

**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: 24/01158/OUT

Highway Reference Number: 2024/1158/04/H/R2

Application Address: Land Off Brascote Lane Brascote Lane Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access)

---

**GENERAL DETAILS**

Planning Case Officer: Matt Jedruch

Applicant: Richborough

County Councillor: Mallory ED - Mark Bools CC

Parish: Newbold Verdon

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for the erection of up to 135 dwellings with associated landscaping, open space, drainage infrastructure and associated works at land off Brascote Lane, Brascote Lane, Newbold Verdon. All matters other than access are reserved at this stage. The LHA previously requested additional information was submitted by the Applicant within its observations dated 10<sup>th</sup> February 2025, this included:

- Consideration of a Ghost Right Turn Lane and active travel measures;
- Personal Injury Collision (PIC) analysis based on up to date PIC data;
- Trip distribution for the proposals based on updated Pan Regional Transport Model (PRTM) evidence;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years; and
- Capacity assessments and consideration of all study junctions based on PRTM evidence.

The LHA has reviewed the following documents which have been submitted by the Applicant in support of the proposals:

- Transport Assessment ([TA] Rev. D dated 25<sup>th</sup> June 2025 and authored by Hub);

### **Site Access**

The LHA previously requested that the Applicant consults Figure 2.3.1 of the Design Manual for Roads and Bridges CD1231 to determine whether a simple priority junction has sufficient capacity for the increased number of dwellings, as it may be that a ghost right turn lane is required for the additional development.

The Applicant has responded within the TA that the use of Design Manual for Roads and Bridges in respect of the ghost right turn lane is inappropriate given the location of the site, which is not on a trunk road and that Manual for Streets is the most appropriate guidance to use. Furthermore, it has been stated that the approach does not appear to have been consistent with other applications in the area and that following DMRB guidance in such a way leads to the conclusion that any development of approximately 80+ dwellings would be expected to require a ghost right turn lane.

The LHA highlight that whilst final observations have not been provided by the LHA for either site, there are two other live developments within Newbold Verdon (24/01061/OUT and 25/00515/OUT) that are providing ghost right turn lanes to serve the respective developments. Both these accesses would serve a lower total number of dwellings than the proposed development access, which would serve a total of 374 dwellings. In the case of application 25/00515/OUT, there would also be a second point of access to the site. The LHA requested a single point of access as part of application reference 22/00277/OUT / APP/K2420/W/23/3331081 due to visibility restrictions at the locations of the original two points of access proposed. It was considered this was appropriate to serve the number of developments proposed at the time.

Based on the Applicants trip generation figures, for a total of 374 dwellings, there would be up to 255 two-way trips (28 arrivals and 227 departures) in the AM peak and 258 two-way trips in the PM peak (194 arrivals and 64 departures). This would all be from a single point of access and, in the absence of any other guidance on junction design and the speed of traffic passing the site, the DMRB is considered by the LHA the most appropriate guidance to follow in respect of junction types.

The LHA therefore advise that it still considers a ghost right turn lane on Brascote Lane would be necessary to cater for the additional development traffic. Alternatively, should the Applicant not be able to fit this in within the extents of the public highway and land under their control, the Applicant could consider alternative access arrangements or a self-enforcing speed reduction scheme could be considered.

### **Highway Safety**

The LHA previously advised that the Applicants PIC analysis was considered out of date as this only considered up to 31<sup>st</sup> July 2022. The Applicant has subsequently updated the analysis to consider between 2019 and 2023. This is still considered to be out of date as it does not consider data from 2024.

Nevertheless, the LHA has reviewed its own records and advise that it has identified three additional serious PIC's which occurred in 2024 and 2025. The two serious PICs which occurred in 2024 occurred at the junctions of Barlestone Road (B582)/ Bosworth Lane (B585) and Desford Road (B582)/ Kirkby Lane. Both involved turning manoeuvres and a motorcycle. The 2025 PIC

occurred near the junction of Bosworth Lane (B585) and Osbaston Lane, involving a vehicle and a pedestrian.

Whilst all PIC's are regrettable, the LHA advises that notwithstanding the additional PIC's which have occurred since 2023, it accepts the Applicants conclusions in Paragraphs 3.13 and 3.14 of the TA that there are no specific patterns/ trends in the data.

In addition, whilst a number of PIC's are serious in severity, these are spread out within the study area and all appear to have occurred in different locations as opposed to a specific junction for example.

### **Trip Generation and Distribution**

#### **Trip Generation**

The LHA previously advised it accepted the Applicants vehicular trip rates, which match other nearby and recent residential developments in the Newbold Verdon Area.

#### **Trip Distribution**

The Applicant previously based their trip distribution analysis on the pattern which was agreed as part of approved application reference 22/00277/OUT. This made use of the Leicestershire Pan Regional Transport Model (PRTM). The LHA requested further PRTM analysis based on the current situation.

The Applicant has now liaised with Leicestershire County Council's Network Data and Intelligence (NDI) team to undertake further PRTM analysis.

The developments trip distribution and area of influence are provided within Appendix C of the TA.

In the 2026 and 2030 scenarios the distribution plots indicate that in the AM and PM peak, the majority of arrivals to the site head north along the B585 towards Bagworth, and secondary major routes continue east of Newbold Verdon towards Desford. The departures from the site in the AM and PM peak are predicted to use similar routes, with an alternative route to the south.

