

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: 25/01213/OUT

Highway Reference Number: 2025/1213/04/H

Application Address: Land South Of Sacheverell Way Groby Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application for a residential development of up to 180 dwellings, alongside associated access via two junctions from Sacheverell Way, green and blue infrastructure (including drainage, landscaping and public open space), ancillary infrastructure, and enabling ground remodelling (All matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: C/O Agent

County Councillor: Cllr Ozzy O'Shea

Parish: Ratby

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 on an outline application for a residential development of up to 180 dwellings, alongside associated access via two junctions from Sacheverell Way. The site is located at land south of Sacheverell Way, Groby. All matters other than access are reserved at this stage.

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

- Transport Assessment (Reference 211040-04 Rev. B, dated 3rd December 2025 and authored by TTC); and
- Framework Travel Plan (Reference 211040-05 Rev. B, dated 3rd December 2025 and authored by TTC)

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.

Site Access

Two points of vehicular access are proposed to the site, both off Sacheverell Way, which is a C classified road subject to a 40mph speed limit. The route does not form part of Leicestershire County Councils Resilient Network¹, or the Department for Transport's Major Road Network². Details of the site accesses are shown on TTC drawing numbers 211040-00 Rev. A (overview plan), 211040-01 Rev. D (western priority junction) and 211040-02 Rev. D (eastern priority junction), included within Appendix I of the TA.

Both points of access measure 5.50m wide, with 2.0m footways proposed on either side and a 10.0m junction radii. The Applicant has proposed a 10.0m radii as opposed to a 6.0m radii due to the speed limit of the road and to facilitate easier ingress/ egress to the site.

The Applicant has undertaken two speed surveys on Sacheverell Way, which are stated to have been undertaken as part of Automatic Traffic Counts (ATC) between Thursday 20th June and Wednesday 26th June 2024. The locations of the speed surveys are shown in Figure 2.2 of the TA. ATC 'Site 1', located approximately 80m east of Laundon Way West, was selected out of the two ATC sites to inform volume and speed analysis on Sacheverell Way as it reported the highest speeds between the two counts undertaken. The results of the speed survey indicated the following 85th percentile speeds:

- 48.2mph eastbound
- 47.2mph westbound

The Applicant has stated 85th percentile speeds were taken from the 10:00-12:00 and 14:00-16:00 time periods exclusively. The Applicant has provided the raw data for ATC1 in Appendix C of the TA, however data for ATC2 has not been provided. Whilst the LHA accepts the use of the higher speed readings for the purposes of visibility splays, the raw data for ATC2 should also be provided for robustness. The LHA note the 24 hour 85th percentile speeds for ATC1 are 49.1mph eastbound and 48.4mph westbound.

The Applicant has stated that visibility splays of 2.4m x 139m would be required to the west of each access and 2.4 x 134m to the east of each access based on recorded vehicle speeds. Following a site visit, the LHA is satisfied splays of at least 2.4m x 215m can be achieved in both directions, which based on [Table 6](#) of the LHDG would be suitable for recorded vehicle speeds of between 54 to 62mph. The LHA is also satisfied following the site visit that due to the alignment of Sacheverell Way, the [junction spacing](#) between each access is sufficient, so that vehicles waiting in one of the access points would not interfere with visibility of a vehicle at the other access point.

After reviewing the site access drawings, the LHA provide the following comments:

- Given the speed limit and recorded vehicle speeds along Sacheverell Way, the Applicant is advised to design all aspects of the site access and off-site works to Design Manual for Roads and Bridges standards as the main road is subject to a 40mph speed limit. The LHDG is applicable to speeds up to 37mph.

¹ <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>

² <https://maps.dft.gov.uk/major-road-network/index.html>

TTC drawing number 211040-02 Rev. D.

- A 2m wide splitter island has been chosen. It is unclear if this crossing facility is to have any cycle provision or form part of any proposed route, therefore affecting the choice of splitter island width. Should a cycle link be proposed into the site at this point, consideration would need to be given to the refuge design and how cyclists would safely leave/ join the carriageway in this area.

