

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: 25/00819/OUT

Highway Reference Number: 2025/0819/04/H

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

Application Type: Outline (with access)

Description of Application: 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)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr David Daniels

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 consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of a 49 bedroom hotel, new access and car parking and facilities at Forest Hill Golf and Country Club, Markfield Lane, Botcheston. Access, appearance, layout and scale are to be determined at this stage.

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

- Transport Assessment (dated May 2020 and authored by Bancroft Consulting);
- Framework Travel Plan (dated July 2022 and authored by Bancroft Consulting);
- Bancroft Consulting drawing number F191/09/12 (Vertical Visibility Assessment);
- Bancroft Consulting drawing number F191/09/13 (Proposed Access Layout With Alternative Visibility Assessment);

- MAC Design Consultants drawing number F116(90)11 (Floor Plan Option L);
- Appeal Statement (Revision B, dated August 2023 [Volume 1 – Text Only] and authored by Bancroft Consulting);
- Appeal Statement (Revision B, dated August 2023 [Volume 2]);
- Planning Statement received by the LPA on 1st September 2025; and
- Location Plan, dated 29th August 2025.

The LHA advise that given the scale of the proposals, based on [Table 1](#) of the [Leicestershire Highway Design Guide](#), a Transport Assessment and Travel Plan are not required. In any case, both documents are now considered to be out of date and do not reflect the scale or description of the proposed development now being applied for. The LHA have therefore not studied these documents in detail.

The LHA also advise that several of the submitted drawings do not reflect proposals for a 49 bed hotel. The LHA is also aware of the “Anaconda Falls” crazy golf course which has opened to the south of the red line boundary, which does not appear to be reflected in the drawings. Therefore, the LHA do not believe these drawings could be conditioned, given they do not accurately reflect the proposals being applied for, or an accurate site layout. Relevant drawings are referred to further below.

The LHA is aware of outline (access) application reference 22/00752/OUT for a 98 bedroom hotel at the site. The LHA advised refusal of that application on the grounds of transport sustainability, highway safety and the failure to demonstrate any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated. That application was subsequently refused planning permission by the LPA on several grounds, including both highway and non-highway related matters. The Applicant appealed the LPA's decision (Appeal Ref: APP/K2420/W/23/3327377) and the appeal was dismissed. The Planning Inspector considered the location of the site meant it would not be accessible by a range of sustainable transport modes and that it was not in a sustainable location.

Site Access

Access to the site is proposed off Markfield Lane, a C classified road subject to a 50mph speed limit. The Applicant proposes to use the same new site access arrangements which were proposed as part of the previous application at the site. Details of the site access arrangements are provided on Bancroft Consulting drawing numbers F191/09/12 and F191/09/13.

The LHA advised within its observations for the previous application that it did not consider the proposed access to be safe and suitable for several reasons. These included swept path analysis of a refuse vehicle and a coach, the location of the access on the inside of a bend, further consideration of a Ghost Right Turn Lane which was raised in the Applicants Stage 1 Road Safety Audit (RSA1) of the site access and the lack of any crossing facility to the bridleway, which was also raised in the RSA1. The Planning Inspector however concluded as part of appeal reference APP/K2420/W/23/3327377 that the proposed access would not significantly prejudice highway safety.

Given the above, whilst the LHA's preference would be for improvements to be made to the existing site access further to the north or a new access provided in the vicinity of the existing access, the LHA advise it would not seek to resist the same access design in the same location as that which was previously considered acceptable to the Planning Inspector. The two submitted drawings do not however accurately reflect the internal layout of the proposed development site as

these reflect the previously proposed 98 bed hotel. The LHA therefore request a detailed access drawing which reflects the actual development proposed. Furthermore, whilst MAC Design Consultants drawing number F116(90)11 does appear to show an access to Markfield Lane and a site layout for a 49 bed hotel, the level of detail on the drawing would not be sufficient to condition.

