

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: 25/00990/FUL

Highway Reference Number: 2025/0990/04/H

Application Address: Land Off Station Road, Bagworth

Application Type: Full

Description of Application: Full Planning Permission for the Erection of 46 Dwellings, Formation of Access, Associated Landscaping and Attenuation Pond

GENERAL DETAILS

Planning Case Officer: Faizal Jasat

Applicant: A R Cartwright Limited

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

Parish: Bagworth & Thornton

Road Classification: Class C

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) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Erection of 46 dwellings, formation of access, associated landscaping and attenuation Pond.'

The proposals are on land off Station Road, Bagworth, Leicestershire.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](#)) within this report. These are identified in bold, underlined and in blue text.

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;
- Design and Access Statement;

- Site Layout, drawing number 04g;
- Block Plan, drawing number 05f;
- Proposed Site Access Layout, drawing number 109538 PEF XX XXX D H 00001;
- Planning Statement dated October 2025; and
- Transport Statement dated October 2025.

Site Access / Off-Site Works

The site is located on the northern extent of the settlement of Bagworth, on the eastern side of Station Road.

The drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H 00001 demonstrates the following:

- Carriageway Width = 5.5m
- Footway Width (both sides) = 2.0m
- Junction Radii = 6.0m
- Left Visibility Splay = 2.4m x 120m
- Right Visibility Splay = 2.4m x 43m

Given the Applicant has indicated that the site is to be offered to Leicestershire County Council (LCC) for adoption, the access should accord with LHDG standards as set out within [Table 3](#). This states that a residential access should have a minimum effective width of 4.8m. As such, it should be noted that the Applicant could be liable to pay commuted sums in respect of the additional width over and above that required within the LHDG.

Visibility splays should be in accordance with [Table 6](#) of the LHDG. The LHA notes that approximately 60m to the north of the proposed access the speed limit changes from 30mph to 40mph. However, the LHA undertook a site visit on 12 November 2025. As part of this site visit the LHA are satisfied that visibility splays well in excess of the stated 2.4m by 120m to the north and 2.4m by 43m to the south as stated on the drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H can be achieved. As such, the LHA finds the visibility splays acceptable in these site-specific circumstances.

The Applicant has indicated 6m radii either side of the junction in accordance with [Table 9](#) of the LHDG.

The LHA notes that on the drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H the access has a 2m footway either side of the access. Whilst this drawing demonstrates the footway to the north of the site terminating within the site as expected, all other supporting documents demonstrate this footway terminating within the public highway. This matter should be rectified.

The Applicant has provided vehicle swept path analysis of a refuse vehicle (11.220m Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)) at a model design speed of 15kph accessing and egressing the site. The drawings show the vehicle is required to utilise both sides of the carriageway when entering the site. Therefore, the Applicant should demonstrate there will be sufficient intervisibility between a refuse vehicle seeking to enter the site and a vehicle approaching the give way line (leaving the site).

Whilst the access may be suitable in principle for the scope of development, the LHA draw the Applicants attention to the section of the LHDG titled ['When Road Safety Audits are required by the Council'](#), which states

'Works under Section 278 agreements:

The council will require Stage 1, 2, 3 and 4 Road Safety Audits for all works. The council will normally require a Stage 1 Road Safety Audit to be carried out when a planning application is submitted.'

Given the above, the LHA would request the submission of a Stage 1 Road Safety Audit (RSA1) at this stage along with a suitable Designer's Response and amended, scaled plans if required.

The Applicant is proposing to provide a 2m wide footway from the access linking to the highway infrastructure to the south as per paragraph 3.2.3 of their 'Planning Statement (PS)'. The LHA noted during their site visit that the existing footway in situ narrows as per Figure 1 below.



Figure 1: Narrow Footway

Whilst not demonstrated on 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H this can be agreed at the detailed design stage, this would include the widening of the narrow section of the footway.

Any street furniture that may require re-locating as part of these proposals can also be agreed at the detailed design stage; this would be entirely at the Applicants expense.

It is noted that the Applicant would be required to remove a section of grass verge. There may be statutory undertaker apparatus located within the verge/footway fronting the site; should an application be forthcoming and the LPA minded to grant the proposals, the Applicant would need to undertake surveys and potentially works to relocate any services if found. Any additional cost that arises because of this, would be entirely at the Applicants expense.

Highway Safety

There have been no Personal Injury Collisions (PICs) recorded within either direction of the proposed access onto Station Road in the last 5 years.

However, the acceptability of the proposals would be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2024) to ensure that new highway safety issues would not be introduced to the vicinity.

Trip Generation

Section 4 of the TS deals with 'Trip Generation'.

The Applicant has interrogated the TRICS© database to identify sites of a similar nature to the proposed development and the following criteria was applied to the TRICS© category 'Houses Privately Owned'.

The following was excluded:

- Region – sites in London and Ireland excluded;
- Location - Edge of Town, Neighbourhood and Free-Standing sites included;
- Timing - weekday survey sites only;
- Parameter Range - sites between 40-95 units in scale; and
- Other - sites surveyed during COVID excluded.

This is acceptable to the LHA.

The findings of the TRICS© survey can be found within Appendix E of the TS, the LHA have reviewed the data and accept its findings.

Based upon the TRICS© survey data the Applicant has provided the information presented in Table 4.1 of the TS below:

Table 4.1: TRICS Average Vehicle Trip Rates (per 1 dwelling)

Time Period	Arrivals	Departures	2-way
07:00-08:00	0.101	0.32	0.421
08:00-09:00	0.176	0.336	0.512
09:00-10:00	0.155	0.189	0.344
16:00-17:00	0.278	0.189	0.467
17:00-18:00	0.341	0.161	0.502
18:00-19:00	0.255	0.152	0.407
Note: All Trip Rates (per 1 dwelling)			

Using the data above, further information has been provided within Table 4.2 below based upon 46 dwellings during the weekday morning and evening peak hours

Table 4.2: Proposed Development Trip Generation (46 dwellings)

Time Period	Arrivals	Departures	2-way
08:00-09:00	8	15	23
17:00-18:00	16	7	23

Having extrapolated this information, the proposed development is expected to generate 23 two-way vehicle trips during both the AM and PM Peak hours.

