

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: 25/01161/OUT

Highway Reference Number: 2025/1161/04/H

Application Address: Land West Of Shilton Road Earl Shilton Leicestershire

Application Type: Outline

Description of Application: Outline planning permission for the erection of up to 120 dwellings (all matters reserved)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Earl Shilton ED - Martin Richard England CC

Parish: Earl Shilton

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 on an outline application for the erection of up to 120 dwellings at Land West Of Shilton Road, Earl Shilton. 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 (TA) dated 7th November 2025 and authored by Vectio Consulting
- Travel Plan (TP) dated 18th August 2025 and authored by Vectio Consulting.
- P&DG drawing number 25/034/05b (Illustrative Site Layout – Parcel 1)

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.

The LHA visited the site on 29th January 2026 and do not hold records of the Applicant engaging in any pre-application discussions in respect of the proposals.

Site Access and Off-Site Implications

Access to the site is proposed off Shilton Road, a C classified road subject to the national speed limit. Details of the site access arrangements are shown on Vectio Consulting drawing number 003 001 Rev. A, available within Appendix C of the TA.

The Applicant proposed a 6.0m wide access, along with 6.0m radii and a 2.0m footway to the northwestern side of the carriageway and a 3.0m wide shared use footway/ cycleway to the southeastern side. The Applicant has stated this would tie in with other shared use provisions being provided as part of application reference 21/00135/OUT (140 dwellings, Land North of Hill Top Farm, Hill Top, Earl Shilton).

Details of the vehicular visibility splays at the access are provided on Vectio Consulting drawing number 002 Rev. A, available within Appendix D of the TA. The Applicant states a splay of 2.4 x 203m is achievable to the northwest of the access, whilst a splay of 2.4 x 103 is available to the southeast.

The Applicant has obtained automatic speed surveys from Leicestershire County Council which have been undertaken either side of the site access between 24th June and 1st July 2025. These indicated 8th percentile speeds of 41.8mph southeastbound and 33.6mph northwestbound. These speeds would require visibility splays of 2.4 x 103m and 2.4 x 79m respectively, based on the Design Manual for Roads and Bridges desirable minimum standards. The LHA therefore accepts that appropriate visibility splays could be achieved at the access.

The LHA has reviewed the submitted drawings and can advise the following points:

Safety Audit

- A Stage 1 Road Safety Audit (RSA1) has been provided along with the designer's responses to the issues raised in the audit. The RSA1 is available in Appendix F of the TA, whilst the designer's response is available in Section 2.3 of the TA. The responses provided by the designer are accepted.

Vectio Consulting drawing number 003 001 Rev. A (Proposed Access Arrangements [Junction and Gateway])

- The red surfacing at the proposed speed limit gateway feature can be omitted as this is no longer specified by LCC.
- It is unclear why a 6.0m wide access has been proposed. Based on [Table 3](#) of the LHDG, for a development of up to 150 dwellings, a 5.50m wide access would be considered acceptable. Should the Applicant wish to futureproof the access for further development, an additional access point would be required should over 30 additional dwellings be proposed. The Applicant may also wish to consider a 6.75m wide carriageway, however the additional width would not be required as part of the development proposed as it may attract a commuted sum in the event no further development comes forward.
- The corner radii of 6m, specified in the TA (Para. 2.2), are in accordance with [Table 9](#) of the LHDG.
- The 3m wide shared use cycleway would not be in accordance with Local Transport Note 1/20¹ Table 6-1, which requires 1.5m separation to the carriageway. This requires further

¹ <https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

consideration by the Applicant.

- It is noted there is a ditch alongside the carriageway. Where an open watercourse or ditch is near the footprint of any works, or directly affected by the proposals, the design will be required to reflect the requirements of Part 3 of Leicestershire County Council's Ordinary Watercourse Regulation and Culvert Policy. Further information is available at <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>.

It should be noted that the Lead Local Flood Authority (LLFA@leics.gov.uk) are opposed to the culverting of watercourses due to the adverse impacts, which include high maintenance costs, increased risk of blockages, environmental impacts etc. The Applicant should therefore explore other possibilities than culverting, should the watercourse need to remain.

- It is advised the proposed crossing point for the Public Right of Way on Shilton Road provided in response to the road safety audit, should include a longer section of footpath terminating closer to the hedgerow.

