

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: 24/00083/HYB

Highway Reference Number: 2024/0083/04/H/R4

Application Address: Land At Burbage Fields Farm Bullfurlong Lane Burbage Leicestershire

Application Type: Hybrid

Description of Application: Re-consultation. Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Redrow Homes and Peter Andrew Farmer

County Councillor: Cllr Barry Walker

Parish: Burbage

Road Classification: Adopted Unclassified

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 advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2024) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reason outlined in this report.

- 1. The applicant has failed to demonstrate that safe and suitable access for all users would be provided to the development and the proposal, if permitted, could consequently result in an unacceptable form of development and could lead to dangers for highway users contrary to paragraph 115 and 116 of the National Planning Policy Framework (2024).**

Advice to Local Planning Authority

Background

The Local Highway Authority's (LHA's) fourth highway observations, in November 2024 provided further information on the site access arrangements including the parking survey undertaken by the applicant, Personal Injury Collision data, Highway Impact, Internal Layout, Public Right of Way and Travel Plan for the proposed development.

This response is based on a review of the following information along with the guidance in the [Leicestershire Highway Design Guide](#) (LHDG) and should be read alongside the other highway observations dated 19 February 2024 (holding response), 5 April 2024, 14 June 2024 and 1 November 2024 for a comprehensive understanding of the LHA's assessment of the planning application. The applicant has now submitted the following documents / plans to address the outstanding issues:

- Lichfields Resubmission Covering Letter ref: 61188/04/JK/LGa/33521009v1, 'Land at Burbage Fields Farm, Bullfurlong Lane, Burbage', dated 7 March 2025;
- Pegasus Group Design and Access Statement, document ref: P22-2560_G003_C, 'Land at Burbage Fields Farm, Burbage', dated March 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-100, 'Land south of Burbage – Site Layout', Revision C, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-120, 'Land south of Burbage – Site Location Plan', dated November 2023;
- Redrow Homes Midlands drawing number: 1693-08-02-122, 'Land south of Burbage – Highway Adoption Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-127, 'Land south of Burbage – Fire Distance Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-145, 'Land south of Burbage – Bin Refuse Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-147, 'Land south of Burbage – Parking Strategy Plan', Revision A, dated 27 January 2025;
- Redrow Homes Midlands drawing number: 1693-08-02-148, 'Land south of Burbage – Road Hierarchy Plan', Revision A, dated 27 January 2025;
- Redrow Garages Plan drawing dated June 2023; and
- Rodgers Leask Limited Technical Note (TN) 'Land south of Burbage', Report Ref: 21390-RL-24-XX-TN-D-5021, Revision P01, dated 3 February 2025.

Site Access Arrangements

The applicant has confirmed in Section 2.1 of the TN that the proposed development would be served by two vehicular accesses via Flanders Close and Coventry Road. In addition, there would be an 'emergency link' between the two areas of the development but this would not allow for through traffic between the two parcels of development.

Flanders Close Access

The eastern area of the development (55 dwellings) would be accessed via an extension to Flanders Close and would then join the public highway via the existing B578 Lutterworth Road / Passchendaele Drive priority junction. This would mean that there would be a total of 127 dwellings from this point of access to the public highway considering the existing and proposed dwellings.

The LHA would advise the applicant that the internal roads, Flanders Close and Passchendaele Drive, are not currently adopted and are subject to a Section 38 (S38) agreement.

The LHA would not seek to resist the principle of 55 dwellings off this point of access based on the requirement of the LHDG of 150 dwellings from a single point of access if the proposals had an access via the adopted highway. However given the red line boundary of the application site, which at this point connects onto a what is currently a private, unadopted road, this is not acceptable.

The LHA do acknowledge that the adjacent site subject to a S38 agreement (17/00795/REM) is also a Redrow Homes site, the applicants for this application and 17/00795/REM are not like for like. Furthermore, no blue line boundary appears to have been submitted and as such, the applicant has not demonstrated an access which abuts the highway, therefore it is unclear how such an access could be provided.

