bus passes as part of Welcome Travel Packs, supplied by LCC
 - Include details and accessibility to Leicester and Loughborough railway stations
 - Include further measures to encourage sustainable transport for future residents and visitors
 - Include a second Travel Plan (TP) target to provide 100% TP awareness for residents of the site

Conclusions

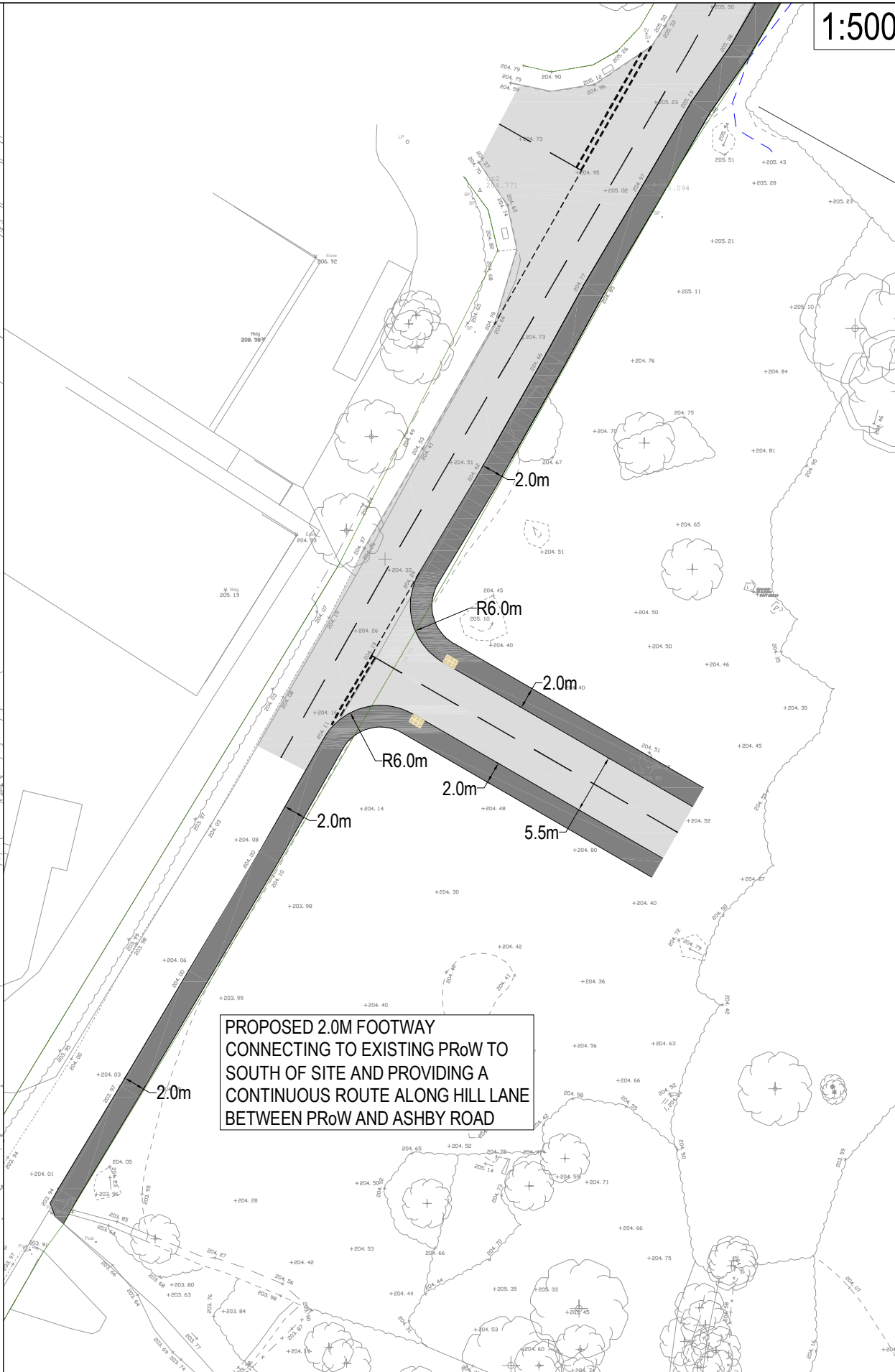
- 1.49 This TN has responded to and addressed, where necessary, the outstanding transport/highway matters identified by LCC as part of the proposed residential development at land off Hill Lane Markfield.
- 1.50 As a result, it is considered that there are no remaining outstanding highway issues, subject to the submission of the RSA1 in due course.

Drawings

1:1000



1:500



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	ALTERATIONS FOLLOWING LCC COMMENTS	10.03.26	TG	JP
REV	DESCRIPTION	DATE	BY	AUTH