Vectio Consulting drawing number 002 001 Rev. A (Proposed Access Arrangements Interfacing With Adjacent Vistry Site Highway Improvement Works)

- The drawing shows that visibility splays for the proposed access junction can be provided that are in accordance with LHDG Table 6. A visibility splay of 203m is shown to the north of the access when only 120m is required based on the submitted 85th percentile speed readings. The LHA advise longer splays shown allows for a more robust and safer design but would result in a greater loss of established hedgerow.

Vectio Consulting drawing number 004 001 Rev. A (Proposed Access Arrangements - Vehicle Tracking)

- LCC advises a vehicle speed of 15kph is used for swept path analysis. A note should be added to the drawing confirming this.
- The right turn in manoeuvre for the car appears to show the vehicle body overhanging the proposed tactile paving, which could result in waiting pedestrians being struck by the vehicle.
- The right turn in and right turn out manoeuvre for the refuse vehicle appears to show the vehicle body overhanging the proposed tactile paving, which could result in waiting pedestrians being struck by the vehicle.
- The refuse vehicle is required to use both sides of the carriageway within the proposed access to perform the turning manoeuvres which could lead to collisions with oncoming vehicles.
- The right turn in manoeuvre for the refuse vehicle appears to show the vehicle body overhanging the proposed tactile paving, which could result in waiting pedestrians being struck by the vehicle.
- The LHA advises that swept path analysis is reviewed following amendments to the access/ carriageway width and, if necessary amendments to the junction radii are made.

Vectio Consulting drawing number 005 001 (Alternative Access Arrangements)

The Applicant has suggested that the existing Shilton Road slip road would be ideally located to offer a new bus stop serving the proposed site. It is stated this could be served by buses in either a north or south direction.

The LHA advises it required the slip road to be closed as part of application reference application reference 21/00135/OUT on highway safety grounds, given the proximity of the site access to that development and the nearby alternative Shilton Road junction which could still be used to access Shilton Road. Any proposals to keep this route open for buses would require a bus gate to be installed, which may consist of signing and a Traffic Regulation Order, at the full expense of the Applicant.

The LHA also advises the following points:

- It is unclear whether the Applicant has liaised with the bus operators (Stagecoach/ Arriva) as to whether they would be willing to use the proposed bus stop. The Applicant should provide correspondence with each operator to confirm whether either or both would be willing to use the bus stop.
- It is unclear how buses heading southbound to Earl Shilton would ingress/ egress the bus stop as swept path analysis has not been provided. The existing slip road junction alignment on to Leicester Road would appear particularly problematic for all turning manoeuvres. Furthermore, consideration will need to be given to the ghost right turn lanes on Leicester Road required as part of application 21/00135/OUT and how these would impact turning movements. The LHA therefore require swept path analysis for all proposed turning movements at the two junctions.
- The LHA request further clarity on the direction of travel for buses using the bus stop. On the basis all bus journeys would travel one way, potentially no lay-by would be required.
- Carriageway widths and dimensions of radii etc should be provided on a revised drawing.
- The Applicant is proposing to remove weight restriction signage, but this would need to remain as buses are exempt from the weight restriction.
- There is concern that the bus shelter layout will require pedestrians to cross over the shared use cycleway to access the bus. Passengers disembarking from the bus would be doing so directly onto the shared use cycleway. It would be safer if separate footway and cycleway facilities were provided here.
- The Applicant will need to provide raised kerbs, pole, flag and timetable case as part of the bus stop proposals.
- Physical measures to deter drivers from using the route as a cut through should be considered.
- The proposals should be subject to an RSA1

The LHA will consider the suitability of the proposed bus layby following provision of the additional information.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for between 1st January 2020 and 15th April 2025. Details of the PIC locations are provided within Appendix L of the TA. Eight PIC's occurred with four being recorded as slight and four serious. The Applicant has summarised and reviewed the PIC's within Part 7 of the TA. The LHA is aware of an additional PIC which occurred on High Street in June 2025. This involved a rear end shunt between a motorcycle and another vehicle and was recorded as slight.

Notwithstanding the additional PIC recorded by the LHA, the LHA accepts the Applicants conclusion that there does not appear to be any patterns or trends in the PIC's and that the proposals are unlikely to exacerbate the current situation.