Coventry Road Access

The western side of the development serving 378 dwellings and the proposed care home would be served via a new priority junction on to Coventry Road. In the last formal response to this planning application the LHA acknowledged the additional information on the site access arrangements provided by the applicant. However, the LHA queried the applicant's conclusion that a ghost right turn would not be required on Coventry Road because of the level of traffic when assessed against Manual for Streets 2 (MfS2).

The applicant has now indicated in their TN that they consider the LHAs interpretation of the MfS2 guidance to be incorrect and that this advice that a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day is for trunk roads only.

The LHA were highlighting the fact that for the number of vehicles coming out of a side road and the status of Coventry Road as a key link road between Burbage and the A5 then the applicant should investigate the possibility of providing a ghost right turn lane. This may have alleviated some of the concerns the LHA had with the simple priority junction site access. The applicant is advised that as indicated in paragraph 9.4.2 of MfS2, TD42/95 can be applied on non-trunk roads.

Without the provision of a ghost right turn, the LHA believes that vehicles turning into the development will not be offered protection from through traffic and it does not assist with the free flow of traffic on Coventry Road. Furthermore, any build-up of congestion on Coventry Road could result in vehicles waiting to exit the development becoming frustrated and taking unnecessary risks when they leave the proposed development.

In addition, the LHA do not believe that the site access arrangements i.e. a priority junction is safe and suitable to serve the quantum of development outlined above. This assessment is based on [Table 3: General geometry of residential roads \(internal\)](#) of the LHDG that there should be no more than 150 dwellings from a single point of access. This is especially the case given the level of quantum of which would access the proposed development of 378 dwellings and a care home and there is no link to the other access proposed via Flanders Close.

Lastly the applicant has highlighted in paragraph 4.2.4 of their Transport Assessment (dated July 2024) that the access road would be 6.75m wide carriageway. The LHA accept this access road width could serve up to 400 dwellings which could mean the site was suitable to be adopted however it does not mean the site access is safe and suitable to serve the proposed development.

COBALT Assessment

The applicant has undertaken a COBALT assessment of Coventry Road, east and west of the proposed site access, in Section 2.4 of the TN. The results of the 'without scheme' and 'with scheme including the proposed development' are shown in Table 1 of the TN. The applicant has concluded that the possible change in accident rates is negligible with the inclusion of the proposed development.

The LHA acknowledge the additional information provided but do not consider this type of assessment is relevant for a new site access on to the public highway. The COBALT software is more suited to calculating the impact on accidents and when creating a road scheme economic appraisal. Indeed, the COBALT manual available on the Department for Transport website advises that:

"COBALT (COst and Benefit to Accidents – Light Touch) is the Department for Transport's ('DfT') software tool for forecasting road accident impacts. The DfT Transport Analysis Guidance (TAG) Unit A4.1 Social Impact Appraisal (<https://www.gov.uk/government/publications/tag-unit-a4-1-social-impact-appraisal>) recommends its use in road scheme appraisals, resulting in it being routinely used, most often by (or on behalf of) local authorities and Highways England".

On street parking

Following the initial parking survey in September 2023 the applicant has undertaken a further camera survey of parked vehicles in February 2025. The results indicate there is parking along Coventry Road because of the newsagents and terraced houses.

The presence of on-street parking at various times of the day creates in effect an extended priority give-way layout. This situation could bring vehicles travelling westbound from the centre of Burbage to the A5 into conflict with existing traffic waiting to enter / leave Victoria Road and development traffic. This may also involve accelerating vehicles on the wrong side of the road trying to pass the parked cars as soon as they can which is not in the interests of highway safety.

Furthermore, given the lack of a ghost right turn highlighted above it may also result in traffic travelling from Burbage towards the A5 coming into conflict with traffic waiting to turn into the proposed development.

Traffic Regulation Order

To remove the on-street parking in the vicinity of the proposed development, the applicant has suggested that it would be possible secure the visibility splays by way of Traffic Regulation Order (TRO). In its previous response dated 1 November 2024, the LHA highlighted that a TRO is a Legal Order and subject to further scrutiny outside the planning process.