hub
TRANSPORT PLANNING LTD

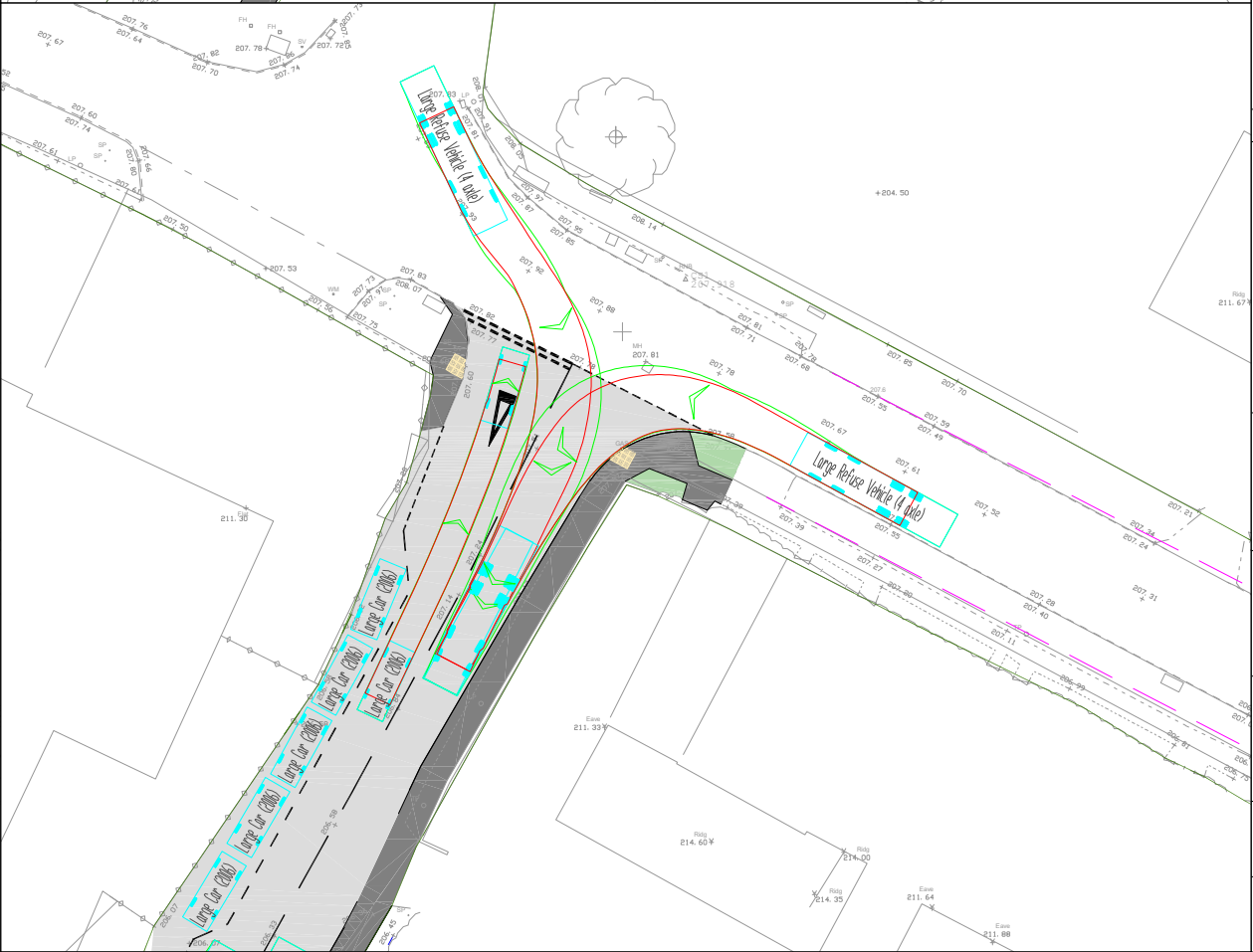
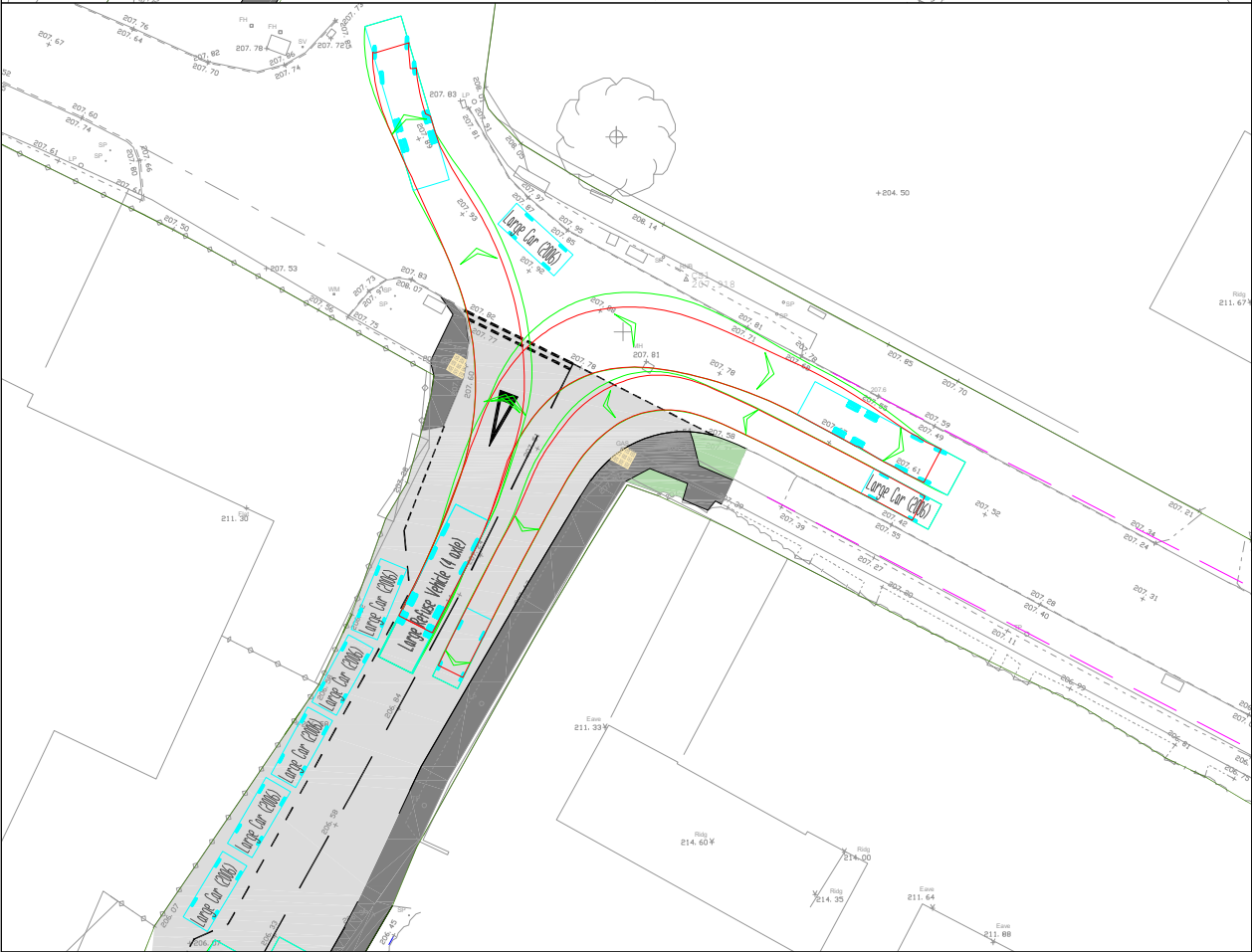
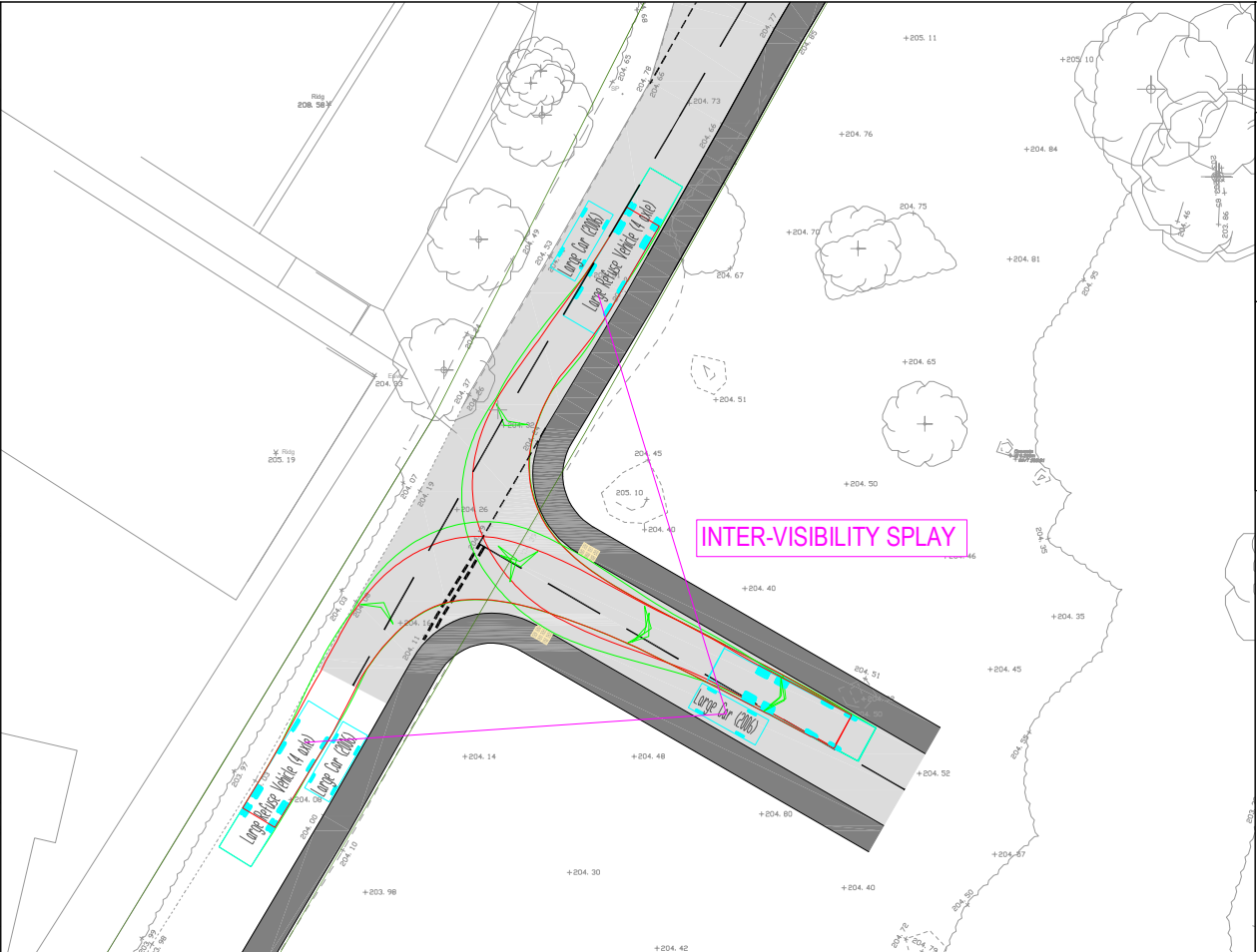
