

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: 25/01162/OUT

Highway Reference Number: 2025/1162/04/H

Application Address: Land North of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning permission for the erection of up to 67 dwellings (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: Mallory ED - Mark Bools CC

Parish: Newbold Verdon

Road Classification: Class B

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority on an outline application for the erection of up to 67 dwellings. 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 Statement (TS) dated November 2025 and authored by BWB
- CSA Environmental drawing number Rev. B (Illustrative Masterplan)

The LHA visited the site on 26th January 2025.

Site Access/ Off-Site Works

The site would be accessed off Barlestone Road, a B classified road (B582) subject to a 40mph speed limit. Details of the proposed site access arrangements are provided on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P3, which is available within the TS. The

Applicant proposes a 5.50m wide access, 6.0m radii and 2.0m wide footways on one side of the access with a shared use footway/ cycleway on the other.

The drawing details a 2.4 x 120m visibility splay in each direction at the site access, which based on [Table 6](#) of the Leicestershire Highway Design Guide (LHDG – available at: <https://www.leicestershirehighwaydesignguide.uk/>) would be suitable for measured vehicle speeds of between 41-44mph. The Applicant has not however provided a speed survey evidencing vehicle speeds along this section of Barlestone Road and this is therefore required to inform visibility splays and the site access/ off-site works design. Depending on the speed limit compliance, it would also influence whether the LHA requires further speed reducing measures to be put forward as part of the proposals for example a reduction in the speed limit, or speed reducing measures such as Vehicle Activated Signs.

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

Further to the above, it is noted that the Applicant is proposing to implement some elements of the off-site works which have been proposed as part of application reference 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings, creation of a new cemetery and health centre), notably the proposed Toucan crossing. The Applicant is requested to provide a drawing detailing the extent of all works which would be proposed as part of this development, including the Toucan crossing.

The LHA have reviewed the submitted drawing, however, the LHA require further clarity in respect of recorded vehicle speeds and the proposed speed limit before being able to provide detailed comments on the site access design/ off-site works. The proposals have been subject to a Stage 1 Road Safety Audit (RSA1) and a Designers Response to the problems raised has also been provided. These are available within Appendixes 5 and 6 of the TS.

Carriageway Geometry

- Based on a 40mph design speed, all horizontal and vertical geometry would need to be to Design Manual for Roads and Bridges design standards which will include road/ lane widths, pedestrian island widths to correct standards in accordance with LCC Standard Drawing [SD/11/24a](#), footway widths, correct taper lengths based on the speed proposed. The LHA request dimensions are provided on a revised drawing.
- The existing Carriageway realignment requires further explanation, and the Applicant will need to consider a 3m footway/ cycleway. The Applicant may be able to approach the landowner for application 24/01061/OUT to see if they would be willing to enable a complaint 3m footway / cycleway.
- The alignment appears to have kinks on the horizontal which needs to be explored in detail by the Applicant regarding available room. The LHA have concerns regarding the available room for the carriageway widening to the west of the existing access within the existing highway boundary and the existing ditch to the north of the carriageway. It is understood the existing drainage now has significant restrictions upon it. There may be a requirement for

land dedication from the adjacent application site 24/01061/OUT to be able to fit the proposals in but the Applicant should confirm this. The footway/ cycleway may also significantly affect what could be a third-party hedge alongside the frontage to application reference 24/01061/OUT.

- 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>. The LHA therefore request further information at this stage in how the shared use footway/ cycleway would be accommodated.
- The new proposed site access, which measures 5.5m wide with a 3m wide footway cycle way and a 2 m wide footpath either side is in accordance with [Table 3](#) of the LHDG, however further consideration is required in respect of swept paths as detailed below.
- Swept path analysis is shown on BWB drawing number BRNV-BWB-HGN-00-DR-TR-110 Rev. P2, available on Page 33 of the TS. All four turning movements require substantial amounts of over-running on the opposite lanes to achieve the turn, which has also been picked up in the RSA1. Given the B classified status of Barlestone Road and likely level of traffic past the site access, the LHA request further consideration is given to the junction design to reduce the need for overrunning.
- In respect of the swept paths adjacent the proposed pedestrian crossing, this may be incorrect depending on the proposed speeds and DRMB road widths, this may require a max of 3.5m running lane.

Forward Visibility

- Visibility envelopes are dependent on road and design speeds and speed data, therefore statement 6.5 within the TS suggesting 25m is required is incorrect and these may require amendment.
- All visibility envelopes Look / need to be 120m and may be acceptable dependent on the actual speeds. This therefore requires further clarification from the Applicant.