Road Safety Audit

The site access proposals have been accompanied by a Stage 1 Road Safety Audit (RSA1) and a Designer's Response, which are included within Appendix K of the TA. The RSA1 raised five problems in respect of surface water drainage, visibility, swept path analysis and visibility at the pedestrian crossing points over the site accesses and Sacheverell Way. The Applicant has accepted all five problems and outlined measures to resolve these within the Designer's Response.

This is accepted by the LHA.

Swept Path Analysis

Swept path analysis of the two site accesses has also been undertaken using a refuse collection vehicle, as shown on TTC drawing numbers 211040-03 Rev. B (western priority junction) and 211040-04 (eastern priority junction) available within Appendix I of the TA. The LHA provide the following comments:

- Centre lines should be shown on Sacheverell Way to establish the exact extents of any over riding on the main road, as per problem 2.3 of the RSA1.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from Leicestershire County Council for the period between 1st January 2020 and 15th September 2025. This is summarised within Table 2.6 of the TA, along with a location plan which is included in Figure 2.7 of the TA.

The LHA advise that it has reviewed its PIC database and there has been one additional PIC recorded since the Applicant's review. This occurred in December 2025 at the Leicester Road/ Co-op access and was recorded as serious in severity. The PIC involved a pedestrian and another vehicle.

Notwithstanding the additional PIC, the LHA accepts the Applicants PIC analysis and conclusion that overall, whilst all PICs are regrettable, the frequency and severity of PIC's recorded within the study area over the latest five-year period does not suggest there are any inherent safety issues on the network. It is also noted that no PIC's have occurred within 500m either side of the proposed site access points on Sacheverell Way.

As a result, subject to a safe and suitable access design being demonstrated, the LHA considers the proposals are unlikely to exacerbate any existing highway safety concerns.

Trip Generation and Distribution

Trip Generation

In order to establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours, the Applicant has used the same TRICs trip rates as those accepted by the LHA as part of approved application reference 22/00648/OUT (75

dwelling, Land South Of Markfield Road, Ratby) and live application reference 24/00914/OUT (470 dwellings, care facility, community hub and primary school, Burroughs Road Recreation Ground, Burroughs Road, Ratby). The LHA therefore considers the vehicular trip rates shown in Table 1 to be acceptable.

Time Range	Trip Rate (1-unit)			Trip Generation (180-dwellings)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.175	0.455	0.630	32	82	114
PM Peak (17:00 – 18:00)	0.440	0.218	0.658	79	39	118

Table 1: Vehicular trip rates (180 dwellings).

Trip Distribution

In order to distribute the development traffic through the network, the Applicant has used Leicestershire County Council's [Pan Regional Transport Model](#) (PRTM).

The LHA has worked with the Applicant throughout the pre-application stage and agreed the Base Year Model Review and Uncertainty Logs. The results of the PRTM assessment indicate development trips are forecast to primarily route to and from the east along Sacheverell Way in both the AM and PM peaks. From here traffic heads east along the A46, or south towards Leicester city centre via the A50. A small percentage of traffic is predicted to head west from the site heading towards Ratby, or north through Groby via Ratby Road.

Junction Capacity Assessments

The Applicants study junctions and dates traffic counts were undertaken are detailed below:

1. Proposed Site Access Junction off Sacheverell Way.
2. Laundon Way West/Sacheverell Way Priority T-junction (Tuesday 24th June 2025).
3. Laundon Way East/Sacheverell Way Priority T-junction (Tuesday 24th June 2025).
4. Sacheverell Way/Leicester Road Roundabout Junction (Tuesday 24th June 2025).
5. Groby Road/Leicester Road Priority T-junction (Tuesday 24th June 2025).
6. A50/A46 Roundabout Junction (Tuesday 24th June 2025).
7. Groby Road/Sacheverell Way Ghost Island Priority Junction (Tuesday 24th June 2025).
8. Ratby Road/Markfield Road/Leicester Road Priority Junction (Wednesday 8th October 2025).
9. Leicester Road/Newtown Linford Lane Priority T-junction (Wednesday 8th October 2025).
10. Newton Linford Lane/A50 Priority T-junction (Wednesday 8th October 2025).

