

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00201/FUL

Highway Reference Number: 2026/0201/04/H

Application Address: Forest Hill Golf And Country Club Markfield Lane Botcheston Leicestershire LE9 9FH

Application Type: Full

Description of Application: Change of use from 9 hole practice golf course to adventure golf course including the erection of structures, bridges and buildings and associated works (retrospective)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr N Vitale

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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a retrospective application for the change of use from 9-hole practice golf course to adventure golf course including the erection of structures, bridges and buildings and associated works. The site is located at Forest Hill Golf and Country Club, Markfield Lane, Botcheston.

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

- Application Form
- MAC drawing number F118(90)03 (Existing and proposed parking plans)
- MAC Drawing number F118(90)01 (Topographical Plan)

Based on the submitted application form, the LHA understands the works were completed on 1st November 2025, however the LHA believes the crazy golf course was open to the public in October 2025.

Site Access

Vehicular access to the site is proposed via the existing golf club access on to Markfield Lane, which is a C classified road subject to a 50mph speed limit. Based on the submitted application form, no amendments are proposed to the site access arrangements. Depending on the level of trips the proposals would generate in comparison to a 9-hole golf course, the LHA consider the existing access arrangements are likely to be acceptable.

Highway Safety

Based on available records to the LHA, one Personal Injury Collision (PIC) has occurred on Markfield Lane within 500m of the existing site access within the last five years, which was recorded as slight. This involved a right turning vehicle and a motorcycle at the junction of Thornton Lane and Reservoir Road.

Given there are no patterns, trends or cluster sites of PIC's, the LHA advise it considers the proposals are unlikely to exacerbate an existing highway safety concern.

Trip Generation/ Junction Capacity Assessments

The LHA advise the Applicant should provide a comparison in respect of the level of trips a 9 hole golf course could generate in comparison to an 18-hole crazy golf course. It may be that actual data for the crazy golf course could be provided given that this is already in operation. This should be for the traditional AM and PM weekday peaks (e.g. 08:00 – 09:00 and 17:00 – 18:00) and weekend peak. The TRICs database could provide data for 9-hole golf courses if records of trips are not available.

In the event the proposals would generate 30 two-way trips over and above the level of a 9-hole golf course, a trip distribution exercise, along with junction capacity assessments of at least the site access would be required. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Subject to the level of trips generated and the results of any capacity assessment, the Applicant may need to undertake amendments to the site access arrangements.

Internal Layout

Limited details are available in respect of the site's internal layout. MAC drawing number F118(90)03 provides details of the existing and proposed parking layouts. A near identical drawing (MAC drawing number F110(90)02) was also submitted as part of application reference 19/00855/FUL for extensions and alterations to the club house and extension to the existing car park, including a temporary marquee at the wider site. The drawing details an additional 30 car parking spaces, including two accessible spaces, would be provided to the north of the existing clubhouse, close to the site access.

The LHA has visited the site and is aware of a large, gravelled parking area, which is set behind telegraph poles and signage for the crazy golf course and immediately adjacent to the crazy golf kiosk. It is therefore unclear whether the submitted drawings accurately reflect what parking

provision is being proposed in the future. In the event the large gravelled area adjacent to the site is not to be used as parking, clarity is required. Parking provision should be detailed on a scale drawing and the number of spaces proposed confirmed so that this could be secured in perpetuity by means of an appropriately worded planning condition.

Further to the above, the LHA is aware of application reference 25/00819/OUT (Outline planning permission for the erection of a 49 bedroom hotel, new access, car parking and facilities. (All matters reserved except access, appearance, layout and scale)). That application is still to be determined by the LPA.

As part of those proposals, a new vehicular access to the golf club site would be provided on to Markfield Lane. The LHA requested additional information from the Applicant in respect of the proposals due to concerns as to whether a coach could safely navigate the proposed internal mini roundabout within the site, and whether this would need to stop, resulting in vehicles waiting in Markfield Lane to access the site. Vehicular access to the crazy golf course has been proposed off that mini roundabout. Furthermore, the LHA raised concerns that whilst it was an internal matter, the layout of that site lacked details in respect of pedestrian connectivity, and it would be beneficial to detail pedestrian links in the interests of safety.

Whilst the LHA accept a new access to Markfield Lane is not proposed as part of this retrospective application, it would be beneficial to provide a layout of the site in the event both applications were granted planning permission in the future, as well as without the hotel development. Furthermore the LHA strongly advise pedestrian connectivity throughout the site is demonstrated, particularly if the car park currently adjacent to the kiosk is not to be used as the crazy golf course is likely to generate a higher number of family trips with young children who would be required to walk through the existing/ expanded car park.

Transport Sustainability

The site is in a remote, rural area and the lack of public transport provision in the area, lack of pedestrian footways to the site and absence of street lighting make it likely that users of the Crazy golf course, as well as staff, need to rely on the private car to access the site.

Notwithstanding this, the LHA accept that it is stated there was previously a 9-hole golf course at the site and, in addition, the crazy golf course is clearly a similar use and linked to the wider site.

Given the above, whilst the LHA consider the site to be poorly located in terms of transport sustainability, it would not seek to resist the proposals on these grounds alone. However, the LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Date Received
13 April 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
19 May 2026