

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: 26/00675/OUT

Highway Reference Number: 2026/0675/04/H

Application Address: Land South Of Bosworth Academy Leicester Lane Desford Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application for residential development of approximately 550 dwellings, including provision of a primary healthcare facility and district centre [E Use Class]; sports facilities; public open space; access from Peckleton Lane and Leicester Lane with a connecting road; sustainable drainage; and associated infrastructure. All matters reserved except for access.

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Miss Sarah Jones

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

Parish: Desford

Road Classification: Class B

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 on an outline with access planning application for a residential development of approximately 550 dwellings, including provision of a primary healthcare facility and district centre [E Use Class]; sports facilities; public open space; access from Peckleton Lane and Leicester Lane with a connecting road; sustainable drainage; and associated infrastructure. The site is located on land south of Bosworth College, Desford. The LHA previously provided pre-application advice in December 2023.

These highway observations are in response to the following documents which have been submitted to the Local Planning Authority (LPA), in this instance Hinckley & Bosworth Borough Council (HBBC) and are available to view on their planning website.

- Location Plan, drawing no. P01;
- Illustrative Masterplan, drawing no P04;
- Land Use Parameter Plan, drawing no. P05;
- Access and Movement Parameter Plan, drawing no. P07;
- Transport Assessment (TA) prepared by Mode Transport Planning dated July 2026;
- Framework Travel Plan (FTP) prepared by Mode Transport Planning dated July 2026;
- Peckleton Lane Access Proposed Layout, drawing no. J328769-MI-SI-XX-DR-C-0115 Rev P02; and
- Leicester Lane Access Proposed Layout, drawing no. J328769-MI-SI-XX-DR-C-0120 Rev P02.

Site Access

Vehicular site access is proposed to be provided via two ghost-island priority junctions on Peckleton Lane (the primary point of access) and the B582 Leicester Lane.

The LHA understands that the proposals have been designed with consideration of the guidance set out in the LHDG. In accordance with the LHDG, the accesses have been designed to a 'Major Residential Access Road' standard, which would allow for future bus accessibility into the site (subject to development of an appropriate strategy and ongoing discussions with the LHA and local bus operators)

The LHA has reviewed the site access proposals and make the following comments.

Road Safety Audit

The LHA notes that no Road Safety Audit (RSA) has been provided. A Stage 1 Road Safety Audit (RSA1) should therefore be submitted, together with a satisfactory designer's response to any issues raised and emended drawings if required.

Leicester Lane Access Proposed Layout J328769-MI-SI-XX-DR-C-0120-S2 rev P02

- An uncontrolled pedestrian crossing with tactile paving should be provided for pedestrians using the footway on Leicester Lane who wish to cross the access.

- The 6.75m carriageway width is in accordance with Table 3 of the LHDG for a major residential access road.
- The corner radii and tapers are in accordance with DMRB CD123 5.6.3.
- Dimensions are shown for the right turn lane and are in accordance with Table 5.22 of the DMRB CD123. These include the turning length, deceleration length and the direct taper length.
- The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
- The lane widths at the ghost right turn lane are in accordance with the DMRB CD123 para 6.8 and 6.10.
- Visibility splays should typically be in accordance with Table 6 and Figure 7 of the LHDG. For the 85th percentile vehicle speeds of 41.6mph and 39.8mph that have been submitted, splay lengths of 120m and 65m would be required respectively. The required 65m visibility splay to the right of the access is achieved; however, the required 120m visibility splay to the left is not. Notwithstanding when calculating the splays based on DMRB standards the LHA note that the sufficient visibility of 108mph can be achieved. The LHA also note that this is calculated using a 4.5m setback. If a 2.4m setback was used then even greater visibility can be achieved.

Peckleton Lane Access Proposed Layout J328769-MI-SI-XX-DR-C-0115-S2 rev P02

- Dimensions should be provided for the proposed refuge on Peckleton Lane, along with the proposed lane widths, to demonstrate compliance with Clause 7.2.5 of LTN 1/20.
- The 6.75m carriageway width is in accordance with Table 3 of the LHDG for a major residential access road.
- The corner radii and tapers are in accordance with DMRB CD123 5.6.3.
- The 2.0m wide footways are in accordance with the LHDG Table 18, however, the LHA requests clarification as to why cycle facilities have not been provided.
- Dimensions are shown for the right turn lane and are in accordance with Table 5.22 of the DMRB CD123. These include the turning length, deceleration length and the direct taper length.
- The formation of the ghost island hatching should be dimensioned and in accordance with DMRB CD123 Table 6.1.1.
- The lane widths at the ghost right turn lane are in accordance with the DMRB CD123 para 6.8 and 6.10.
- Visibility splays should typically be in accordance with Table 6 and Figure 7 of the LHDG. For the 85th percentile vehicle speeds of 39mph and 42.4mph that have been submitted, splay lengths of 65m and 120m would be required respectively. An excess of 65m splay length to the south of the access has been achieved, but the 120m length splay to the north has not. Notwithstanding when calculating the splays based on DMRB standards the LHA note that the sufficient visibility of 96.9mph can be achieved.

