

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00990/FUL

Highway Reference Number: 2025/0990/04/H/R2

Application Address: Land Off Station Road, Bagworth

Application Type: Full

Description of Application: Re-consultation. Full Planning Permission for the Erection of 46 Dwellings, Formation of Access, Associated Landscaping and Attenuation Pond

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: A R Cartwright Limited

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

Parish: Bagworth & Thornton

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 re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

*'Erection of 46 dwellings, formation of access, associated landscaping and attenuation Pond.'
The proposals are on land off Station Road, Bagworth, Leicestershire.'*

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 have previously responded to the LPA on 17 November 2025 and again on 31 March 2026 via email requesting further information, this included:

- Submission of a Stage One Road Safety Audit
- Removal of footway to the northwest of the access within the highway extent

- Drive lengths
- Garage dimensions and
- Various other matters relating to the adoptability of the site.

In relation to the LHAs previous observations the Applicant has provided the following documents:

- Site Layout, drawing number 04L
- Revised Design and Access Statement and
- Single Garage Plots 31,4 & 44, drawing number 31a

The Applicant is yet to provide a Stage One Road Safety Audit with a suitably worded designer's response. As previously stated within the LHAs observations provided to the LPA on 17 November 2025, whilst the access may be suitable in principle for the scope of development, the LHA draw the Applicants attention to the section of the LHDG titled ['When Road Safety Audits are required by the Council'](#), which states:

'Works under Section 278 agreements:

The council will require Stage 1, 2, 3 and 4 Road Safety Audits for all works. The council will normally require a Stage 1 Road Safety Audit to be carried out when a planning application is submitted.'

Given the above, the LHA would request the submission of a Stage One Road Safety Audit (RSA1) at this stage along with a suitable Designer's Response and amended, scaled plans if required.

The LHA previously noted that on the drawing titled 'Proposed Site Access Layout', drawing number 109538 PEF XX XXX D H the access has a 2m footway either side of the access. This drawing demonstrated the footway to the north of the site terminating within the site as expected, all other supporting documents including the revised drawing titled 'Site Layout', drawing number 04L demonstrate this footway terminating within the public highway. This matter should be rectified.

The LHA are now satisfied that all driveway lengths accord with the LHDG.

The Applicant has now provided garage floor plans, and the LHA are satisfied these accord with the LHDG.

Material Planning Considerations

As stated above, the LHA confirms that the Applicant is required to provide a RSA1 along with Designers Response with amended, scaled plans if necessary.

Adoptability

There are less than six plots fronting onto / being directly served by the road for plots 19,20,21 & 26, in line with [Policy 5](#) of the LHDG this should be redesigned to increase the number of frontages or not be proposed for adoption. Therefore, the Applicant should confirm if this part of the layout is proposed for adoption or will remain private.

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.

60m. Further information can be found within [Table 20](#) of the LHDG. The bends o/s plots 4 and 27 do not meet the requirements for a speed control feature as their inner radius exceeds 8m.

Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information please see [Figure 31](#) of the LHDG.

A turning head should be provided at the end of all cul-de-sacs or wherever vehicles would otherwise have to reverse over 20m or more. Please see [Figure 12](#) of the LHDG for further information.

The Applicant should please provide refuse vehicle tracking of the site in accordance with the section of the LHDG titled '[Swept Path Analysis](#)'.

The visitor parking bays proposed within the highway extents should be removed from the layout, however, if these are to be offered for adoption the Applicant could provide a commuted sum.

Date Received
19 May 2026

Case Officer
Neal Chantrill

Reviewer
DH

Date issued
9 June 2026