However, the Applicant has yet to demonstrate a safe and suitable access to serve the proposed development based on a review of the current site access arrangements reviewed above.

Trip Generation and Distribution

Trip Generation

To establish the approximate number of vehicle trips generated by the development during the AM and PM peaks, the Applicant has based trip rates on those accepted by the LHA as part of application reference 21/00135/OUT. The proposed trip rates and approximate number of vehicle trips generated during the AM and PM peaks are shown in Table 1 below.

	AM Peak (8:00 to 9:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate¹	0.150	0.368	0.518	0.359	0.187	0.546
Trip Generation (120 units)	18	44	62	44	22	66

Table 1: Proposed Trip Rates and Subsequent Trip Generation (Extracted from the Applicants TA).

The LHA notes the proposed trip rates are lower than those more recently accepted by the LHA as part of application reference 24/00484/OUT (Land East of Leicester Road, Earl Shilton – 33 dwellings) and therefore advises that these are used.

Trip Distribution

The Applicant has stated within Part 4.2 of the TA that:

'It is acknowledged that Leicestershire County Council acting as Highway Authority usually requests sites comprising of 80 or more dwellings, adopt their strategic transport model to forecast development trip distributions and assignments on the adjacent highway network.

In this instance, noting the limited route choice in the locality, and that the committed development site (referred to as Committed Development 1 in this report) located to the south of the proposed application has already undertaken this exercise, background traffic forecasts detailed in the Transport Assessment associated with 21/00135/OUT, TA: prepared by Prime Transport Planning, reference P21008 dated February 2021 have been adopted. That Transport Assessment included data derived from LCC's Strategic Transport Model, considering the future year 2036, including two local SUE's.'

The LHA advise that application 21/00135/OUT used observed traffic flows from 2018 and 2020 and a Pan Regional Transport Model (PRTM) assessment from 2021. The LHA would now consider this assessment to be out of date.

Given the scale of the development proposed, the number of developments in surrounding villages, including the Earl Shilton and Barwell Sustainable Urban Extensions, the LHA would strongly advise the use of Pan Regional Transport Model (PRTM) to provide an up to date assessment of the impact the development may have on the surrounding highway network. This is in line with the LHDG guidance, which advises the use of PRTM when a [Transport Assessment](#) is required. This could, for example, provide trip distribution / assignment as well as having committed developments already considered within extracted flows. Therefore, the LHA would advise the applicant to contact ETCF@leics.gov.uk and liaise with the Highway Development Management Team and other stakeholders as required to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information.

Further information on PRTM can be found [here](#).

Junction Capacity Assessments

The Applicant has highlighted junctions where it is believed approximately 30 two way trips are likely to be generated by the proposed development within Table 3 of the TA. These have then been considered within Section 5 of the TA. The LHA advise that on the basis updated trip rates and PRTM analysis is required, capacity assessments will need to be re-run by the Applicant once PRTM work has been completed.

Furnessing of Traffic Flows and Traffic Count Data

The turning counts for the future junction modelling scenarios will need to be based on future growth from PRTM and recent turning counts (less than three years) using an iterative Furnessing process, details of which are available via etcf@leics.gov.uk. Furnessing can be undertaken by the modelling framework consultant providing they are provided with junction surveys. Once the Furnessing has been undertaken the applicant can then use standard junction modelling software such as ARCADY, PICADY and Linsig as appropriate

Internal Layout

The internal layout of the development is not for consideration at this stage. The LHA advise that in the event the proposals are granted planning permission by the LPA, it is strongly advised that the internal road network is designed to an adoptable standard and put forward for adoption by the LHA. Further information on Leicestershire County Council's Highway Adoption Policy is available within [Policy 5](#) of the LHDG.

Parking provision within the development will need to be designed to LCC's [off-street residential car parking standards](#) and [design principles for off-street parking](#). The Applicant should also note the need for visitor parking within the site.

Transport Sustainability

The LHA has reviewed the submitted TP and advise the following points:

Pedestrian accessibility has been assessed, and the Applicant has committed to upgrading the infrastructure on the western side of Leicester Road to a shared use facility. Pedestrian catchments have been created using CIHT Journeys on Foot which show there is a good level of accessibility to nearby facilities such as convenience stores and schools. The same process has been completed for cycling which shows several villages and towns, such as Hinckley, Barwell and

Desford, can be accessed.