Peckleton Lane Access Vehicle Swept Paths J328769-MI-SI-XX-DR-C-0116-S2 rev P02

The swept paths show that there is excessive room for vehicles to perform the required turning manoeuvres. This suggests that the corner radii could be tightened up slightly to reduce vehicle speeds and reduce the length of the crossing of the access road, whilst still maintaining the swept paths shown. However, the LHA would be content for the layout to remain as it is if the road safety audit does not determine this to be a problem.

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Future Detailed Design Matters

Carriageway Cores

All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.

NRSWA Statutory Undertakers

Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected, please provide the response letter, estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.

General Comments

For information at this stage, in accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m for the access roads.

Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.

The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow into the highway. This can be undertaken at the detailed design stage of the scheme.

Full width carriageway resurfacing is required across the entire length of the proposed junctions. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be allowed for at the detailed stage of the scheme.

Highway Safety

Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council for the period 1st January 2020 and 31st December 2024 covering the same study area as considered for capacity assessments. Notwithstanding the above, the LHA requests the most recently available PIC data covering the Area of Influence identified through the PRTM assessment be considered. The Applicant can contact rtcddata@leics.gov.uk to obtain the latest PIC data.

Trip Generation

Residential

The Applicant has obtained approved vehicular trip rates from planning application 25/01156/OUT. As agreed with the LHA at the pre-application stage, these are considered appropriate for use.

Whilst the development is for circa 550 dwellings, for a more robust assessment, 600 dwellings have been assessed.

Table 5.1 below, which has been extracted from the TA shows a summary of the vehicle trip rates and corresponding vehicle trips.

Table 5.1 Residential Trip Rates and Trip Generation

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates (per dwelling)	0.113	0.500	0.613	0.331	0.244	0.575
Trip Generation (600 dwellings)	68	300	368	199	146	345

It can be seen from the table, that the proposed development is forecast to generate approximately 368 two-way trips in the AM peak and 345 two-way trips in the PM peak.

Healthcare

Trip rates for the proposed healthcare land use have been obtained from the TRICS database (V 8.26.3) for developments from the ‘Health – GP Surgery’ (05/G) land use category.

Table 5.2 below, which has been extracted from the TA provides a summary of the vehicle trip rates for the healthcare element of the proposed development local centre.

Table 5.2 Healthcare Trip Rates and Trip Generation

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates (per 100sqm)	5.020	2.567	7.587	2.522	3.498	6.020
Trip Generation (1,000sqm)	50	26	76	25	35	60

It is expected that 20% of the trips will be derived from the development itself, with the remaining 80% of trips originating from outside of the development site.

Consideration has also been made of the potential for pass-by trips. It is not envisaged that all trips associated with healthcare land use will be new trips on the local highway network, instead it is assumed that 20% of external trips will be pass-by trips: a multi-purpose trip that passes the site frontage along the adjacent road network, visits the local centre and then continues back along its original route.

The internalisation and pass-by assumptions have been discussed and agreed with the LHA as part of pre-application and scoping discussions, which are included at Appendix C of the TA.

Table 5.3 provides a summary of the 'new' vehicle trips for the healthcare land use during the AM/PM peak period.

Table 5.3 'New' Healthcare Trips

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates (per 100sqm)	32	16	49	16	22	39

Class E

To provide an indication of the traffic impact of the proposed E Use Class, data has been obtained from the TRICS (V 8.26.3) database for developments from the 'Retail – Convenience land use category.

Table 5.4 which has been extracted from the TA shows the vehicular trip rates for the AM/PM peak period.

Table 5.4 Use Class E Trip Rates and Trip Generation

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rates (per 100sqm)	6.339	5.664	12.003	7.215	8.294	15.509
Trip Generation (500sqm)	32	28	60	36	41	78

The Applicant has considered the potential of linked, transferred and pass-by trips associated with the E Use Class.

An assumption of 30% of the trips associated with the E Use Class have been classified as 'Primary (New)' trips, with 30% 'Linked' trips, 20% 'Primary (Transferred)' trips, and 20% 'Pass-By' trips. The assumptions were agreed by the LHA during the scoping.