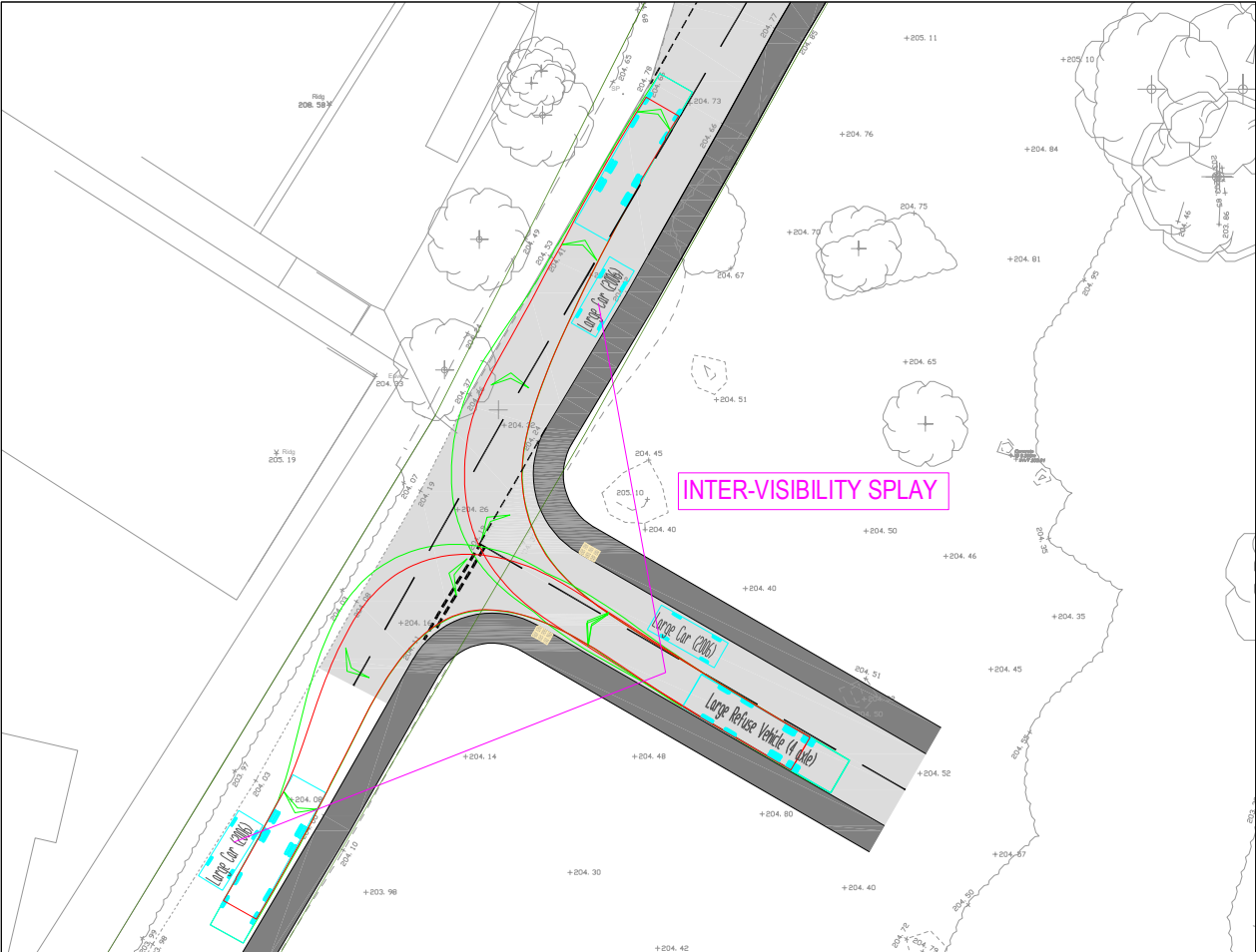
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CLIENT
GLENALMOND DEVELOPMENTS LTD

