

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: 26/00423/OUT

Highway Reference Number: 2026/0423/04/H

Application Address: Land East of Horsepool Grange

Application Type: Outline (with access)

Description of Application: Outline planning application for a development of up to 10,500sqm of employment floorspace (use class B2/B8) (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: C/O Agent

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

Parish: Stanton-under-Bardon

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 and Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for a development of up to 10,500sqm of employment floorspace (use class B2/B8) at Land east of Horsepool Grange, Cliffe Hill Road, Stanton Under Bardon. 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:

- Application Form
- Transport Statement (TS) dated 20th January 2026 and authored by ADC Infrastructure.
- Framework Travel Plan, Version 3 authored by ADC Infrastructure.
- Marrons drawing number 02 Rev. O (Illustrative Layout)
- Marrons drawing number 03 Rev. C (Tree Planting Plan).

The LHA visited the site on Thursday 28th May 2026.

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

Access to the site is proposed via an existing private road, which connects to the adopted highway at Elliott's Lane, an unclassified road subject to the national speed limit. A 7.5 tonne weight restriction (except for loading) is in force immediately to the south of the existing access to Elliott's Lane.

Details of the proposed access arrangements are available in ADC drawing number 3968 – ADC - HGN - XX – DR - CH – 0100 - S1 Rev. P01, available within the Drawings section of the Travel Plan. A seven-day Automatic Traffic Count (ATC) was undertaken on Elliot's Lane between 29th October and 4th November 2025 to determine the traffic volume and speeds along the site frontage in the location shown of Figure 3 of the TS. The LHA hold records of a survey permit for the survey.

The results of the survey indicated 85th percentile speeds of 37.9mph northbound and 42.4mph southbound. The Applicant has subsequently detailed visibility splays of 4.5 x 73m south of the access and 4.5 x 120m to the north of the access. The LHA is satisfied that visibility splays could be provided at the access in accordance with [Table 6](#) of the LHDG. The site visit also confirmed that visibility in excess of the demonstrated splays, to the junctions either side of Elliott's Lane, is achievable.

As the proposals would result in an intensification in use of the access, the Applicant is proposing to widen the access from approximately 5.50m to 7.3m in accordance with the Major Industrial Access Road standards detailed within [Table 4](#) of the LHDG. This is welcomed by the LHA. The widening would not result in any significant works within the existing extents of the public highway.

Within the site, a 15m junction radii, with 1:10 tapers over 25m to allow for HGV access is also proposed at the access off the private road. The Applicant has stated that the only departure from the standards is the lack of tapers on the western kerb radius, as the likelihood of HGVs entering and leaving the site from the west is low, and a standard 15m radius is sufficient. This is accepted by the LHA.

The Applicant has provided swept path analysis on ADC drawing number 3968 ADC HGN XX DR CH 0101 S1 Rev. P01, which is available within the drawings section of the TA. The LHA note that this only covers the new access off the private road and uses a 16.5m long HGV. As per the [swept path analysis](#) section of the LHDG, swept path analysis of an 18.55m HGV for all permitted movements should be provided. Furthermore, a minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths. This information should be included on the drawing.

Should improvements be required to the junction of the site with Elliott's Lane to accommodate a larger HGV, the LHA advise that a Stage 1 Road Safety Audit, along with a Designer's Response to any problems raised and (if necessary) a revised drawing would need to be submitted.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five years between 1st January 2020 and 31st August 2025 and covering the study area identified within Figure 4 of the TA. One PIC has been identified at the Markfield Lane/Elliott's

Lane/Grassy Lane junction, which occurred in May 2023 and was recorded as slight in severity. The PIC involved a collision between two vehicles at the junction.

Whilst not identified within the Applicants TS, the LHA are aware of an additional PIC which occurred in September 2023 at the Cliffe Hill Road/ Stoney Lane/ Cliffe Lane/ Old Cliffe Hill Quarry access roundabout and was recorded as slight in severity. This involved a vehicle exiting the roundabout and a pedestrian.

The LHA advise that notwithstanding the additional PIC, it accepts the Applicants conclusion that the PIC analysis demonstrates that there is no underlying road safety concern on the local highway network that would be made worse by the additional traffic from the proposed development. It should be noted however that PIC analysis may need to be expanded subject to whether any additional junction capacity assessments are required following additional trip rate analysis.

Trip Generation and Distribution

Trip generation

The Applicant has used the TRICs database to establish the level of vehicular trips the proposed development could generate. It is stated in the TS that the planning application seeks an open B2/B8 consent. Ultimately, the site could be occupied by solely B2 or B8 uses, or a mix of the two.

The Applicant has stated B2 units typically generate higher levels of overall traffic than B8 units of an equivalent size, although B8 units will see a higher frequency of HGV movements within the overall traffic. This should be qualified by stating that, given the size of the units in question, either B2 or B8, it is unlikely that they would generate significant levels of HGV traffic.

On this basis, the Applicant has used B2 trip rates as part of their assessment, due to them being more onerous. The LHA accepts the use of B2 trip rates for the entire site for a robust assessment.

The Applicants proposed B2 trip rates are detailed in Table 1.

Proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.467	0.166	0.633
	PM peak hour	0.184	0.369	0.553
vehicle trips (10,500sqm)	AM peak hour	49	17	66
	PM peak hour	19	39	58

Table 1: B2 development trip rates (10,500sqm, extracted from the Applicants TS).

The above trip rates have been split into light and heavy goods vehicle trips as detailed in Tables 2 and 3.