Footway / Cycle Way geometries

- The existing footpath from Main Street to the proposed pedestrian crossing point measures approximately 1.2m wide and would be promoted for use with the proposed crossing facility as a route into the village from the development, this has also been noted in the RSA 1. Whilst the Applicant has proposed some widening to 1.5m, the LHA advise the width should be 2.0m and the Applicant seeks to widen this footway link further. This may have an effect on the horizontal alignment of the carriageway.
- The proposed footway from the development entrance to the pedestrian crossing point is 2.0m wide and would be acceptable
- The LHA advises connectivity to the Public Right of Way to the east of the refuge should also be considered by the Applicant.

- The LHA advise the shared footway/ cycleway will need to be 3m wide in its entirety as advise further above.

Highway Safety

The Applicant has reviewed Personal Injury Collision (PIC) data obtained from Leicestershire County Council for between 1st January 2020 and 18th June 2025. The Applicant has identified three PIC's which occurred within the study area during this time, all of which were classed as serious. These are identified on Figure 3 of the TS. The PIC's all occurred on the B582, with one occurring at each of the Bosworth Lane, Dragon Lane and Kirkby Road junctions. All three involved turning manoeuvres occurring between December 2022 and November 2024.

The Applicant has concluded within Paragraph 4.14 of the TS that the incidents appear to be isolated and dispersed and that there is no evidence of a PIC cluster at a specific location on the network. Whilst the PIC's are regrettable, the LHA accepts the Applicants conclusion and has not required highway safety improvement works to any of the junctions as a result of any of the other recent residential developments in the area.

Trip Generation and Trip Distribution

Trip Rates

The Applicants proposed vehicle trip rates and approximate level of vehicle trips which could be generated by the proposed development during the AM and PM peaks are shown in Table 1 below.

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
08:00 – 09:00	0.074	0.606	0.681	5	41	46
17:00 – 18:00	0.521	0.170	0.691	35	11	46

Table 1: Vehicle trip rates and generation – 67 dwellings (Obtained from the Applicants TS).

The LHA accept the trip rates, which have been used widely as part of other recent residential developments within Newbold Verdon.

Trip Distribution

The Applicant has stated the following in terms of trip distribution:

'In terms of vehicular impacts, an additional 46 trips during the peak periods equates to less than one additional movement per minute. It is envisaged that car trips will distribute evenly at the proposed site access point onto Barlestone Road for journeys to Leicester and the M1 to the east and Tamworth/Birmingham and the M42 to the west. Therefore, there is likely to be up to 23 additional peak hour trips through any off-site junction. This is a negligible impact that would not fundamentally affect the operation of any existing junctions.'

The LHA would usually expect trip distribution analysis to be undertaken using Census data, however under the site-specific circumstances, the LHA would be prepared to forgo this subject to a contribution towards an improvement scheme at the B585 Bosworth Lane/ Bosworth Road/ A447 Staggered Crossroads (Bull in the Oak Junction) as outlined below.

Junction Capacity Assessments

Site Access

Once the development is complete, the proposals are forecast to generate more than 30 two way trips at the site access with Barlestone Road. The Applicant has not undertaken a capacity assessment of the site access, which the LHA advise is required.

The capacity assessment will need to take into consideration the level of traffic generated by committed application reference 25/00515/OUT (Land South Of Bosworth Lane, Newbold Verdon - 200 dwellings, a community shop (Use Class E(a)) of up to 108 sqm), along with applications 24/01158/OUT (135 dwellings - Land Off Brascote Lane, Brascote Lane, Newbold Verdon) and 22/00277/OUT (239 dwellings - Land East Of The Windmill Inn, Brascote Lane, Newbold Verdon). Furthermore application 24/01061/OUT should be considered as part of a sensitivity test in the event an appeal is allowed.

Following provision of a capacity assessment, the LHA will provide further information in respect of junction capacity assessments.

Bull in the Oak Junction

Notwithstanding the above, LCC have recently and independently from all recent planning applications in the area identified draft proposals to signalise the Bull in the Oak Junction, which would offer significant capacity benefits in future years, given the additional pressure cumulative development traffic is likely to have on the junction. The scheme has a current cost estimate in the region of £1.5m to £2m. LCC's assessment considered the following developments:

- 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings, creation of a new cemetery and health centre – Refused by the LPA)
- 24/01079/OUT (Land north of Station Road, Market Bosworth – 126 dwellings – Refused by the LPA and appeal lodged by the Applicant)
- 25/00515/OUT (Land South of Bosworth Lane, Newbold Verdon - 200 dwellings, a community shop (Use Class E(a)) of up to 108 sqm – Planning permission granted by the LPA)

When considering the level of traffic generated by application reference 24/01061/OUT, which is immediately adjacent to this proposed development, also accessed off Barlestone Road, 39% of the total trips for that development were forecast to pass through the junction in the AM peak. As part of the proposed development, this would equate to 18 two-way trips.