The LHA holds records of survey permits for the dates shown.

The traffic counts and modelled flows were provided to LCC's NDI Team to undertake a furnishing process and produce the future model scenarios. The furnished matrices are available in Appendix P of the TA. It should be noted for the purposes of this assessment, the Applicant has considered a single point of vehicular access to the site, whereas two points of access are being applied for. It is therefore accepted that the assessment of the site access is a worst-case scenario. The LHA is also satisfied a single point of access would not influence the modelling/ trip distribution to/ from the site.

The following scenarios have been tested, which are accepted by the LHA:

- 2025 Base
- 2030 'Do Minimum 1'

- 2030 'Do Minimum 2' (Sensitivity Test)
- 2030 'Do Something 1'
- 2030 'Do Something 2' (Sensitivity Test)

The sensitivity test includes application reference 24/00914/OUT (470 dwellings, care facility, community hub and primary school, Burroughs Road Recreation Ground, Burroughs Road, Ratby) to inform the situation should that application be granted planning permission by the LPA.

The LHA initially advise the following points which should be reviewed by the Applicant. Following this, the LHA will review the Applicants junction modelling.

Junctions 6 and 8

The Applicant has highlighted that junction 6 is shown to be approaching capacity in the AM peak, and operating over its capacity in the PM peak in all scenarios. The LHA note that the AM peak is shown to operate overcapacity in all but the 2025 scenario. The LHA is aware that queueing can occur predominantly in the AM peak along the Leicester Road arm of this junction, across junction 4 and back along Sacheverell Way.

The Applicant has stated within the TA that in the AM peak hour, the PRTM model shows an increase in trips utilising Ratby Road and Newtown Linford Lane through junctions 8 and 10 to access junction 6. This is stated to be predominantly made up of existing trips re-routing away from Sacheverell Way, potentially due to increased congestion levels predicted within the model on approach to junction 6.

Figure 6.3 of the TA indicates in the AM peak, approximately 42 additional vehicle trips along Groby Road close to the school, with 33 routing through junction 8 and 28 routing through junction 10 on to the A50 to junction 6.

With regards to junction 8, the Applicant has suggested that the junction operates within capacity in current conditions, however it is close to capacity on the Ratby Road arm in the AM peak. In the 2030 Do Something 1 and 2 scenarios, the junction is shown to be overcapacity in the AM peak on this arm.

The Applicant has stated that only six development trips would route through the junction during the AM peak, which would not have a material impact on the junction. The Applicant has also stated it is likely that the PRTM assessment is overestimating the amount of traffic that is likely to re-assign via Ratby Road, especially as it does not show the volume/ capacity ratios exceeding 75%. The Applicant continues that the route via Ratby Road to junction 6 is considerably more convoluted compared to travelling along Sacheverell Way and Leicester Road. Furthermore, the capacity assessments indicate that the junction 4 is operating with spare capacity available. The Applicant therefore believes that should the reassigned traffic remain on Sacheverell Way, this is unlikely to result in a material impact.

The Applicant suggests at junction 6, the overall level of impact is likely to be similar whether the re-assigned traffic accesses the roundabout from the A50 north arm (via junctions 8 and 10) or via Leicester Road. It is also highlighted the Leicester Road arm of junction 6 is shown to operate with spare capacity in all scenarios.

The LHA advises it has concerns that the development appears to result in through traffic re-routing along more unsuitable roads to reach junction 6 as a result of the development traffic

causing additional delays. As advised further above, the LHA is also aware of queueing which can occur along Leicester Road/ Sacheverell Way and over junction 4 to reach Junction 6. It is noted that whilst the Applicant states the proposals are unlikely to have a material impact regardless of which route traffic takes to reach junction 6, this has not been demonstrated within a capacity assessment for example, all traffic routing to junction 6 via Sacheverell Way/ Leicester Road and junction 4.