As outlined above the presence of on-street parking relates to an existing business and terrace properties which both have a demand for parking. It is therefore anticipated that there would be objections submitted as part of such a TRO process.

Therefore, the LHA would reiterate that its success cannot be guaranteed to ensure appropriate visibility splays can be secured in perpetuity

Other Development on Coventry Road

The LHA is aware of two other applications at 42 Coventry Road (15/00061/OUT and 17/00552/OUT), which is opposite the proposed development, for one dwelling. The LHA advised refusal of both applications on highway safety grounds because of reduced visibility splays from the

site access due to third party land. The LHA successfully defended both appeals and the Planning Inspectorate dismissed both appeals in March 2016 and November 2018.

Indeed, the Inspector for the most recent appeal (Appeal Reference: APP/K2420/W/18/3201693) highlighted in paragraph 10 of their report:

“...the inadequacy in visibility to the left (which is from Burbage) could have serious consequences for highway safety”; and

“Whilst problems might be infrequent, this does not detract from the severity of the potential consequences in respect of the increased risk to road users”.

Summary

Coventry Road extends for approximately 1.2 km and provides a link between B4109 Rugby Road to the west and B578 Lutterworth Road and the Burbage village centre to the east. These two north/south routes serving the southern side of the town, Rugby Road from M69 J1 and Lutterworth Road from the A5, carry the highest volumes of traffic in Burbage during peak periods. Furthermore, Coventry Road is a bus route so there is a bus stop which would need to be relocated to a suitable location if planning permission was granted and no suitable alternative location has been identified.

It provides a vital east/west connector road that joins the two north/south routes which is of local importance. Coventry Road is an unclassified local distributor road and as demonstrated in the applicants traffic count undertaken in November 2021 it carries an average of 369 two-way traffic movements during the AM peak and 382 during the PM peak with a daily five-day average total of 4,585 two-way vehicles.

In Appendix X of the initial TA the applicant has confirmed in the AM peak that based on the 378 dwellings and care home there will be 58 right turning movements and 52 left turning vehicles into the development and a total of 220 vehicles leaving development with 121 travelling towards the A5 and 99 going eastbound to Burbage.

In the PM period there is predicted to be 97 right turners and 89 left turning vehicles into the site. There are also 49 vehicles to the A5 and 28 towards the centre of Burbage.

Considering the above major and minor road flows, the considers that it is clear that a ghost right turn should be provided, and this has not been demonstrated.

The scale of development to be served off Coventry Road and care home traffic is more than the quantum of development off a single point of access set out in the LHDG. Furthermore, the LHA is not certain that sufficient visibility splays can be secured to ensure in perpetuity as this relies on the implementation of a TRO.

To summarise the LHA does not believe the applicant can deliver a safe and suitable access on to Coventry Road in line with paragraphs 115 and 116 of the NPPF (2024) for the scale of the development for the reasons outlined above.

Highway Safety

The LHA has rechecked its Personal Injury Collision database and there has been no further collisions recorded up to the end of January 2025. The LHA does not consider the proposed development would exacerbate any existing highway safety issues on the wider highway network.

Notwithstanding the above the LHA believes the introduction of the proposed development and requirement for right turning movements into the development, the lack of a ghost right turn, and potential for existing traffic to be travelling on the wrong side of the road near the site increases the possibility of collisions on Coventry Road. Furthermore, as outlined above, it is unclear if it would be possible to secure appropriate visibility splays at the site access.

The LHA therefore considers that the development proposal is contrary to paragraphs 115 and 116 of the NPPF (2024).

Highway Impact

The results of the modelling at 11 junctions were provided in Table 29 of the Transport Assessment dated July 2024. Following a request from the LHA the applicant has provided further information on the potential impact from the proposed development between 2026 and 2031 based on advice from the transport modelling consultants who undertook the modelling. Paragraph 2.5.21 of the applicants latest TN states that:

“...most movements see growth and most of the reductions are quite small and are probably at locations that are close to capacity in 2021 and can’t accommodate more traffic or occur as a result of changes in delay which causes rerouting and reductions for some movements.”