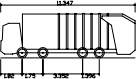
PROJECT
HILL LANE
MARKFIELD

TITLE
PROPOSED SITE ACCESS JUNCTION

DRAWN TG	AUTHORISED JP	SCALE AS SHOWN	SHEET SIZE A3	DATE 12.09.25
PROJECT NO. T25596		DRAWING NO. 001		REV A



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
3. SWEEP PATH ASSESSMENTS UNDERTAKEN AT 15KPH FORWARD SPEEDS



Large Refuse Vehicle (4 axle)
Overall Length 12.00m
Overall Width 2.50m
Min Body Ground Clearance 0.30m
Track Width 2.50m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m



Large Car (C806)
Overall Length 5.07m
Overall Width 1.81m
Min Body Ground Clearance 0.30m
Track Width 1.81m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 3.000m

A	ALTERATIONS FOLLOWING LCC COMMENTS	10.03.26	TG	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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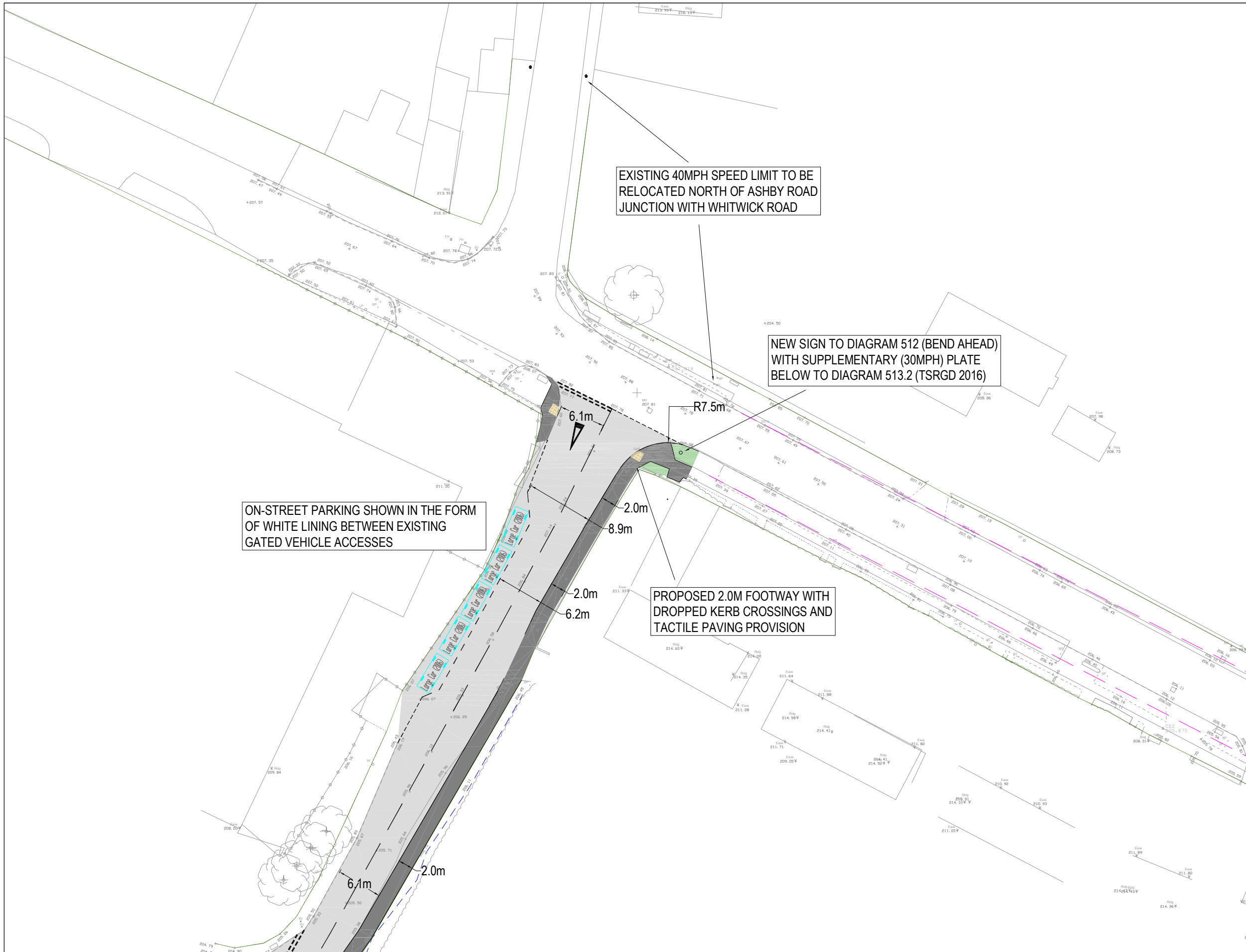
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CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
**HILL LANE
MARKFIELD**