Proposed light vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.439	0.144	0.583
	PM peak hour	0.172	0.353	0.525
vehicle trips (per 10,500sqm)	AM peak hour	46	15	61
	PM peak hour	18	37	55

Proposed HGV trip rates and traffic generation		arrive	depart	two-way
trip rate (per 100sqm)	AM peak hour	0.03	0.024	0.054
	PM peak hour	0.019	0.023	0.042
vehicle trips (per 10,500sqm)	AM peak hour	3	2	5
	PM peak hour	1	2	3

Tables 2 and 3: Light and heavy goods vehicle trip rates (extracted from the Applicants TS).

The LHA are aware of nearby outline (access) application reference 23/01090/OUT for the construction of employment units (Use Classes E(g)(i), E(g)(ii), B2 and B8) at Land at Cliffe Lane, Markfield, which was of a similar scale to the proposed development. It should be noted that the B2 trip rates accepted by the LHA as part of that application were higher than those proposed as part of this application and therefore the trip rates should be reviewed and updated for a consistent approach. Whilst a much larger scale development, the trip rates used as part of live application reference 25/00931/FUL (Redevelopment of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure. Cliffe Hill Farm, Little Shaw Lane, Markfield) are also higher.

Trip Distribution

The Applicant has used 2011 Census data for the Hinckley & Bosworth 001 Middle Super Output Area to establish the likely routes employees would use to/ from the site. This is accepted by the LHA.

The Applicant has highlighted that as there is a weight restriction on Elliott's Lane to the south of the site, all HGVs (100%) have been routed to/from the north of the site via Cliffe Hill Road where they could route either east or west to the M1, the A511 and beyond. This is accepted by the LHA.

Junction Capacity Assessments

The Applicant has stated that traffic flows on Elliott's Lane are observed to be light and that analysis of peak hour traffic conditions on Google Maps does not show any existing congestion concerns at either the site access or the junction of Elliott's Lane with Cliffe Hill Road, where an additional 30 two way trips (e.g. 15 arrivals and 15 departures) could be anticipated as a result of the development.

The LHA would expect the Applicant to undertake capacity assessments at key junctions such as the site access with Elliott's Lane and the Elliott's Lane/ Cliffe Hill Lane junction where 30 or more two-way trips are likely to be generated in either the AM or PM peak hours. It should be noted that should trip rates be based on those accepted for application reference 23/01090/OUT, this could result in additional junctions requiring assessment. For these, an up-to-date traffic count would be required for all study junctions, which has been undertaken within the last three years.

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.

Off-Site Implications

At this stage, the LHA advise it is likely the Applicant will be required to provide a financial contribution towards the Coalville Transport Strategy.

Several junctions along the A50/ A511 corridor operate over capacity at peak times and improvement schemes have been identified by Leicestershire County Council at the Flying Horse and Field Head roundabouts. Several developments in the area, including application 23/01090/OUT have been obligated to provide a fair and proportionate Section 106 contribution towards the Coalville Transport Strategy to mitigate the otherwise severe impact of each development on the network. Further details can be found at <https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor>.

Internal Layout

The internal layout of the site is not for consideration at this stage. Nevertheless, the LHA advise that parking provision for the site being occupied under solely B2 and B8 uses should be detailed for each unit to demonstrate both parking scenarios could be accommodated within the site.

Transport Sustainability

The Applicant has submitted a Framework Travel Plan to support the proposals. This is currently being reviewed, and comments will be provided in due course. The LHA advises that should amendments be required to the Travel Plan, an amended Travel Plan could be conditioned in the event it is mindful to advise approval of the proposals in the future.

There is an infrequent bus service which alternates the route either along Grassy Lane or Cliffe Hill Road approximately every 2.5 hours. There are also no local amenities for staff nearby, such as a convenience store. There is an existing footway alongside both Cliffe Hill Lane and Grassy Lane providing hard surfaced footway links to Stanton Under Bardon and Markfield, however Elliott's Lane does not have a footway the routes are not street lit.

Nevertheless, it is likely that any staff accessing the site from Stanton Under Bardon would do so via the Public Rights of Way network given the considerably shorter distances to/ from the site. The site is also an approximate 1.5 km walk from the nearest dwellings on Forest Road in Markfield.

Public Rights of Way

Public Footpaths R3/3, R23/5 and R23/6 are impacted by the proposals. The LHA will provide comments on the PROW in due course.

National Forest Planting

Whilst not a material planning consideration for the LHA, it is highlighted to the LPA for information that County Planning Authority application reference 2022/EIA/0100/LCC (Continuation of mineral operations overburden disposal and ancillary activities at Cliffe Hill Quarry including an easterly extension to Old Cliffe Hill Quarry with new screening landform requiring the relocation of parts of Cliffe Lane, Cliffe Hill Road and Stoney Lane, the demolition of Peak Hayes Farm and 'Sunny Cliffe', the construction of a new access into Old Cliffe Quarry with landscaping, habitat creation and restoration of the quarry void to water. Land at and adjoining Cliffe Hill Quarry, West Lane, Coalville) requires the realignment of Cliffe Hill Road, Stoney Lane and Cliffe Lane.

The realignment of Cliffe Hill Road and Stoney Lane falls to the immediate north of the Applicants red line boundary. Proposed Tree Planting Area 2 shown on Marrons drawing number 03 Rev. C would fall close to this area, however it appears the red line boundaries of the two applications do not overlap.

Closing

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

- Revised swept path analysis of an 18.5m HGV ingressing and egressing the site access on to Elliott's Lane;
- Provision of an RSA1 for any site access amendments to the Elliott's Lane junction, should this be necessary following swept path analysis;
- Further consideration to the B2 trip rates given those accepted as part of nearby developments; and

- Junction capacity assessments of the site access with Elliott's Lane and Elliott's Lane with Cliffe Hill Road and potentially further afield depending on update trip rates.

Date Received
14 May 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 June 2026