The LHA would suggest that this indicates that the future growth in traffic results in the deterioration in the performance of the junction in terms of reduced capacity and increase in delays / queues, therefore mitigation is required to accommodate the proposed development. This is particularly relevant at the B4109 Rugby Road / Coventry Road junction which the applicant has confirmed would suffer a deterioration in performance with the addition of development traffic.

Therefore, to mitigate the impact of the proposed development the applicant has put forward a highway improvement scheme. The scheme would involve the introduction of signals at this junction and consist of the following improvements:

- Coventry Road being widened on the northern side of the carriageway allow for two 3.2m width lanes on the approach;
- The introduction of a staggered toucan crossing along Coventry Road with a 3m width island;
- Relocation of the existing toucan crossing on the B4109 Rugby Road approximately 10m to the north-west so it can be incorporated into the junction signalisation;
- A new traffic island placed on the B4109 Rugby Road north arm; and
- Re-alignment of the kerb line on the northern side of Coventry Road.

The LHA would usually advise a scheme of mitigation is conditioned prior to occupation of the proposed development. Furthermore, the LHA would have accepted a fair and proportionate contribution to highway improvements to the A47 Dodwells / A5 roundabout if the application was acceptable in highway terms.

Internal Layout

As advised previously, the applicant has indicated that they wish for the main internal development roads to be put forward for adoption. The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the guidance in the [Approvals, road adoptions and commuted sums](#) of the LHDG.

The LHA has reviewed the details on the Site Layout 1693-08-02-100 Rev. C, Coloured Site Plan 1693-08-02-100 Rev. A, Bin Refuse Plan 1693-08-02-145 Rev. A. It should be noted that the revisions have not been changed from the last submission, although changes have been made to the drawings and the revision change log altered.

- Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. either 60m or 40m depending on the design speed/type of road. Further information can be found in the LHDG Table 20. The 230m length without calming at the beginning of the site is not acceptable, for example, especially as this is fronting plots.
- Further to the comment above, the minimum plateau length of vertical speed control measures should be 9m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see LHDG, Figure 31.
- The bend widening has not been shown in line with Table 7 of the LHDG. The widening covers both running lanes and so does not need to be replicated on either side. There are also bends of more than 10° within the development serving more than 25 dwellings, without widening. Currently the first bend is 8.55m, well in excess of the required amount of widening.
- Forward visibility splays are required, and the areas within the splays should be conveyed as highway at all adoptable bends within the development, in accordance with the LHDG. For further information, please see LHDG, Figure 8.
- The layby for the bus stop is not in accordance with Figures 24 and 25 of the LHDG, please amend.
- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.
- The junction radii should typically be 6m for any side roads. For further information please see Table 9 of the LHDG. The junction adjacent to the Care Home Area, is more than this.
- The applicant should also note that radii for turning heads should typically be 7.5m. Please see Figure 12 of the LHDG for further information.
- Most of the shared surfaces in the layout are more than the maximum 50m between junctions/90-degree bends. In the affected areas, they should be shortened to be in accordance and the private drives/'normal' carriageway extended to suit.
- Shared surfaces should be 7.5m in total width, comprised of 2 x 1.35m 'footways' either side of a 4.8m 'carriageway', and be wholly flush and block paved in construction.
- The 1m service margin on the north/east side of the road that serves plots 130-175 should provisionally be shown as a bituminous margin.
- As mentioned previously, if any roads with fewer than five frontages are proposed for adoption, these are not in accordance with the LHDG and should be altered to increase the number of

frontages or made private. There are multiple roads which do not meet this requirement, such as: 348-366, 333-342, 33-42.