TITLE
SWEPT PATH ANALYSIS 01

DRAWN TG	AUTHORISED JP	SCALE 1:500	SHEET SIZE A3	DATE 12.09.25
PROJECT NO. T25596		DRAWING NO. 002		REV A



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	ALTERATIONS FOLLOWING LCC COMMENTS	10.03.26	TG	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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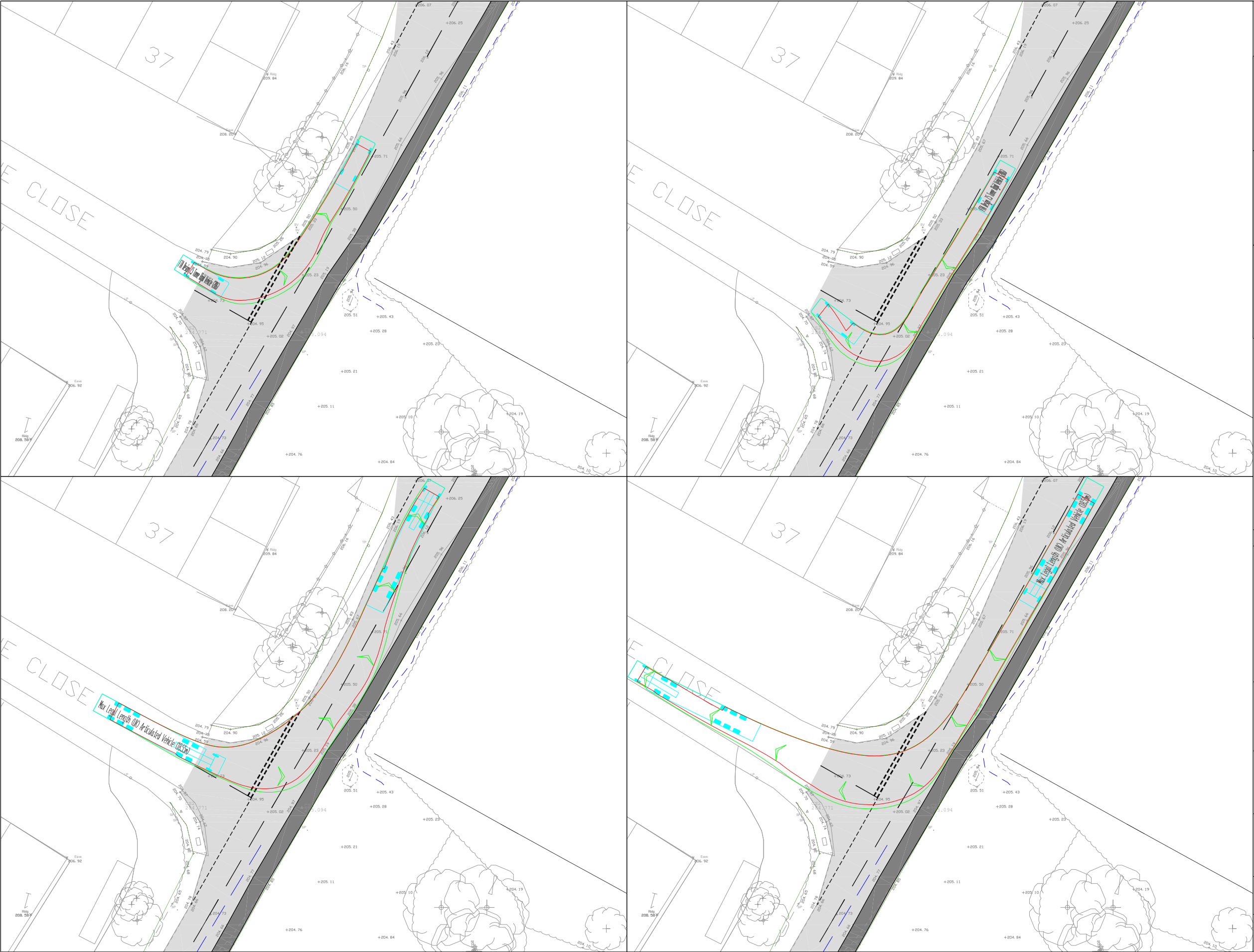


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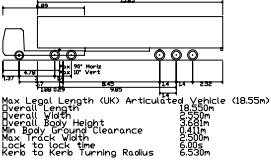
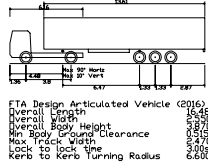
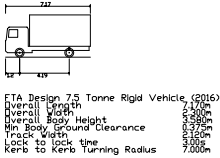
PROJECT
HILL LANE
MARKFIELD