The LHA requests the Applicant gives further consideration to the impact of the development at Junction 6 in particular, and whether any improvements could be made to reduce queueing and delay on Sacheverell Way/ Leicester Road.

Junction 7

The Applicants capacity assessments indicate that the junction would operate within capacity in all scenarios. As part of application reference 24/00914/OUT, the Applicant for that development highlighted that the junction would be operating at overcapacity in 2031 and proposed a junction signalisation scheme. The scheme was subsequently advised as a condition by the LHA, should the LPA be mindful to grant planning permission.

Given the above, it appears there are significant differences in the junction modelling when comparing the two applications. The LHA is aware delays can occur on Groby Road during peak hours. Therefore and considering the requirements for application reference 24/00914/OUT, the LHA request the Applicant gives further consideration to the impact of the development on the junction.

Off-Site Implications

A pedestrian refuge is proposed on Sacheverell Way to aid pedestrian movements between the site and Groby. This is located to the east of the site as it is stated this would be the main pedestrian desire line to/ from the development.

The Applicant has stated that based on the results of the site survey and supporting information, it is considered that the road has an average gap acceptance of five seconds during the busiest peak period. Given it is likely to take five seconds on average to cross the road it is possible that some pedestrians would find crossing the road difficult, resulting in longer waiting times. However, the pedestrian demand is relatively low, therefore a formal signalised pedestrian crossing is not considered necessary by the Applicant. It is therefore proposed to provide a central pedestrian refuge that would allow pedestrians to cross the road in two parts.

The LHA welcome and accept the proposed central refuge in principle. However, it was advised at the pre-application stage that a similar crossing facility to the west of the site would be beneficial to pupils walking to Brookvale College, as this would be the main desire line for pupils. Similar provision should therefore be provided to the west of the site and included on a drawing.

Furthermore, whilst the crossing points are proposed to be linked by footways internal to the site, the LHA advises internal isolated footways are unlikely to be considered for adoption by Leicestershire County Council. It is strongly advised that the Applicant provides a pedestrian footway within the highway alongside Sacheverell Way along the entire site frontage. This would need to cover the area between the two site access points, as well as the pedestrian refuge points.

National Cycle Network (NCN) Route 63 runs from the west of the site on Groby Road and provides access to Ratby to the west and Leicester to the east; this network is a mix of traffic-free and on-road. It is noted that Sacheverell Way falls short on the Local Transport Note 1/20 in

relation to infrastructure requirements for cyclists as there is no formal off-road cycle provision. The LHA request the Applicant to investigate creating an off-road cycle link from one of the access points on Sacheverell Way to the west, to connect with existing provisions at the junction with Groby Road where cyclists can then pick up the NCN Route 63.

The Applicant has stated that residents would benefit from access to the off-road permissive cycleway to the west of the site, which provides an off-road connection to the National Cycle Network and links to Leicester City Centre and Ratby. To the northeast of the development, it is stated there is access to Leicester Road, which accommodates a local off-road cycle route which is conducive of cycling for all abilities. Furthermore, Laundon Way, which is approximately 80m northeast of the eastern most pedestrian access, is lightly trafficked and more in line with LTN 1/20 guidance regarding mixed traffic scenarios.

The LHA advise however that an off-road link from the western side of the development which connects to existing facilities would still be beneficial, particularly for school pupils.

Finally, the LHA advise that there are currently mobile Vehicle Activated Sign (VAS) locations along the length of Sacheverell Way. Given the recorded speeds of passing traffic along the site frontage, the LHA advise it would be beneficial for the Applicant to install permanent VAS along Sacheverell Way in the vicinity of the site access points, for traffic flows in each direction.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the LHDG if they wish for the internal development roads to be put forward for adoption.

Should the two site access points be linked as a vehicular through route, this route must be put forward for adoption and designed to an adoptable standard, otherwise the two access points must not be linked to through traffic.

The Applicant should also note the requirement to provide some [visitor parking](#) as part of the planning layout if planning permission is granted.

Highway Trees

The submitted Arboricultural Assessment presents a clear and unbiased assessment of trees which may be affected by the proposed development. Unfortunately, the report does not identify trees and hedgerow as being part of LCC adopted highway and instead considers the trees to be part of the hedgerow.