- Vehicle tracking for the site using the appropriate refuse vehicle specification, has not been provided, in addition to a bus. Tracking should include all adoptable turning heads for the refuse vehicle, and any private drives where the bin collection point is sited more than 25m from the highway. The bus stop tracking should have shown the vehicle manoeuvring around the junctions and bends on the loop.
- It is understood that a segregated cycleway and footway would be difficult to design at accesses/plot frontages. As such, the shared 3m footway/cycleway should be continued from Plot 340 all the way around the loop. This loop should remain on the same (outside) of the loop, and a crossing installed to the west of plot 337. The crossing at the Self Build Area could have been removed.
- Management and design of where the cycleways cross vehicle accesses and junctions would have been considered further at the S38 stage. Priority to cyclists over vehicles at the side roads should be indicatively shown, in line with LTN 1/20.
- Tactile pedestrian crossings were not on the layout drawings.
- The stub road o/s Plot 421 will serve no highway benefit; this would have needed to be removed and a vehicle crossing installed.
- The dummy junction o/s Plot 159 should have been removed and made into a bend.
- In line with the changes to the LHDG, the verge and tree planting along the spine road at the beginning of the development is welcomed, and would have been agreed as part of adoption process at the S38 stage

Transport Sustainability

Public Rights of Way (PROW)

The application site is crossed by public rights of way Footpaths U66 and U66a and adjoins Bullfurlong Lane (a presumed public right of way) which links to Footpaths U57, U59 and U65. The site eastern end adjoins the cul-de-sac minor highway Workhouse Lane. The southern half of Footpath U66 forms part of the Round Burbage Walk circular route defined in paragraph 20.4 of the Burbage Neighbourhood Plan (BNP).

The LHA would advise the applicant that the proposals are contrary to the NPPF and the Planning Practice Guidance as interpreted by the courts, and contrary to the LHDG for the reasons set out below.

The 24/00083/HYB Design and Access Statement (DAS) on page 25 in paragraph 3.2 Connectivity notes that:

'There is an existing Public Right of Way through the site (reference U66), which provides pedestrian connectivity to the Britannia Road Recreation Ground, village centre and the surrounding network of pedestrian routes, public rights of way and cycle routes. Alongside this

Public Right of Way, there are multiple others that cross or adjoin the Site; these include U65, U66A and U59.'

The DAS contains the following commitments:

Page 49 - paragraph 4.2.5

Accessibility: Enhancement and extension of the existing public rights of way network as an integral part of the development, particularly facilitating sustainable access to the Town Centre and existing employment areas.

Page 87 - paragraph 7.

Encourage ease of movement: The retained and enhanced Burbage Round public footpath allows for new user experiences as well as maintaining the important existing walking routes through the site and to the village beyond.

Page 99

An Integrated Neighbourhood - Natural Connections: Additionally, the layout safeguards and enhances the existing Burbage Round footpath into the site.

The current proposals do not satisfactorily deliver any of these commitments.

Included below is the latest submitted Surface Materials Plan (drawing no.1693-08-02-140 - Rev A) overlaid with the footpath routes as recorded on the Definitive Map of public rights of way, the official record. The Definitive Map legally 'fixes' the routes of public footpaths, bridleways etc. Routes on the ground may be different but, in law, the route on the Definitive Map is the alignment that must be used by planning proposals. If not, a legal diversion of the right of way will be needed.

