

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: 26/00201/FUL

Highway Reference Number: 2026/0201/04/H/R1

Application Address: Forest Hill Golf And Country Club Markfield Lane Botcheston Leicestershire LE9 9FH

Application Type: Full

Description of Application: Re-consultation. Change of use from 9 hole practice golf course to adventure golf course including the erection of structures, bridges and buildings and associated works (retrospective)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr N Vitale

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 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 a retrospective application for the change of use from 9-hole practice golf course to adventure golf course including the erection of structures, bridges and buildings and associated works. The site is located at Forest Hill Golf and Country Club, Markfield Lane, Botcheston.

The LHA previously advised additional information was required from the Applicant within its observations dated 19th May 2026, including a comparison in trip rates between a 9-hole golf course and a crazy golf course, parking arrangements and pedestrian connectivity. The LHA also advised it would be beneficial to demonstrate the overall layout of the site in the event application reference 25/00819/OUT (Outline planning permission for the erection of a 49 bedroom hotel, new

access, car parking and facilities. (All matters reserved except access, appearance, layout and scale)) was granted planning permission by the LPA.

The LHA has reviewed the following documents submitted by the Applicant with the view to resolving the LHA's previous comments:

- MAC drawing number F118(90)01 (Topo, Parking & Footpath Plan); and
- Response to Local Highway Authority comments dated 19 May 2026 (Document received by the LPA on 27th May 2026)

Site Access

The LHA previously advised depending on the level of trips generated by the proposals, it would be likely the continued use of the existing site access would be acceptable. Based on the additional information provided, as detailed further below, this is accepted by the LHA.

Highway Safety

The LHA previously advised the proposals are unlikely to exacerbate any existing highway safety concern.

Trip Generation/ Junction Capacity Assessments

The LHA previously advised the Applicant should provide a comparison in respect of the level of trips a 9-hole golf course could generate in comparison to an 18-hole crazy golf course. It was advised it may be that actual data for the crazy golf course could be provided given that this is already in operation. This should be for the traditional AM and PM weekday peaks (e.g. 08:00 – 09:00 and 17:00 – 18:00) and weekend peak. The TRICs database could provide data for 9-hole golf courses if records of trips are not available.

9 hole golf course

The Applicant has provided a first principles estimate that the former course could operate for approximately eight hours per day, with tee times every 15 minutes. This would allow four tee times per hour, or 32 tee times across an eight-hour operating day. Based on an estimated three cars per tee time, the Applicant considers the former 9-hole golf course could reasonably have generated approximately 96 car movements per day.

The Applicant states on an hourly basis, the former 9-hole course estimate equates to approximately 12 cars per hour, based on four tee times per hour and three cars per tee time.

Crazy Golf Course

The Applicant has stated that the crazy golf use would operate as part of the wider Forest Hill Golf and Country Club leisure offer and would be managed through published opening hours and controlled visitor arrangements. The Applicant states the submitted visitor analysis confirms that the attraction operates on a managed hourly basis, with lower levels of activity during weekday periods outside school and bank holidays.

It is stated the adventure golf visitor profile indicates approximately four cars per hour during normal weekday periods, 10 cars per hour at weekends and an average of 15 cars per hour during school and bank holidays.

Given the above, the Applicant considers that the proposal would not generate 30 additional two way vehicle movements over and above the previous 9-hole golf course use.

The LHA advise it is unclear whether the Applicant is referring to one way or two way vehicle trips as part of the above considerations. Nevertheless, the LHA has considered the details on the Applicants website for the crazy golf course. This currently details slots are available to book in five-minute intervals on term time weekdays between 15:00 – 19:00 and weekends between 10:00 – 19:00. Currently school holiday weekdays are bookable as per term time weekdays, however, the LHA acknowledges this could be changed to weekend timings during school holidays.

Given the above, the LHA consider there would be 12 slots bookable per hour. In addition, up to 12 players can be booked per slot. This could generate up to three vehicle trips per slot. However, the LHA acknowledge that it is unlikely that 12 players would book each five minute timeslot and, if this did happen in reality, it is unlikely the course would be able to accommodate 12 slots with 12 players per group passing through the course at the same speed as groups of varying sizes. Furthermore, it may be that not all five minute timeslots are booked every hour and some groups may require two vehicles, whilst others require one. It is accepted that the course is likely to generate higher trips during weekends and school holidays than on term time weeknights.

The LHA therefore consider that the trips stated above without actual data being provided for the 9 hole or crazy golf course, are accepted for one way trips such as an arrival only. The LHA accept based on the information provided and the booking website that the crazy golf course is unlikely to affect the AM weekday peak hour between 08:00 – 09:00.

To account for arrivals and departures, the LHA has doubled the trip rates stated by the Applicant i.e. for every arrival, there is a departure due to a group finishing their round. This could result in a peak of approximately 30 arrivals and departures during school holidays per hour. When the 9 hole golf course trips are deducted, it is accepted that this would be unlikely to result in 30 or more additional two way trips being generated because of the crazy golf course. On this basis, the LHA accepts a capacity assessment of the site access is not required under the site specific circumstances.

Internal Layout

As shown on MAC drawing number F118(90)01, the Applicant has proposed 16 car parking spaces within the site. The LHA considers this could be low, given these could all be occupied by previous groups vehicles and staff when the next group arrive. However there appears to be sufficient space within the wider site for some overspill parking.

The Applicant has now detailed a pedestrian footway leading between the car park, crazy golf course and wider site which is welcomed by the LHA.

Details have not been provided as to how the internal access may tie into the new access proposed as part of application 26/00201/FUL, however the LHA accept this forms part of that application only.

Transport Sustainability

The LHA refers to previous comments in respect of transport sustainability.

Condition

1. Within three months of planning permission being granted, the parking and turning facilities shall have been implemented in accordance with MAC drawing number F118(90)01. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

Date Received
27 May 2026

Case Officer
Ben Dutton

Reviewer
RD

Date issued
22 June 2026