The LHA are actively seeking contributions towards the junction improvement scheme and advise the three developments stated above have each agreed to contribute a proportionate amount towards a scheme. Given this, the LHA advise it requests a contribution of £170,082 towards the works. This would negate any further assessment of the Bull in the Oak junction or trip distribution analysis by the Applicant.

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.

As part of application reference 24/01061/OUT, the LHA advised it would be beneficial for a second point of vehicular access to be provided. This would also have assisted in alleviating concerns about usage of Nursery Lane between Barlestone Road and the development spine road as a cut through. The LHA advised both the Applicant and the LPA, it would be beneficial for the Applicant to future proof the site layout to provide a vehicular and pedestrian link through to neighbouring land to the east, and work with any adjoining landowners to provide a second point of access in the event the adjoining land was put forward for development.

The Applicant has shown on the Illustrative Masterplan that a '*potential pedestrian link to the land to the west*' is being considered. The LHA advise the LPA that whilst such a link would be welcomed to encourage permeability between the two sites, a vehicular link is strongly encouraged by the LHA.

Whilst not specifically related to this application, the LHA advise a second vehicular link would be beneficial to alleviate concerns about the usage of Nursery Lane on the neighbouring site. Furthermore, it may benefit any future growth in the area on the basis that two access points would be available. The Applicant should clarify whether any discussions have been held with the neighbouring landowner regarding the possibility of providing vehicular access between the two sites. Consideration would need to be given to the proposed access design for this development, given the neighbouring development would be served by a ghost right turn lane.

Transport Sustainability

As detailed in [Table 1](#) of the LHDG, given the scale of development proposed, a Travel Plan is required, however one has not been submitted by the Applicant. The LHA is satisfied that a TP could be conditioned and provided by the Applicant prior to occupation of any dwelling in the event it is not submitted at the application stage.

The LHA would require a Travel Plan Monitoring fee of £6,000 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 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, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

The centre of the site is an approximate 150m walk to bus stops served by a predominantly hourly service between Leicester city centre and Market Bosworth. A convenience store is located an approximate 450m walk the site, while a pharmacy, and public house are within approximately 700m. The village primary school is an approximate 1km walk.

Public Rights of Way

The application site includes public right of way Footpath S13/1 which runs inside the eastern site boundary.

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 public rights of way, which must themselves be changed to reflect and provide for that future use. The current application fails to do that, leaving Footpath S13/1 as an unmaintained grass oasis.

If the LHA is able to provide a positive response to the application in the future condition(s) will be required in respect of a treatment scheme for the PRow, which could comprise one single document; or a series of plans; or be parts of other document(s) (e.g. a Construction Management Plan) as long as all the impacts on the PRow(s) are explicitly addressed and clearly identified within the document(s). The document should address width, surfacing, drainage, structures, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire Highway Design Guide on Development and Public Rights of Way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>

Government policy, reflecting the Equality Act 2010, is that PRow barriers should be the 'least restrictive' option possible. 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.

Construction Access

Whilst not a material planning consideration, the LHA will require a Construction Management Plan to be conditioned in the event it can advise approval of the proposals in the future.

It should be noted however that planning permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. The LHA note that currently the access to the site appears to be via the existing access to the dwelling onto Barlestone Road, which would not be wide enough to cater for construction vehicles.

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. The Applicant may therefore wish to consider the construction access as part of this application, unless the proposed development access would be used.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points, for further consideration by the LHA:

- Provision of a speed survey to demonstrate 85th percentile speeds at the site access;

- Further information in respect of the site access and off-site works design as detailed, including detailed drawings of all works proposed as part of the proposed development such as the Toucan crossing and clarity on speed limit reductions and the extent of any such reduction;
- A capacity assessment of the site access, which includes committed development in the area as well as a sensitivity test of live/ refused applications;
- Confirmation as to whether a second point of access could be provided through to application 24/01061/OUT and any amendments to the site access design onto Barlestone Road which may be required; and
- Provision of a Travel Plan.

Date Received **Case Officer**
16 December 2025 **Ben Dutton**

Reviewer
DH

Date issued
27 January 2026