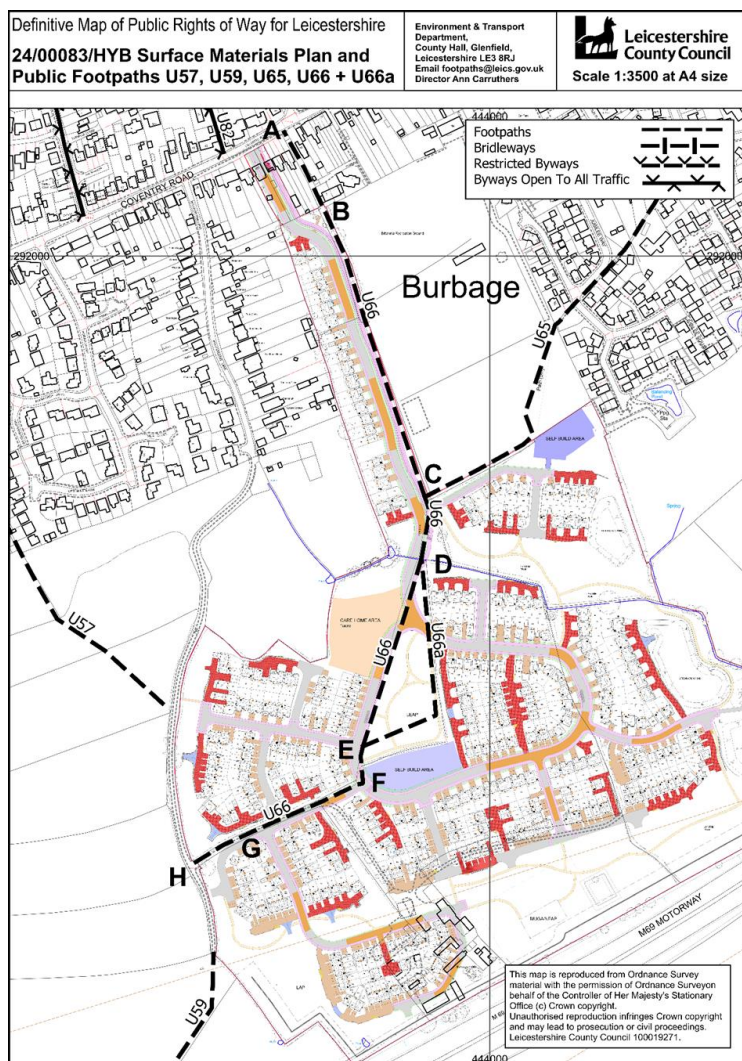


Figure 1: Extract of Definitive Map of Public Rights of Way within proposed development

A legal diversion of a PRoW requires a separate legal order made by Hinkley and Bosworth Borough Council, as the Local Planning Authority, a separate application for which must be submitted and legally confirmed before the development is substantially complete, otherwise these legal powers then lapse. C1/09 paragraph 7.11 cautions that:

'It cannot be assumed that because planning permission has been granted that an order ..., for the diversion or extinguishment of the right of way, will invariably be made or confirmed.'

The Surface Materials Plan shows the location and treatment of highways (i.e. carriageways), roadside footpaths, linking paths and paths through landscaped areas. The overlay highlights the following:

- Only Roadside Footway between points C, D, E, and F on the eastern side of the access road or primary street. Footpath U66 here is largely subsumed by the footway shown as to be adopted on the submitted Highway Adoption Plan. This conflicts with government policy in PPG / C1/09 paragraph 7.2 as quoted above in item (7) and LHDG annex para 10 quoted in item (8). It is noteworthy that the submitted amended Illustrative Landscape Masterplan (drawing no. P22-2560_EN_0007_F_0001 Rev F) omits PRoWs generally but includes the 'Burbage Round Walk' shown as being on the western footway of the primary street. The western side of the

primary street is a more appropriate location if the route of Footpath U66 must be along a roadside footway.