It has also been noted that residents of the site will be offered six-month bus passes with two passes offered per dwelling. For this site, the nearest stop is served by Arriva & Stagecoach, this would come at a cost of £632.50 (Arriva) and £604.80 (Stagecoach) per six-month pass. These would be required as part of a Section 106 (S106) agreement.

The nearest railway station is identified as Hinckley Train Station, 10.7km southwest of the site. This can be accessed via a 14 minute drive, 35 minute cycle or 39 minute bus journey, and provides links to cities such as Birmingham and Cambridge. There is no information given on car or cycle parking at the station, or whether it is disability friendly (such as having step free access).

The TP mentions a 'LCC Travel Co-ordinator... carried out by a sustainable travel officer within Leicestershire County Council' (6.3). The Applicant should note that the LCC are only responsible for monitoring the travel plan. The LHA request that once known, the contact details of the Travel Plan Coordinator (TPC) for the site should be shared with LCC. There is no information provided on the tenure of the TPC role.

Initial SMART targets have been set following the forecasting of vehicular trip generation rates and multi-modal shares. These will be amended once an initial travel survey has taken place. A target of 10% reduction in single occupancy cars (SOV) has been presented as a challenging but realistic option.

Several measures have been presented to encourage modal shift to sustainable options. These include information provision, walking buddies, personalised travel planning, campaign day events and Welcome Packs. LCC can provide Welcome Packs to residents at a cost of £52.85 per pack. Alternatively, the Applicant can commission the creation of a Welcome Pack, however this would need to be proofread by LCC's Sustainable Travel Team and incurs a blanket cost of £500.00. A suitable action plan has been provided.

Whilst the above elements of the TP are welcomed, it is advised that currently, the TP is not accepted and the following points will need to be addressed by the Applicant. Should these not be undertaken at the application stage, a revised Travel Plan could be conditioned in the event the LHA cannot object to the proposals:

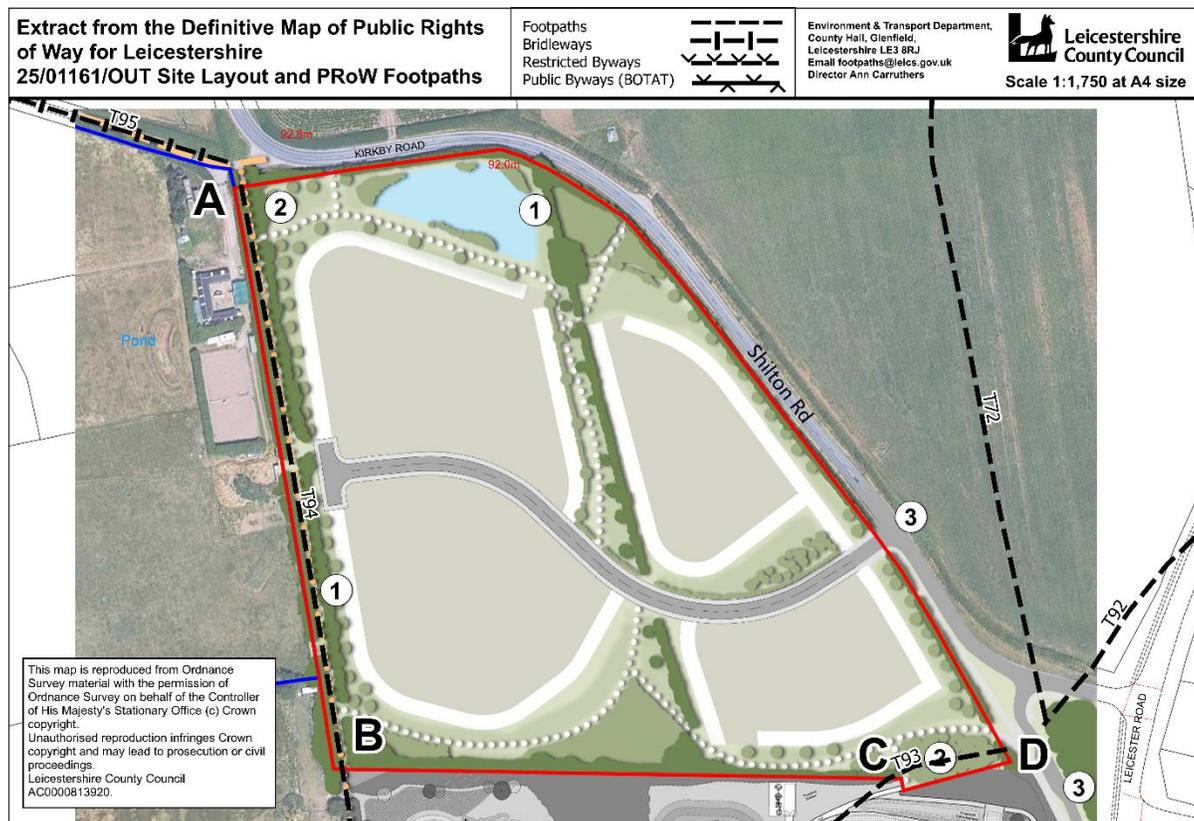
- The LHA requests the Applicant commits to providing covered and secure cycle parking for all homes on the site and that electric vehicle charging would be provided, if possible.
- There is no information on how pedestrians and cyclists can move within the development. It would be beneficial for the Applicant to add in what type of pathways will be included internally, to encourage cycling and walking, and how these will connect with other roads/pathways.
- The Applicant should include the available parking and facilities at Hinckley train station.
- The Applicant should include the tenure of TPC post - LCC suggests that the TPC is appointed at least three months prior to occupation and is in post for the entirety of the monitoring period (five years). Once the TPC is appointed, contact details should be shared with LCC.