The Applicant has identified the majority of development trips, approximately 55/ 65 two-way Passenger Car Units, would occur to the north of the site at the Brascote Lane/ Main Street junction in the AM and PM peaks respectively. From here, traffic disperses onto the wider network.

Following the route south along Brascote Lane, future residents will likely split between a re-route back onto Kirkby Lane towards Desford or the majority continuing south onto Newbold Road towards Kirkby Mallory.

The developments trip distribution pattern is similar to that of application 22/00277/OUT, however a slightly larger proportion of overall development traffic is shown to route to the north than the south.

The LHA consider the trip distribution to be acceptable.

### **Junction Capacity Assessments**

Following the updated PRTM assessment, the Applicant has undertaken Capacity assessments of the following junctions, which was identified by PRTM as being the area of influence.

1. Brascote Lane / Site Access
2. Brascote Lane / Newbold Road / Kirkby Lane (north, west and south)
3. Main Street / Brascote Lane
4. B582 Barlestone Road / Dragon Lane (north, east and south)
5. B582 Barlestone Road / Main Street
6. B582 Barlestone Road / B585 Bosworth Lane
7. B585 Barlestone Road / B585 Bagworth Road (east, west and south)
8. B585 Garland Lane / B585 Bagworth Road / Heath Road
9. B585 Garland Lane / Barlestone Road / B585 Bagworth Road
10. B585 Wood Road / Bagworth Road (S) / B585 Bagworth Road (E) / B582 Grange Road
11. Ibstock Road / Grange Road

The LHA previously advised the Applicant had used out of date traffic surveys on which to base their junction capacity assessments. The Applicant has now used surveys from 9<sup>th</sup> April 2025 for the baseline data and the LHA holds records of survey permits at the above junctions. These were provided to LCC's NDI Team to undertake a furnishing process to produce the below model scenarios. The furnished matrices are available in Appendix B of the TA:

- 2030 without the proposed development (do nothing)
- 2030 with the proposed development (do something)

The development's location means a low level of traffic routes towards the B585 Bosworth Lane/A447/Bosworth Road Staggered priority T-junction (Bull in the Oak), as shown in the Trip Distribution report provided by the Applicant. Under the site-specific circumstances, a capacity assessment of the Bull in the Oak junction for this specific development, which would take on board live residential developments in Market Bosworth and Newbold Verdon submitted prior to this application as a sensitivity test is not necessary.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of all study junctions are not predicted to exceed 0.85 with the development in place in 2030. The LHA is satisfied the junctions will operate within capacity.

### **Off-Site Implications**

Given the above, the LHA advise it does not consider any off-site works such as junction improvements are necessary as a result of the proposals. The exception to this however, is the site access whereby given the volume of traffic which would be using a single point of access, a ghost right turn lane or alternative access provision is considered necessary.

### **Internal Layout**

As advised previously, the internal layout of the development is not for consideration at this stage.

The site would be accessed via the internal road network which has been approved as part of reserved matters application reference 24/00854/REM of outline planning application 22/00277/OUT on 25<sup>th</sup> March 2025 and since the previous highway's observations were submitted to the LPA in respect of this application. The internal spine road of that development is shown to measure 6.75m wide, with 5.50m access roads leading to this proposed development. This is

considered acceptable and the 6.75m wide spine road was necessary given the total number of dwellings which would be served from it. Should the Applicant wish for the internal road network of this further development to be considered for adoption, the LHA will require the road network of application 24/00854/REM to be adopted also. [Policy 5](#) of the LHDG outlines LCC's highway adoption policy, which may be of use to the Applicant.

### **Transport Sustainability**

The LHA previously reviewed the Applicants Travel Plan and considered this to be acceptable.

The LHA would require a Travel Plan Monitoring fee of £6,000 as part of a Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass. The Applicant should be aware that should they choose to create the Travel Pack themselves; there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

### **Public Rights of Way (PRoW)**

The LHA previously advised to comply with the NPPF requirement that PRoWs are protected, and also enhanced, in the event the LHA was mindful to advise no objection to the proposals in the future, it will request a condition requiring an agreed scheme for the treatment of the PRoWs in and around the site including appropriate new or renewed signage.

From Alans Way southwards it is 130 metres along Footpath S26 to the northeastern corner of the application site. The surfacing of that section will need to be secured by a Section 106 Agreement. The cost of surfacing and lighting the PROWs where appropriate would be £64,306.

### **Construction Access and Construction Traffic**

Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused. It is therefore strongly advised the Applicant provides details of any construction access, should it not be in accordance with the proposed site accesses, at this stage. Given that the site would be accessed via an already approved development access onto Brascote Lane, it may however be in this instance that the approved access will already be constructed prior to the development commencing.

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site. Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities. Again, given the approved development to the south, it is likely that the same construction traffic management plan and existing construction traffic route used for that development would be acceptable.

**Closing**

The Applicant is required to provide further improvements to the site access on to Brascote Lane, given the total number of dwellings which would be located off a single point of access.

**Date Received**  
**25 July 2025**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**DH**

**Date issued**  
**8 August 2025**