- It is unclear which roadside is used between points F and G. The Surface Materials Plan and Highway Adoption Plan only show a footway on the southern edge of this side street. The crossings over the development's primary street and onto the side street at point F are indirect and sub-optimal. This conflicts with PPG / C1/09 para 7.2 and LHDG annex paragraph 10 in item (8). It is again noteworthy that the Illustrative Landscape Masterplan shows the 'Burbage Round Walk' as being along the northern edge of the side street, which is a more appropriate location for Footpath U66. But to allow this a roadside footway must be added on the northern side of this street.
- No provision at all between points G and H for Footpath U66, contrary to NPPF paragraph 105 as noted above in item (5) and the BNP noted above in item (1). Currently, at this point, the route of Footpath U66 follows the access track for Burbage Fields Farm so an equivalent surface should be provided. Appropriate barriers are required at point H to allow pedestrian access but ensure vehicles do not use this as an unofficial site exit onto Bullfurlong Lane.
- No provision at all between points D and E for Footpath U66a; strictly this also is contrary to NPPF paragraph 105. Footpath U66a legal existence was confirmed by a tribunal in the mid-1950s after the Definitive Map was initially compiled in 1951-52. If Footpath U66a is being extinguished rather than diverted there needs to be a clear justification for doing so, and potentially equivalent improvements elsewhere to compensate for the loss of this public asset.
- The situation is unclear between points B and C for Footpath U66. There is no provision on the existing legal alignment but the Surface Materials Plan and Highway Adoption Plan both show, parallel with the development's primary street, a wider footpath which appears to be the segregated cycleway from Coventry Road mentioned in the Design and Access Statement Addendum paragraph 2.1. Is this a combined footpath and cycleway, or separate cycleway and footpath parallel to each other? If the latter, the footpath should be on the eastern side of the cycleway so it coherently links to the other footpaths such as Footpath U65.
- The position is unclear between points A and B as to what happens to the existing route of Footpath U66, where it coincides with the current landholder access route to the fields. That land is outside the site boundary and has no owner recorded by the Land Registry, though it is believed to be used by Burbage Parish Council to access their recreation ground and appears to also be an access to land title LT483575 which is part of the application site.
- Leaving the PRoW and this land in its current state is implicitly contrary to NPPF paragraph 105 may cause other public nuisances. Compared to via the primary street, this section of Footpath U66 can be made into the shortest all-weather surfaced pedestrian route from the application site to the Burbage village centre. That should include resources to allow this section of PRoW to be surfaced to adoptable standard, with a connection to the cycleway and footway around point B.
- Future status unclear for the new route labelled 'Emergency Link and Continues Cycle Link' linking the eastern and western parts of the development. The Surface Materials Plan showing it as being constructed to adoptable standard, but the Highway Adoption Plan shows it as not adopted. To safeguard public access for pedestrians and cyclists this should be dedicated as a public right of way Bridleway.

- Proper access provision at point C where there is a site exit of Footpath U65 which forms part of the Round Burbage Walk route. The Highways Act 1980 Section 146 means stiles and gates on PRowS are the landowners' responsibility. Reflecting the Equality Act 2010, government policy is that PRow barriers should be the 'least restrictive' option possible and be accessible to users with reduced mobility; instead of the current stile, the applicant would be required to provide an accessible gap, or pedestrian gate, or kissing gate.
- Shortest route to the village centre from the centre of the site for pedestrians is via Footpath U65, the legal alignment of which is approximately 65 metres shorter and avoids the footway of Coventry Road instead going via the Britannia Road recreation ground access drive and southern sports pitch – though the section over grass may be less walkable during the wetter months.
- Statutory signage is required wherever a PRow crosses or exits from a surfaced road reflecting the Countryside Act 1968 section 27.. The LHA specification for these is LHDG drawing SD/FP/7. Any changes to PRow routes due to this development will need new signposts within the application site and at its boundaries.

The LHA would advise the applicant that if the proposals had been acceptable improvements would have been requested in line with the NPPF paragraph 105 expectation of PRow enhancements. In addition to providing resources for an all-weather surface between points A and B, and reflecting the 'significant increase in use' the development will lead to on surrounding footpaths mitigation would have been sought to provide resources for improving footbridges, waymark posts, and stiles, or replacing stiles with pedestrian gates or kissing gate, on Footpath U57 to Coventry Road, on Footpath U59 to the A5 Watling Street, and on Footpath U65 to Britannia Road, and Footpath U81 to Lutterworth Road.

Conclusion

Despite the additional information submitted by the applicant the LHA considers that the proposed development would result in the creation of a new simple priority junction access which the LHA does not consider to be appropriate given the scale of development. Furthermore, the access would not provide any provision for right-turning traffic and would have substandard vehicular visibility, which is not in the interests of highway safety and contrary to paragraphs 115 and 116 of the National Planning Policy Framework (2024).

Also, the scale of the proposed development is more than the limits outlined in Table 3 of the LHDG which stipulates that normally no more than 150 dwellings should be served from a single point of access.

Lastly, the proposals for access via Flanders Close have not been demonstrated to be achievable given the red line boundary of the application site.

Therefore, the LHA would advise the LPA to consider refusing the planning application for the reasons outlined in this response.

Date Received
10 March 2025

Case Officer
David Hunt

Reviewer
RD

Date issued
30 May 2025