The Applicant states that it is considered that this number of additional vehicle movements would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the National Planning Policy Framework (2024) and would not result in a severe “residual cumulative impact on the road network”. The LHA would concur with these findings.

Internal Layout

The LHA notes that the drawings titled ‘Site Layout’, drawing number 04g and ‘Block Plan’, drawing number 05f differ by virtue of the ‘Block Plan’ demonstrating visitor spaces and as such have reviewed the ‘Block Plan’, drawing number 05f. The LHA would request that these plans do not differ to ensure that the site is designed to a suitable LHDG compliant development for adoption purposes

The LHA are satisfied that the quantum of off-street parking and off-street parking dimensions accords with [Table 28](#) and [Figure 44](#) of the LHDG for all plots other than the plots listed below and the reason for non-compliance.

Plots 11, 36, 41 and 45 all have driveways that are too short in length. This is set out in the section of the LHDG titled ‘[Residential Parking Layouts](#)’ which states:

‘Tandem parking spaces should be provided at 6m in length per space, i.e. 12m length for two spaces.’

Given this the LHA would request the Applicant amends these plots on a revised, scaled drawing.

Plots 33, 43 and 46 are all demonstrated as four-bedroom dwellings. As such, these should be provided with three off-street parking spaces as per Table 28 of the LHDG. One of the off-street spaces for these plots would be provided by way of a single, detached garage. However, the LHA have been unable to find a floor plan demonstrating the proposed single garage floor dimensions. A single garage should have internal dimensions of 6m (Length) by 3m (Width) as per the section of the LHDG titled [Garages and Gated Accesses](#) in order to be counted towards the off-street parking provision.

The LHA also notes that the off-street parking spaces for plots 24, 25 and 35 all appear to be remote from the dwellings, however, plots 24 and 25 appear to be within an area where the parking would be on private land.

The Applicant has provided visitor spaces within the site in accordance with the LHDG standards that can be found with the section of the LHDG titled ‘[Residential Visitor Parking](#)’

In order for the site to be adopted, the site should fully comply with the LHDG. As such, the Applicant should address the following comments below.

Material Planning Considerations

As stated above, the LHA confirms that the Applicant is required to provide a RSA1 along with Designers response with amended, scaled plans if necessary.

Adoptability

The LHA consider that the internal layout does not fully accord with the LHDG and the site is therefore not suitable for submission of a S38 application post granting of planning consent as currently presented. Whilst it is not a requirement for these matters to be addressed during the planning application stage, the Applicant may wish to consider addressing the following point in order to demonstrate a layout more likely to be suitable for an application for adoption under S38:

- There are less than six plots fronting onto / being directly served by the road for plots 42-45 and similarly for the road for plots 19,20,21 & 26, in line with [Policy 5](#) of the LHDG this should be redesigned to increase the number of frontages or not be proposed for adoption.
- Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approximately either 60m or 40m depending on the design speed / type of road. Further information can be found within [Table 20](#) of the LHDG.
- Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see [Figure 31](#) of the LHDG.
- Bend widening should be implemented at the bends o/s Plots 4, 10 & 35, in line with [Table 7](#) of the LHDG.
- The forward visibility within the site appears to conflict adjacent to plots 5, 10 plus 34 & 35. It seems these splays are over third-party land. For further information, please see [Figure 8](#) of the LHDG.
- Suitable vehicular and pedestrian visibility splays should be provided for all direct frontage access and private drives.
- A turning head should be provided at the end of all cul-de-sacs or wherever vehicles would otherwise have to reverse over 20m or more. Please see [Figure 12](#) of the LHDG for further information.
- Once the issues above have been rectified, the Applicant should provide further refuse vehicle tracking of the site.

Matters to address in advance of a future S38 application that do not need to be resolved prior to planning approval.

- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.
- The junction radii should be 6m for any side roads. For further information please see Table 9 of the LHDG.
- The developer should also note that radii for turning heads should typically be 8m. Please see Figure 12 of the LHDG for further information.
- Any isolated and/or interconnecting footpaths would not typically be considered for adoption. If they were to be offered for adoption, they may incur an additional commuted sum.
- Tactile paved uncontrolled pedestrian crossings should be provided and shown at junctions / where appropriate.
- No bin collection points are detailed within the layout. It is therefore assumed that refuse vehicles will use private drives >25m in length to complete collections. If this is the case, please see LHDG, '[Developments served by private drives and areas](#)', below Figure 17 to redesign affected private drives to allow for refuse vehicle use.

Additional Comments (i.e. items the applicant should be aware of when making the detailed S38 application):

- Consideration of root barrier/deflection treatment will be required when proposing trees/shrubs adjacent to the footway.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Transport Sustainability

There is a small centre to the south of the site which includes a small supermarket that is within walking distance.

There are also buses stops within the vicinity of the centre, these provide a limited service to Leicester and the surrounding area.

There is also a 'Demand Responsive Transport' facility within the area through 'Dial a Ride', this provides a door-to-door social car scheme for those living in the Hinckley & Bosworth area.

The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Contributions

The LHA will require Bus Pass and Travel Plan contributions as part of any section 106 agreement

Date Received
27 October 2025

Case Officer
Neal Chantrill

Reviewer
SH

Date issued
17 November 2025