

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: 25/00676/OUT

Highway Reference Number: 2025/0676/04/H/R2

Application Address: Land South Of Jacqueline Road Field Head Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure (all matters except access reserved)

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: C/O Agent

County Councillor: Groby & Ratby ED – Ozzy O’Shea JP CC

Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Groby

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 advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of up to 135 dwellings, amenity space, areas for outdoor play, landscaping and all associated infrastructure at land south of Jacqueline Road, Field Head.

The LHA previously advised within its full observations dated 1st September 2025 that the following additional information was required from the Applicant:

- Use of PRTM to establish the developments trip distribution onto the network along with updated capacity assessments as required;
- A Stage 1 Road Safety Audit / Designers Response of the proposed pedestrian refuge; and
- An updated Travel Plan.

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

- DTA drawing number 22052-01 Rev. I (Proposed Site Access General Arrangement)
- DTA drawing number 22052-04 Rev. B (Proposed Pedestrian Crossing Link)
- DTA drawing number 22052-04-TRK Rev. B (Proposed Pedestrian Crossing Link - Tracking)
- Road Safety Audit (RSA) Decision Log Template
- Stage 1 Road Safety Audit (Proposed Pedestrian Crossing)
- Travel Plan (Reference TM/KH 22052-04b dated 2nd October and authored by DTA)

Site Access

The LHA previously advised the access arrangements shown on DTA drawing number 22052-01 Rev. H were acceptable. The Applicant has however submitted DTA drawing number 22052-01 Rev. I, which shows an increased visibility splay to the northeast which accounts for bonnet length.

The LHA advises it remains satisfied with the proposed site access arrangements.

Highway Safety

The LHA previously advised it accepted that the development is unlikely to exacerbate an existing highway safety concern. Following the additional information provided by the Applicant in respect of trip distribution, the LHA is satisfied no further PIC analysis is required.

Trip Generation and Distribution

Trip Generation

The LHA previously advised it considered the Applicants trip rates to be acceptable.

Trip Distribution

The LHA previously advised that the Applicant would need to establish trip distribution using the Pan Regional Transport Model (PRTM).

The Applicant has subsequently provided the LHA with the PRTM trip distribution modelling, along with the area of influence. The Applicant has advised that there is an anomaly in that the PRTM does not assign any development traffic on Ratby Lane to the north of the site access. In practice however, this provides a direct route to/ from the A50 and is likely to be used by residents travelling to/ from the site from the A50 (particularly from the A50 to the east of Ratby Lane). The assignment adopted in the Transport Assessment (TA) accounts for this. The Applicant also states the PRTM assigns a higher proportion of traffic routeing through the London Road junction to the south than has been assumed in the TA and provides the following reasons as to why this could be:

- The model is diverting traffic away from the Field Head Roundabout/A50 and routeing traffic via local roads, which would suggest that the model does not account for the committed improvements to this junction nor the A50 corridor more widely.
- The model is assigning local car trips between the site and a point in the centre of Markfield. In practice however, depending on where in Markfield residents are travelling to, these

movements would be dispersed across multiple routes and many of these trips would realistically be undertaken by foot/ cycle given the proximity of the site.

Given the above, the Applicant considers that the approach to assigning traffic in the TA is robust and provides a reasonable basis for the assessment of highways impact.

After consideration of the above and reviewing the PRTM trip distribution against the previously submitted Census data, this is accepted by the LHA.

Junction Capacity Assessments

The Applicants study junctions are detailed below:

1. Site Access/ Ratby Lane priority junction
2. Ratby Lane/ Ratby Lane/ Launde Road priority junction
3. Ratby Lane/ London Road priority junction
4. A50 Field Head Roundabout

Automatic traffic counts were undertaken at each junction on Tuesday 31st October 2023 and the LHA holds survey permits for each junction. The 2023 traffic flows were subsequently factored up to the future year of 2031 using TEMPro traffic growth factors.

The LHA advise that turning counts for future junction modelling scenarios should be based on future growth from PRTM and recent turning counts using an iterative 'furnessing' process not TEMPro factors. However, the LHA is willing to accept the methodology in these site-specific circumstances because the highway impacts of development in this location have been identified before and received planning permission. Furthermore, the LHA has the Coalville Transport Strategy which identified the junctions in the vicinity of the proposed development, which are approaching or over capacity in the future.

Notwithstanding the above, the following scenarios were considered by the Applicant:

- 2023 Surveyed;
- 2031 Baseline (TEMPro growth and committed development);
- 2031 Baseline + Development; and
- 2031 Sensitivity Test (including cumulative development).