- The TP should include details of how the Applicant can encourage home working, car sharing, and electric vehicles to increase modal shift.
- It is suggested the Applicant adds a second target. This could be 100% travel plan awareness for residents of the site.
- The Applicant should expand on the monitoring of the site. This should include, what will be monitored, how it will be monitored and how reports are sent to LCC. Please note, LCC expects monitoring to be for a period of 5 years and a monitoring report submitted annually. Initial travel surveys should be conducted within 3 months of site occupation. This can then be added into the action plan.

It should be noted that LCC will require a Travel Plan Monitoring Fee of £6,000.00 for the site. This could be secured as part of a S106 agreement.

Public Rights of Way

The application site includes two public rights of way as shown below on the Illustrative Site Layout overlaid with the Definitive Map of public rights of way, the official record. Footpath T94 runs inside the western site boundary between points labelled A and B. Footpath T93 runs through the southeastern corner of the site between points C and D; though the legal alignment here is further north that the current route between fences created sometime before 2018 so the fences may represent an unauthorised barrier on the legal alignment.



The National Planning Policy Framework (Dec 2024) paragraph 105 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...'

Development changes the nature and usage of PROWs, which must themselves be changed to reflect and provide for that future use.

The LHA will require planning conditions including a treatment scheme for the PROW which will need to include measures such as management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PROW alignments, or any legal processes to ensure they do so in future; and any new construction works.

The public footpath will need to be upgraded to meet design and construction standards set out in the LHDG. For these works to be adequately monitored and delivered in accordance with these criteria the works to the highway (the public footpath) will likely need to be included in a Section 38/278 Agreement.

A PROW treatment scheme could comprise one single document; or a series of plans; or be parts of other document(s) (e.g. a Construction Management Plan) if all the impacts on the PROW(s) are explicitly addressed and clearly identified within the document(s).

Government policy, reflecting the Equality Act 2010, is that PROW barriers should be the 'least restrictive' option possible. In particular, stiles are awkward even for otherwise able walkers, such as older people, with mobility limitations such as hip or knee problems that make it harder to climb over barriers. As a result, the 'least restrictive' option policy means new and reviewed crossing points must either involve gaps, pedestrian gates, or (if the boundary must be livestock proof) kissing gates to a design approved by the LHA.

Fingerpost signs are a legal requirement where a PROW links to a surfaced road. Boundary crossings will require a waymark post reflecting LCC Standard Drawing [SD/FP/6](#).

Closing

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

- Amendments to the site access design/ off-site works as detailed further above;
- Trip rates based on neighbouring application reference 24/00484/OUT;
- Trip distribution based on PRTM and up to date traffic counts;
- Updated junction capacity assessments following updated traffic counts/ PRTM trip distribution; and
- An updated Travel Plan.

Date Received
18 December 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
2 February 2026