Multi-Modal Trip Generation

The Applicant has utilised the TEMPro v8.1 dataset to forecast multi-modal trips anticipated at the proposed development, a full breakdown of the multi-modal trip generation calculations is provided at Appendix I of the TA. The LHA is satisfied with the proposed multi modal split.

Highway Impact

The LHA notes that, within the TA submitted as part of the application, the Applicant has presented a standard manual assessment methodology using TRICS, Census data and localised assessments. The LHA understands that the Applicant intends that this assessment will be corroborated through the use of the PRTM, with the results presented in a subsequent addendum report. This is required by the LHA.

The Applicant should note that the LHA's preferred approach is for the development's highway impacts to be assessed using the PRTM. The Applicant is currently undertaking this assessment. The LHA has agreed the findings of the forecasting report and the uncertainty log and have confirmed that the link flow performance, journey time routes and screenline performance and conclude that the base year model would appear suitable for the strategic assessment of the proposed development. Once the PRTM assessment has been completed and submitted, the LHA will review the findings and provide further comments regarding the highway impacts of the development.

Internal Layout

As the application is in outline, with only access to be determined at this stage, the submitted indicative site layout and matters such as the proposed numbers of parking spaces have not been reviewed or considered by the LHA in preparing this response. However, the LHA would anticipate that the internal road network would be put forward for adoption and accordingly, the LHA advises that the proposals are required to be designed in accordance with the prevailing Leicestershire Highways Design Guide (LHDG) when a future reserved matters application is submitted.

Transport Sustainability and Travel Plan

Existing bus stops are located beyond the recommended 400m walking distance from the site which is outlined in the CIHT's 'Buses in Urban Developments' guidance, 2018). To improve access to bus services, it is considered appropriate to provide bus access into the site.

The LHA understands that as part of the sustainable access strategy for the site, the proposed site access junctions have been designed with a carriageway width of 6.75m to facilitate bus access into the site.

Considering the concept masterplan for the site, and the proposed access strategy, two potential bus routing options for the site have been considered at this stage:

- Option 1 – Access / egress via the western site access, and a route along the internal spine road, and around a looped secondary route, before egressing out of the western access.
- Option 2 – Access via the western access, route along the internal spine road and egress via the eastern access.

The LHA will review the options and will advise of its preference in its next response.

The Developer has noted that the nearest bus stops are more than 400m walking distance from the site and acknowledges that in order to improve access to bus services, they consider it appropriate to provide bus access into the site.

The current bus service in the area is the Arriva 153 service between Leicester and Market Bosworth, which operates hourly from Monday to Saturday. The LHA requests that the developer contact the operator to discuss the potential of serving new stops within the development.

Any additional bus stops would need to be discussed with the LHA in the first instance, to check the suitability of the proposed locations before anything can be finalised, including the potential relocating or adding of new bus stops, as this needs approval from a suitability and safety perspective. Any new bus stops must consist of a pole, flag, raised kerbs and timetable case as a minimum and that all dwellings are within 400m walking distance of a served bus stop.

The LHA make the following comments further to a review of the FTP:

- The Developer should confirm whether Arriva has been approached regarding serving the proposed new bus stops. If not, the FTP should identify the next steps for securing bus services to these stops. It is also suggested that the new bus stops on Desford Lane be equipped with a pole, flag, timetable case, raised kerb and road markings.
- The FTP should include details of proposed cycling infrastructure and facilities such as cycle storage, within the development itself.
- The LHA would like the developer to look into further measures and initiatives that can be used to encourage sustainable travel, outlined in the action plan. Below is a list of suggested activities that could be incorporated:
 - o Walking: Organised led walks to show leisure routes, provision of walking maps and other materials included in any welcome pack and signposting to websites such as Choose How You Move and The Ramblers.
 - o Cycling: Learn to ride session for adults, Dr Bike checks and Bicycle User Groups (BUGs).

- o Public Transport: Provision of public transport information in local hubs, on the development website as well as in Welcome Packs.
- The Action Plan should be updated to include additional measures and appropriate monitoring methods. Following completion of the initial travel survey, revised targets should be established to improve the modal split and reduce the proportion of single-occupancy vehicle (SOV) trips to and from the site.
- The details of the TPC, once appointed, should be provided to LCC at the earliest opportunity.
- The Developer should provide two free six-month bus passes per household and one free six-month bus pass per employee.

Please note that the Travel Plan monitoring fee to be paid by the developer/occupier will be £11,337 for this Framework Travel Plan. Travel packs will be charged at £52.85 per pack.

Date Received
11 August 2026

Case Officer
Suraj Dave

Reviewer
AW

Date issued
16 September 2026