The following developments were considered as committed within the assessments:

- 20/00887/FUL - The Islamic Foundation, Markfield Conference Centre, Ratby Lane, Markfield (Demolition of existing conference centre and a residential building and erection of a new conference centre, including indoor sports facility, and new residential building with associated landscaping).
- 20/01283/FUL - Land off London Road, Markfield (283 dwellings)
- 21/00787/OUT (Hinckley & Bosworth Borough Council)/ P/21/1260/2 (Charnwood Borough Council) - Land north east of Ashby Road, Markfield (93 dwellings)

The following developments have also been considered as part of the 2031 sensitivity test scenario:

- 23/01144/FUL(Hinckley & Bosworth Borough Council) / P/23/2197/2 (Charnwood Borough Council) - Land off Leicester Road, Markfield (72 bedroom Residential Care Home (Use Class C2))
- P/22/1031/2 (Charnwood Borough Council) - Land south of Markfield Lane, Field Head (115 dwellings)
- Land adjacent to the London Road site (ref: 20/01283/FUL) has been identified as a draft allocation within the emerging Local Plan for circa 180 dwellings. The Applicant has stated that whilst this site is not technically 'committed', it has been considered as part of the sensitivity test using the same trip rate and distribution parameters as those used in the October 2020 TA for the consented application site.

The LHA advise that the first two of the above applications have since been granted planning permission.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of junctions 1 and 2 is not predicted to exceed 0.85 with the development in place in 2031. The LHA is satisfied these junctions will operate within capacity. Further consideration has been given to junctions 3 and 4, as outlined below.

Junction 3: Ratby Lane/ London Road priority junction

The results of the Applicants modelling show that junction 3 is currently approaching its design capacity in the morning peak, with an RFC of 0.80 recorded on the London Road approach. The junction is shown to be overcapacity in the future because of background traffic growth in 2031 Baseline (TEMPro growth and committed development) AM peak, with a RFC of 1.03.

The 2031 Baseline + Development; scenario shows that with the proposed development, queueing would increase by one vehicle on the London Road to Ratby Lane North and London Road to Ratby Lane South streams. Delays would increase by approximately 10 seconds on each stream respectively and the RFC would increase to 1.04.

Within the sensitivity test, which includes traffic associated with the proposed draft allocation adjacent to the "Land adjacent to the London Road site" (ref: 20/01283/FUL), there is a worsening in junction operation because of the movements generated by the potential site allocation.

The LHA advise that it accepts that the proposed development would not have a material impact on the operation of the junction and it would be difficult to justify the Applicant implements an improvement scheme, particularly given the significant impact of the development at Junction 4 (discussed below) and the scale of development proposed.

Junction 4: Field Head Roundabout

The results summarised in Table 15 of the TA show that the roundabout is currently operating over capacity in the morning peak on the A50 (north) approach with an RFC of 1.00. The analysis

indicates that the operation of the junction will deteriorate in the future because of background traffic growth and that it would be impacted further by the proposed development. For example, the 2031 Baseline + Development; scenario shows that with the proposed development in place, queueing would increase by approximately 25 vehicles on the Launde Road arm of the roundabout in the AM peak and the RFC would increase from 0.97 to 1.06. Queue times would also increase by approximately 150 seconds on this arm during the AM peak.

The LHA has a preferred mitigation scheme for the Field Head junction and has sought a financial contribution towards its delivery as part of each of the applications listed further above. This enables a complete approach to be taken to providing the required capacity enhancements to accommodate the associated demand and growth.

The LHA would advise that a contribution of £659,340 (£4,884 per dwelling) would need to be secured towards improvements to the Field Head roundabout as part of the extended Coalville Transport Strategy and in mitigating the otherwise severe highway impact of this development. The methodology used for the calculation of the required highway contribution is consistent with the residential applications and is based on the proportionate development impact against background growth over the modelled period. The Applicant has confirmed within Paragraph 6.6.14 of the TA that they would be willing to provide a financial contribution towards the delivery of the works.

Off-Site Implications

A511 Growth Corridor

As detailed above, the Applicant has confirmed they are willing to contribute towards the A511 Growth Corridor works, which includes the A50 Field Head Roundabout. Further information on the A511 Growth Corridor, including anticipated construction timescales is available [here](#).