TITLE
PROPOSED ASHBY ROAD
JUNCTION IMPROVEMENT

DRAWN TG	AUTHORISED JP	SCALE 1:500	SHEET SIZE A3	DATE 12.09.25
PROJECT NO. T25596		DRAWING NO. 003		REV A



- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
- 3. SWEEP PATH ASSESSMENTS UNDERTAKEN AT 15KPH FORWARD SPEEDS



A	ALTERATIONS FOLLOWING LCC COMMENTS	10.03.26	TG	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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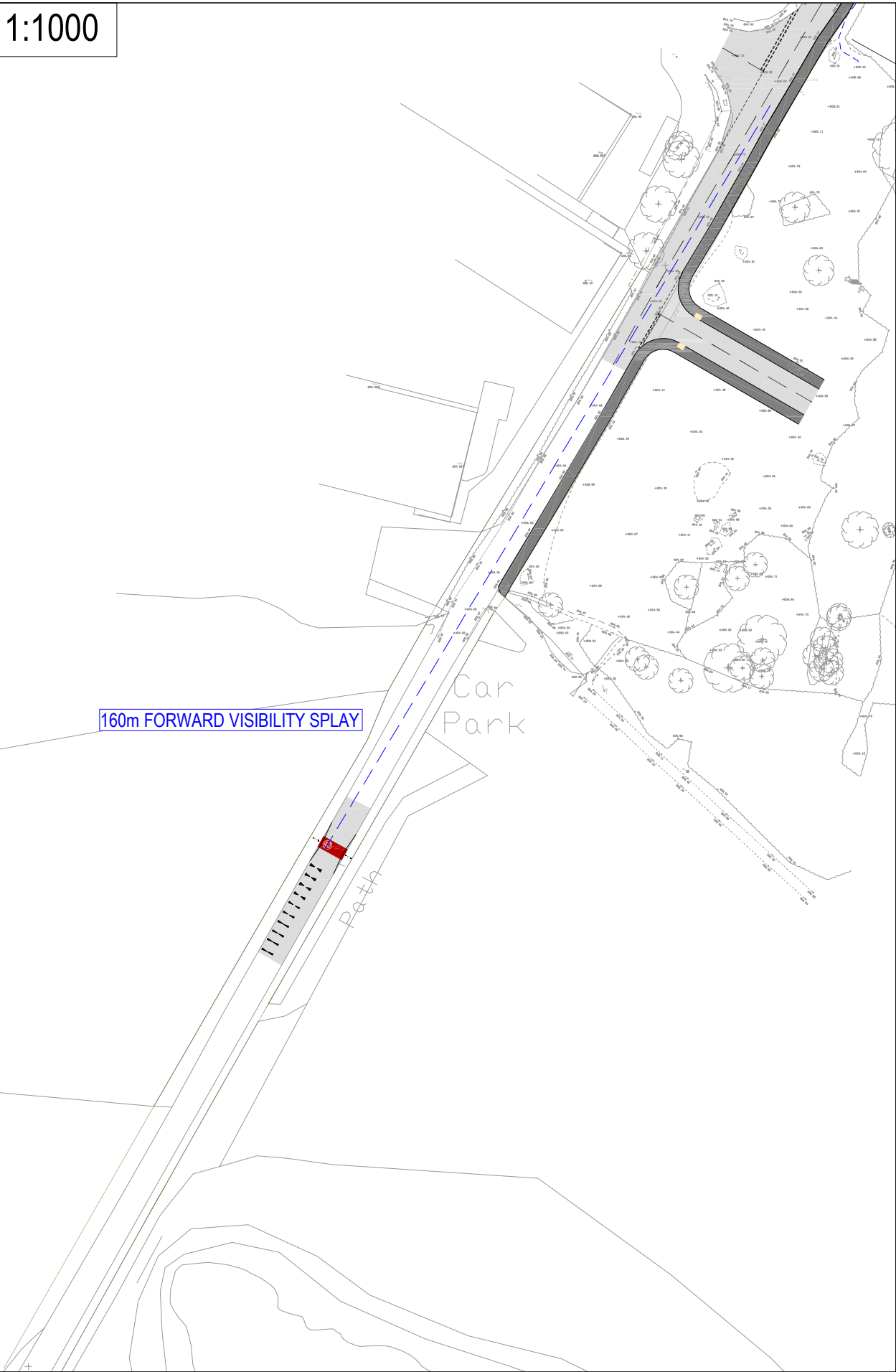
CLIENT
GLENALMOND DEVELOPMENTS LTD

PROJECT
HILL LANE
MARKFIELD

TITLE
SWEEP PATH ANALYSIS 03

DRAWN TG	AUTHORISED JP	SCALE 1:500	SHEET SIZE A3	DATE 12.09.25
PROJECT NO. T25596		DRAWING NO. 005		REV A

1:1000



EXAMPLE OF ENTRY FEATURE

1:500



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

A	ALTERATIONS FOLLOWING LCC COMMENTS	10.03.26	TG	JP
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REV	DESCRIPTION	DATE	BY	AUTH
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PROJECT
HILL LANE
MARKFIELD

TITLE
PROPOSED HILL LANE GATEWAY
FEATURE AND SPEED LIMIT CHANGE

DRAWN TG	AUTHORISED JP	SCALE AS SHOWN	SHEET SIZE A3	DATE 12.09.25
PROJECT NO. T25596		DRAWING NO. 006		REV A

Technical Note 1

Appendix A

Planning Application 25/01157/OUT -

LCC Consultee Comments

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



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

APPLICATION DETAILS

Planning Application Number: 25/01157/OUT

Highway Reference Number: 2025/1157/04/H

Application Address: Land Opposite Industrial Estate Hill Lane Markfield Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning permission for the erection of up to 67 dwellings (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Richard West

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Markfield

Road Classification: Adopted Unclassified

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) is in receipt of application 25/01157/OUT which seeks permission for the erection of 67 dwellings at Hill Lane, Markfield. At this stage all matters are reserved other than those pertaining to the site access. Throughout this response reference is made to the Leicestershire Highway Design Guide (LHDG) which is available at <https://www.leicestershirehighwaydesignguide.uk/>.

- Planning Application Form, submitted to the Local Planning Authority (LPA) 2nd December 2025;
- Ophir, 'Location Plan', drawing No. PL001;
- Ophir, 'Design and Access Statement', document Ref. GDA05 Revision 1;
- Ophir, 'Existing Site Plan', drawing No. PL005 Rev. C;
- Glenalmond Developments, 'Planning Statement', document Ref. 25.093 Version 1;
- Ophir, 'Site Layout Coloured', drawing No. PL002 Rev. D;
- Hub Transport Planning Ltd, 'Transport Assessment' (TA), document Ref. T25596;
- Hub Transport Planning Ltd, 'Travel Plan' (TP), document Ref. T25569; and
- Ophir, 'Open Space Provision Plan', drawing No. PL601 Rev. K;

Planning History

LPA ref: 21/00387/OUT sought outline approval (access only) for the erection of 72 dwellings with access arrangements commensurate with those presented as part of the current application. Through the response issued 26th November 2021, the LHA advised that the proposals were suitable in terms of highway safety subject to planning conditions to secure the access arrangements, a construction traffic management plan, offsite highway works, future submission of drainage details and the closure of an existing access.

The Applicant was also advised contributions would be required towards the Coalville Transport Strategy, in regard to the speed limit re-location, to improve nearby bus stops and to provide travel packs and bus passes to first occupants of each dwelling.

This application was refused by the LPA however the decision notice does not reference any highway related matters.

Site Access

The Applicant proposes the formation of a new access leading on to Hill Lane which is an adopted, unclassified road subject to the national speed limit. The access is to be located 30.0m south of and opposite the access serving Hill Lane industrial estate. There is no existing public footway provision in the vicinity of the access on either side of Hill Lane. The drawings referenced below are contained within the TA.

The access arrangements shown on drawing No. T25596 001, are proposed to have 6.0m corner radii leading into a road with a 5.50m carriageway width and 2.0m wide footways on each side. The LHA confirm, that in terms of geometry, the access has been designed in accordance with Table 3 and Table 9 of the LHDG. An uncontrolled pedestrian crossing with tactile paving is to be provided just inside the site access. It must be ensured that pedestrians at the crossing points will have suitable visibility of vehicles travelling on Hill Lane and approaching from within the site.