The LHA understand trees on Sacheverell Way have been recorded as part of LCC managed highway for more than 20 years and that the hedge was planted on the boundary, with the trees planted just proud of the hedge and in the public highway.

LCC managed trees form part of Group 1 (G1) and that G1 is noted on the Tree Preservation Order. The LHA agree with the AA that the trees on Sacheverell Way are not covered by the Tree Preservation Order (TPO) – they are too young to be considered part of the TPO and would not be present when the order was created.

The proposed vehicle access points require four LCC managed trees and hedgerow to be removed. The LHA would be prepared to accept the loss of these trees providing suitable

remuneration is provided by the Applicant, i.e. the trees amenity value as defined by the Capital Asset Value for Amenity Trees (CAVAT). The remaining LCC managed trees are marked for retention and attributed with a root protection area (an area to remain free of construction, or where work is under strict supervision).

The LHA request that the Applicant provides a method statement to show how and when retained trees will be protected, and how works near to LCC trees (including vehicle access creation) will be managed. It is also requested that the developer look to provide suitable remuneration for tree loss as expressed using CAVAT.

The Applicant may wish to contact Forestry@leics.gov.uk to discuss the proposals and the impact on highway trees.

Transport Sustainability

The Applicant has submitted a Framework Travel Plan, however given the proposals are solely for a residential development, a full Travel Plan is required. This could however be conditioned.

The closest bus service to the site is the hourly Arriva 27 service which runs between Ratby and Leicester city centre. This routes along Laundon Way. The LHA requests clarification from the Applicant as to whether they have liaised with the bus operator to potentially route the service closer to the site, for example along Sacheverell Way or through the site itself. This could require new bus stops on Sacheverell Way or within the site itself.

The LHA would require a Travel Plan Monitoring fee of £6,000 and appointment of a Travel Plan Co-Ordinator 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 also 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 £632.50 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 application site includes PRoW Footpath R51 which crosses the southwestern corner of the site heading from Ratby village. R51 then runs along the outside of the southeastern edge of the site and connects with Footpath R116 which runs along the outside eastern edge of the site adjoining the A46 Leicester Bypass.

Paragraph 105 of the NPPF (2024) requires:

“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ...”

Also Planning Policy Guidance in Circular 1/09 establishes that:

“The effect of development on a public right of way is a material consideration in the determination of applications for planning permission ...”

Rather than reflecting the legally defined route shown on the Definitive Map, the submitted plans propose constructing a path along the inside of the site edge. This will necessitate the legal diversion of public right of way Footpath R51. That requires a separate legal order made by the LPA (not the LHA), a separate application for which needs to be submitted. The legal order must be confirmed before the development is substantially complete. If this is not done, any construction or tree planting on the existing legal alignment would constitute an unlawful highway obstruction.

The LHA advise in the event it is mindful advise approval of the proposals in the future, improvements to the PRow such as surfacing, signing, boundary treatments and management during construction could be conditioned.

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 one of the two proposed site accesses, at this stage.

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.

Closing

Based on the above, in summary, the following information should be submitted to the LPA for consideration by the LHA:

- Raw survey data for ATC2;
- Consideration of the design for the pedestrian refuge/ splitter island for cyclists;
- Details of the centre lines on Sacheverell Way to aid with swept path analysis;
- Further consideration of the developments impact at junctions 6, 7 and 8 as detailed further above;
- Provision of a pedestrian (or cycle) refuge to the west of the site to aid pupils crossing to Brookvale College;
- Provision of a 2.0m wide pedestrian footway along the site frontage;
- Provision of an off-road cycleway along Sacheverell Way linking the site to existing facilities to the west;
- Installation of permanent VAS along Sacheverell Way within the vicinity of the site accesses;
- Provision of a Method Statement regarding the highway trees
- Provision of a Full Travel Plan;
- Consideration as to whether the existing 27 bus service could be routed passed the site; and
- Potentially consideration of any construction access.

Date Received
13 January 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 March 2026