Proposed Pedestrian Refuge

As previously advised, the Applicant has proposed a new pedestrian refuge on Launde Road close to the junction of Countryman Way. The LHA previously requested amendments to the design along with swept path analysis and a Stage 1 Road Safety Audit (RSA1) to accompany any problems raised. The Applicant has now undertaken an RSA1 of the proposals and provided DTA drawing numbers 22052-04 Rev. B and 22052-04-TRK Rev. B. The LHA advises the following points:

- One problem was raised within the RSA1, which has been accepted by the Applicant. This was in respect of the proposed pedestrian refuge location in relation to an existing gully, which could result in pedestrians slipping/ tripping or falling at the crossing. The Applicant has relocated the refuge/ crossing point away from the gully.
- The drawing now shows a 1 in 40 taper for the formation of the hatching on the south side of the refuge, as per Traffic Signs Manual Chapter 5 for vehicle speeds of 40mph (preferred minimum taper).
- The drawing shows carriageway lane widths at the refuge of 3.15m which is in accordance with Local Transport Note 1/20 Clause 7.2.5.
- The swept path analysis drawing shows that the proposed refuge does not have a negative impact on vehicles travelling straight on along Launde Road, nor on those turning into or out

of Countryman Way.

Given all the above, the LHA accepts the proposed pedestrian refuge design and advises that all further details could be agreed at detailed design in the event the proposals were granted planning permission.

Internal Layout

As advised previously, 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 Councils 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 revised Travel Plan (TP) and welcomes the changes made. The LHA advises one amendment would be required as detailed below, however an amended Travel Plan could be conditioned.

- The Applicant should change the initial travel survey to 'within three months of first occupation' as opposed to six months.

As advised previously by the LHA, 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. In addition, a Travel Plan Monitoring Fee would be required at a cost of £6,000.

Public Rights of Way

The LHA previously advised it would require enhancements to Footpath R21 within 0.5 miles from the site and where possible replace stiles with gates, these could be delivered by the Section 106 Agreement including a Public Rights of Way. This reflects government policy (derived from the Equality Act 2010) that barriers on public rights of way should be the "least restrictive option" and accessible to users with reduced mobility. Stiles can be awkward even for otherwise able walkers, such as older people, who have mobility limitations such as hip or knee problems that make it more difficult to climb over barriers.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction

traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development shall be occupied until such time as the offsite works (pedestrian refuge) shown on DTA drawing number 22052-04 Rev. B have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on DTA drawing number 22052-01 Rev. I have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

4. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 46.1 metres to the southwest and 2.4 metres by 46.7m to the northeast have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

5. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2024).

6. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on Ratby Lane that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework (2024).

7. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use

of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

8. No development shall take place until a scheme for the treatment of the Public Right of Way R21 has been submitted to and approved in writing by the Local Planning Authority. A scheme shall include management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally-recorded PRow alignments, or any legal diversion order to ensure they do so in future; and any new construction works. Physical construction should address width, surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the Leicestershire Highway Design Guide annex on Development and public rights of way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: To protect and enhance Public Rights of Way and access in accordance with Policy DM10 and DM17 of the Site Allocations and Development Management Policies DPD 2016 and with Paragraph 105 of the National Planning Policy Framework Dec 2024.

Contributions

To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of highway safety, encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. A contribution of £659,340 (£4,884 per dwelling) towards the Coalville Transport Strategy.

REASON: To mitigate the otherwise severe impact of the development on the A511/ A50 corridor.

SUGGESTED TRIGGER POINT:

Payment of the CTS shall be based on:-

25% prior to first occupation of the development

25% prior to occupation of the 34th dwelling of the development;

25% prior to occupation of the 67th dwelling of the development; and

25% prior to occupation of the 101st dwelling of the development.

2. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack per plot). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to the occupation of the first dwelling.

3. Six month bus passes, two per dwelling (two application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at an average of

£632.50 per pass for an Arriva service).

Reason: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 25% of total obligated contribution paid prior to the occupation of the first dwelling. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

4. STARS for (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

Reason: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

Suggested trigger point: Prior to the occupation of the first dwelling.

5. A contribution (to be confirmed) towards improvements to Footpath R21 outside of the site including replacing stiles with gates.

Justification: To improve the accessibility of Footpath R21 between the site and Main Street, Newbold Verdon.

Suggested trigger point: Prior to occupation of the first dwelling.

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, 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/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/> .

- Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.
- A Public Right of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Local Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Local Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and Leicestershire County Council as Local Highway Authority may be obliged to require its immediate removal.

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

Reviewer
DH

Date issued
13 February 2026