To derive the required visibility splay lengths, the Applicant conducted a speed survey between 15th and 21st May 2024. The LHA confirm that the appropriate permit was obtained prior to commencement of the speed survey. The survey recorded 85th percentile speeds of 42.9mph (northbound) and 46.6mph (southbound). In accordance with Table 6 of the LHDG splay lengths of 160.0m to the north and 120.0m to the south are required.

Drawing No. T25596 001 shows the proposed access provides a visibility splay of 2.40m by 120.0m to the south and 2.40m by 137.0m to the north. The splay to the south is therefore in accordance with Table 6 however the splay length to the north is substandard by 23.0m. When applying the measured 85th percentile speed to the Design Manual for Roads and Bridges desirable minimum stopping sight distance calculation, employing a driver reaction time of two seconds and a deceleration rate of 2.45 sq. metres per second a visibility splay length of 133.0m is required. The LHA therefore confirm the splay length to the north is acceptable.

Drawing No. T25596 002 shows refuse vehicle movements at the site access. The LHA note that for both the right turn in and right turn out manoeuvres the vehicle is required to occupy most of the access. The Applicant should demonstrate that suitable intervisibility can be provided to prevent conflict between larger and smaller vehicles. The Applicant may wish to consider altering the junction radii or introducing a diverge taper to assist with manoeuvres undertaken by larger

vehicles. The swept path analysis drawings should be annotated to confirm tracking has been undertaken at a forward vehicular speed of 15kph.

Off-Site Implications

As part of the proposals the Applicant intends to amend the 40mph speed limit extents. The Applicant is advised that the LHA will require a £7,500 fee for the implementation of a Traffic Regulation Order in association with the relocation of the speed limit. This would be requested as part of a Section 106 agreement if the planning application is approved.

To the north, as shown on drawing No. T25596 003, the 40mph speed limit signs are to be re-located from the junction of Hill Lane and Ashby Road to part way along Whitwick Road. The LHA advise that the proposed 30mph supplementary plate is not to the requirements of TSRGD as an acceptable supplementary plate. To the south, as shown on drawing No. T25596 006 the 40mph speed limit sign along with a gateway feature and dragons teeth surface markings are proposed approximately 55.0m south of the car park serving Hill Hole nature reserve. The LHA consider that the location of the southern 40mph terminal point may not be acceptable to Leicestershire Police. Therefore, unless additional traffic calming features are proposed the LHA consider that the 40mph zone/ gateway feature should be located to the south of the car park to Hill Hole nature reserve.

A 2.0m wide footway is proposed to run south from the access for approximately 50.0m to the Hill Hole nature reserve where Public Footpath R17 commences.

To the north a 2.0m wide footway is proposed to run north from the site access for approximately 125.0m which will tie into the existing footway at the junction of Hill Lane and Ashby Road. Where the footway crosses the private road serving the rear of dwellings on Ashby Road an uncontrolled pedestrian crossing with tactile paving is proposed. Given the scale of the private road, to afford pedestrians priority and in accordance with Figure 14 of the LHDG the LHA advise a continuous (dropped) kerb line and footway should be provided at this location. The existing street lighting will require extending to incorporate the new footway.

As shown on drawing No. T25596 007 an uncontrolled pedestrian crossing with tactile paving is also proposed on Ashby Road to provide access to a bus stop. The carriageway width should be confirmed at this location to determine the safe crossing distance and visibility lines.

The LHA note that an existing watercourse runs parallel to the proposed section of footway from opposite the access serving Hill Lane industrial estate to the private road running to the rear of dwellings on Ashby Road. To prevent future issues at the Section 278 stage, and to confirm the footway can be provided, the Applicant should provide cross section drawings of the carriageway, footway widths and a ditch profile, including widths, depths and slopes.

The Applicant is advised that where an open watercourse or ditch is near the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of Leicestershire County Council's Ordinary Watercourse Regulation and Culvert Policy. Further information is available at <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>.

The addition of the above footways will result in a reduction of the carriageway width of Hill Lane to 6.30m. The LHA request that drawing No. T25596 001 is amended to show existing overall carriageway widths along with lane widths. Swept path analysis drawings should be annotated to

state tracking has been undertaken at a forward vehicular speed of 15kph and should be shown for an 18.55m long HGV which is the maximum length currently permitted in the UK.

Whilst drawing No. T25596 003 shows dimensions for the overall carriageway, lane widths should also be added. The LHA also advise that the existing on-street parking at the top of Hill Lane should be formalised through white lining. The existing centre lining should be extended to either the gateway feature or where the carriageway width is less than 5.50m. Full carriageway resurfacing and possible haunching tie in works will be required along Hill Lane adjacent to the new footway.

A Local Roads Risk Assessment Process (LRRAP) will be required for all existing and proposed hazards along Hill Lane particularly regarding the water course and embankment.

The proposed off-site highway works along with the proposed access arrangement should be supported with an independent Stage 1 Road Safety Audit along with a Designer's Response to any problems identified and amended drawings as required.

Highway Safety

The LHA welcome the Applicants engagement to obtain Personal Injury Collision (PIC) data for the period between January 2020 and May 2025. The LHA has undertaken a further review of PICs that have occurred within 500.0m of the site access in the previous five years whereby data is currently available for up until December 2025.

During the above period two PICs have occurred within the study area. A PIC recorded as being 'serious' in severity occurred on Whitwick Road at the junction of the slip road to the A50 (southbound). The second PIC occurred on the slip road and was recorded in resulting in injuries classified as 'slight' in severity.

Whilst the LHA note none of the PICs occurred within the immediate vicinity of the proposed access, the absence of incidents does not indicate that the proposed access or off-site highway works can, at this stage, be considered safe in highway safety terms.

Public Rights of Way

The southwestern corner of the application site adjoins Public Footpath R17 at Hill Hole nature reserve. R17 is an earth crushed stone track that passes village allotments before exiting into the old core of Markfield close to Saint Michael & All Angels church.

Paragraph 105 of the National Planning Policy Framework (2024) states that planning policies and decisions should protect and enhance Public Rights of Way including taking opportunities to provide better facilities for users.