The LHA is also aware of the recent opening of a crazy golf course to the south of the red line. There is a large car park to the south of the proposed access road, and the submitted drawing does not detail how that car park would be accessed. The LHA note that the existing car park to the existing golf club car park to the north of the site access road would also be served by the new access, as well as the existing access. The centre of this junction is shown roughly 23.5m east of the junction with Markfield Lane. The LHA has concerns that if a crossroads is formed to serve the crazy golf course car park to the south and golf club car park to the north, vehicles could end up queueing back to the highway at busy times, should drivers for the crazy golf course be waiting to turn right. The LHA therefore request clarity on the layout of the site.

Following provision of a more detailed site access drawing, which reflects the development proposed, along with further detail of the crazy golf course access, the LHA should be able to provide further comments on the site access arrangements.

Highway Safety

Based on available records to the LHA, no Personal Injury Collisions have occurred within 500m of the proposed site access within the last five years. However, one PIC has occurred within 500m of the existing site access during this time which was recorded as slight and involved a right turning vehicle and a motorcycle at the junction of Thornton Lane and Reservoir Road.

Whilst the LHA do not consider the proposals would exacerbate an existing highway safety concern, whether or not the proposals could represent an increased risk to highway safety is dependent on delivery of a safe and suitable access and the access arrangements to the existing car parks within the site.

Trip Generation

MAC Design Consultants drawing number F116(90)11 provides an indication of the floorplan for the proposed hotel.

It is understood the proposed development would be single storey and based on the floorplan, the LHA do not believe additional conference/ function/ wedding/ dining/ health spa facilities are to be provided within the proposed hotel, which was the case with the previous applications at the site. The Design & Access Statement also details whilst events would still take place at the existing golf club following the completion of the proposed development, competition visitors, weddings or parties would have the option of using the facilities at the hotel.

Given this and the scale of development proposed, no further information is required in respect of trip generation.

Internal Layout

MAC Design Consultants drawing number F116(90)11 appears to be the only drawing submitted which details an internal layout of the site relevant to the development proposed. The LHA advise that this drawing lacks detail such as pedestrian links to the proposed hotel and the wider site. Furthermore, the LHA is aware of a new crazy golf course which has opened to the south of the site. Vehicular access to the car park has not been detailed on the drawing, which is of concern to

the LHA, given a crossroad junction could be formed near the site access from Markfield Lane. Clarity is therefore required in respect of access and parking provision for the crazy golf course.

The drawing details 55 car parking spaces, including three accessible spaces and 10 electric vehicle spaces. The Applicant also states that 15 cycle parking spaces would be provided within the site.

Based on Table 29(b) of the LHDG, there would need to be a minimum of one car parking space per bedroom, plus additional spaces for public use of any restaurant, bar, conference, health and fitness, or other facilities for public use in accordance with the LHDG non-residential parking standards. On the basis that the proposals are not providing any other facilities within the hotel, the LHA considers the level of car parking to be acceptable. The LHA notes that there would be 10 full time and 10 part time staff employed as part of the proposals. There are no specific staff parking requirements detailed within the LHDG for a hotel. The additional six spaces proposed are however accepted, particularly given the location of the site.

Transport Sustainability

The LHA previously sought to resist proposals for a hotel at the site given it considered the site to have poor transport sustainability. The lack of public transport provision in the area, lack of pedestrian footways and absence of street lighting make it likely that users of the hotel, as well as staff will need to rely on the private car to access the site.

Notwithstanding this, the proposals are considerably reduced in scale in comparison to the previous proposals at the site, with fewer bedrooms and no additional on-site facilities such as function rooms/ dining/ health spa facilities etc being provided. On this basis, the LHA consider it more reasonable that a higher proportion of guests could be staying at the site because of functions or events which could already be held at the wider site.

Given the above, whilst the LHA consider the site to be poorly located in terms of transport sustainability, it would not seek to resist the proposals on these grounds alone. The LHA is however satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Closing

The LHA requests additional information is provided in respect of the site access and internal layout to accurately reflect the site access proposals alongside the proposed development and existing development within the site.

Date Received
31 October 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 November 2025