The proposals show that the shortest route to Markfield village centre will be via Public Footpath R17. As part of the consultation response to application 21/00387/OUT the LHA sought the provision of a pedestrian link to Upland Drive however the Applicant advised this was not possible. The LHA assume this is again the case for the current application.

The LHA therefore consider that as part of the proposals Public Footpath R17 should be improved with an all-weather surface and street lighting constructed to adoptable standards. The LHA

acknowledge that delivery of such a scheme would be dependent on consents from affected landowners.

Trip Generation

The Applicant has utilised the trip rates previously submitted and agreed by the LHA as part of application 21/00387/OUT. Whilst this data is now quite old the LHA remain of the view that the trip rates shown below are acceptable.

Peak Period	Trip Rate (per dwelling)		Vehicle Trips (67 dwellings)		Total
	In	Out	In	Out	
AM	0.133	0.552	9	37	46
PM	0.524	0.219	35	15	50

Figure. 1. Proposed trip rates (Table 6 of the TA).

As shown above the proposed development is likely to generate 46 two-way trips during the AM highway network peak and 50 two-way trips during the PM peak.

The Applicant has used 2011 Census journey to work data for the Hinckley & Bosworth 001 Middle Super Output Area to ascertain the most likely routes vehicular trips will distribute on to the network. The LHA consider the trip distribution to be acceptable.

Junction Capacity Assessments

As stated in Paragraph 5.14 of the TA the proposed development will result in 40 trips passing through the Hill Lane/ Ashby Road junction during the AM peak and 43 trips during the PM peak. During the AM peak 23 trips will turn to/ from the north and 17 to/ from the east. During the PM peak 24 trips will assign to/ from the north and 19 to/ from the east. The LHA support these assertions.

To derive baseline traffic flows the Applicant conducted turning count surveys during May 2024. Traffic growth has been factored using TEMPro v8.1 which shows a growth rate of 1.0434 for the AM peak and 1.0447 for the PM peak. The TEMPro growth factors are accepted by the LHA. The Committed developments in accordance with previous LHA advice have been included within the capacity assessments.

As part of application 21/00387/OUT the LHA requested a contribution towards the Coalville Transport Strategy due to the impact of the proposed development on the Field Head Roundabout.

The LHA has continued to seek contributions towards improvements to the junction as part of other nearby developments. Further information regarding the A511 Growth Corridor Scheme is available at <https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview>.

In line with other developments in Markfield the LHA request a per dwelling contribution of circa £4800. Commensurate with pre-application advice provided by the LHA the Applicant should undertake a capacity assessment of the Field Head Roundabout irrespective of whether 30 two-way trips are generated through the roundabout.

For the submitted junction modelling to be assessed the actual model files along with scaled junction geometry drawings should be forwarded to HDC@leics.gov.uk.

Internal Layout

Matters pertaining to the internal layout will be considered through a future reserved matters application. At this stage the Applicant is advised that for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHDG. Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found within the LHDG at <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private>.

The LHA welcome the Applicants intention to provide a minimum of two off-street parking spaces for dwellings with up to three bedrooms and three spaces were a dwelling with four or more bedrooms is proposed. The Applicant should note that where three spaces are proposed in a tandem arrangement (one of which could be a garage) only the first two spaces will count towards the required minimum parking standards.

Visitor parking spaces are required for developments of over ten dwellings based on 0.25 spaces per dwelling. These spaces should be provided via suitable on-street parking provision and not on shared surfaces or within private shared driveways. Spaces should be designed in accordance with Figure 2 of the LHDG.

The LHA advise that the internal refuse tracking (drawing No. T25596 008 and drawing No. T25596 009) shows that the vehicle requires the whole of the road to make turns/ manoeuvres. To remedy this, forward visibility and bend radii will require adjustments.

Transport Sustainability

The development site is located on the northwest corner of the village of Markfield. The LHA has reviewed the submitted Travel Plan (TP) created by Hub Transport Planning and provide the following comments for consideration.

Walking

As stated above, Public Footpath R17 provides the quickest pedestrian route to the village centre. The LHA note the inclusion of local facilities achievable on foot. The LHA is satisfied the proposed development provides access to community, leisure, healthcare and retail that can largely be accessed within the Chartered Institution of Highways and Transportation walking distance guidelines.

Cycling

Access to the National Cycle Network can be achieved from Markfield via Ratby Lane which provides cycle routes between Leicester and Ibstock. The LHA welcome the Applicants intention to provide a £150 sustainable travel voucher per household towards a bike along with secure and undercover cycle parking facilities for each proposed dwelling. Whilst outside the preferred maximum cycling distance the TP should be updated to include Leicester and Loughborough railway stations with the level of accessibility and cycle provision detailed.

Public Transport

The LHA note the closest bus stops to the site are located within 200.0m on Ashby Road. From here services between Leicester and Coalville operate. Service LC15 which also runs between Leicester and Coalville serves bus stops on Main Street, Markfield located approximately 700.0m from the development site. The LHA welcome that the proposals include the provision of a public footway from the site that will provide continuous pedestrian access to the bus stops on Ashby Road.

The LHA advise that as part of the proposals both bus stops on Ashby Road should be upgraded to include raised kerbs and that each proposed dwelling should be issued with two six-month bus passes along with Welcome Travel Packs which can be supplied by the LHA at a cost of £52.85 per pack.

Whilst the TP contains a suitable action plan, the LHA consider most of the proposed TP measures to be informative and request the addition of further measures that could be put in place to encourage sustainable travel. Suitable measures may include organised led walks, learn to cycle sessions or Dr Bike Checks. Provision of public transport information in local hubs or the development website would also be considered suitable. The Applicant may also wish to consider the implementation of car clubs.

The LHA request the Applicant adds a second TP target which could possibly be 100% TP awareness for residents of the site. The TP should include details of a Travel Plan Coordinator (TPC) in terms of tenure and how and what monitoring will be provided to Leicestershire County Council (LCC). The LHA advise that the TPC should be appointed at least three months prior to occupation and remain in post for the entirety of the five-year monitoring period.

Once the TP has been approved, LCC will require a monitoring fee of £6000 for the site.

Date Received
17 December 2025

Case Officer
Simon Herbert

Reviewer
DH

Date issued
28 January 2026