

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: 25/01162/OUT

Highway Reference Number: 2025/1162/04/H/R1

Application Address: Land North of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. 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 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 Policy TR6(4) of the National Planning Policy Framework (2026), 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 on an outline application for the erection of up to 67 dwellings at Land North of Barlestone Road, Newbold Verdon. All matters other than access are reserved at this stage.

The LHA previously advised within its observations dated 27th January 2026 that the following additional information was required from the Applicant, for the LHA to consider the proposals:

- 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.

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

- Highways Technical Note (TN) dated 1st June 2026 and authored by BWB Consulting Ltd

Site Access/ Off-Site Works

Details of the proposed site access arrangements are provided on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P4, which is included within the TN.

The Applicant has now undertaken an Automatic Traffic Count (ATC) including a speed survey on Barlestone Road (B582) close to the site access. This was at the location of the junction warning sign facing eastbound traffic, just prior to the proposed access location. The ATC was undertaken between 26 February 2026 and 4 March 2026 and Leicestershire County Council holds a survey permit for the survey. A summary of the results of the ATC is shown in Table 1 and the raw data is included within Appendix 2 of the TN.

	Eastbound		Westbound	
	Total vehicles	HGVs	Total vehicles	HGVs
Morning Peak Hour Flow (0700 to 0800)	494	5	344	3
Evening Peak Hour Flow (1600 to 1700)	370	4	450	1
85 th percentile speed	41.6mph		41.3mph	

Table 1: ATC survey results (extracted from the Applicant's TN).

Based on the recorded 85th percentile speeds and [Table 6](#) of the LHDG, 2.4 x 120m vehicular visibility splays are required in each direction at the access. The LHA can confirm the splays shown on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P4 are acceptable. The LHA also accepts the junction radii and carriageway width.

Swept path analysis has been provided on BWB drawing number BRNV-BWB-HGN-00-DR-TR-110 S2 Rev. P3 which is accepted by the LHA.

The Applicant is no longer proposing to implement some elements of the off-site works which have been proposed as part of application reference 24/01061/OUT, notably the Toucan crossing on Barlestone Road (B582) to the northwest of the site access or a footway alongside the carriageway to link the access to that crossing point. Instead, the Applicant is now proposing a Toucan crossing close to the site access as opposed to a central refuge.

Under the site-specific circumstances, the LHA have no objection to a pedestrian footway link alongside the edge of the carriageway connecting the site with application reference 24/01061/OUT. This is on the basis the Applicant is proposing a Toucan crossing over Barlestone

Road (B582) on the pedestrian desire line into the village. Furthermore, there is a link along Sparkenhoe, parallel to Barlestone Road (B582), which could be used connecting the two proposed signalised crossings. In addition, the Applicant has suggested a pedestrian link could be provided between the two residential sites.

The Applicant has not provided any further information on the proposed speed limit along Barlestone Road (B582). Nevertheless, the LHA advise that a 30mph speed limit would not be required on Barlestone Road (B582) to cover the pedestrian crossing/ site access for this development in isolation. In the event neighbouring application 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings) is allowed at appeal, the speed limit along Barlestone Road (B582) would require a reduction to 30mph. MEC drawing number 24832_08_020_09 which is conditioned as part of that application details that the 30mph speed limit would cover the site access and proposed pedestrian crossing as part of this application. The LHA advises in the event both sites are granted planning permission, the developers for each site should work together at the detailed design stage to secure an appropriate location for the new speed limit.

It should be noted at this stage that Barlestone Road (B582) is subject to a 40mph speed limit and in accordance with Local Transport Note 1/20 Table 6-1 would require an additional 500mm separation of buffer between the carriageway and the shared use cycleway. If the speed limit of the road were reduced to 30mph, this buffer would not be required. The LHA advises that this can be considered further at the detailed design stage given that at this stage, it is unclear whether the neighbouring development which would require the speed limit reduction will be granted planning permission. The LHA will require a 500m buffer, should there be no indication of a speed limit reduction coming forward at the detailed design stage.

Where the toucan crossing is proposed, improvements would also need to be considered on the southside of Barlestone Road to enable pedestrians and cyclists to travel between Sparkenhoe and the toucan crossing.

Highway Safety

The LHA previously accepted the Applicant's conclusion that there is no evidence of a Personal Injury Collision cluster at any specific location on the network and advised it 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

The LHA previously advised that the trip rates were accepted.

Trip distribution for the capacity assessment of the site access has been based on the trip distribution which was approved by the LHA as part of application reference 24/01061/OUT. That site is immediately adjacent to this application site, and the access for that development is also off Barlestone Road.

Whilst the scale of this application does not require the use of the [Pan Regional Transport Model](#) (PRTM) to calculate trip distribution and Census data would usually suffice, that adjacent development did require the use of PRTM. The LHA therefore consider the trip distribution to be robust.

Junction Capacity Assessments

The LHA previously advised a capacity assessment of the site access was required given that over 30 two-way trips are likely to be generated at the access. This has now been undertaken by the Applicant.

The LHA also advised it would request a contribution of £170,082 towards the works at the B585 Bosworth Lane/ Bosworth Road/ A447 Staggered Crossroads (Bull in the Oak junction), which would negate any further assessment or trip distribution analysis of this junction by the Applicant. It is stated within Para. 2.27 of the TN that the Applicant agrees to accept a contribution of £170,082, which can be secured via a S106 Agreement as part of any planning permission being granted. This is welcomed by the LHA.

The capacity assessment of the site access includes traffic from application reference 25/00515/OUT (Outline planning application for 200 dwellings and other ancillary uses on land to the south of Bosworth Lane, Newbold Verdon) only as the other two committed developments previously stated by the LHA, both located off Brascote Lane (22/00277/OUT and 24/01158/OUT), would not generate additional traffic along this section of Barlestone Road. This is accepted by the LHA.

The Applicant has also included application reference 24/01061/OUT within the capacity assessment, in case that application is allowed at appeal. The LHA requested this was undertaken as a sensitivity test, however all sites have been included in one capacity assessment.

The Applicant has applied TEMPro traffic growth factors to the 2026 ATC for the future year of 2033 to be consistent with the neighbouring application. Whilst it is unclear which version of TEMPro the Applicant has used, using version 8.1, the LHA believe the growth factors for 'All' roads for the Hinckley & Bosworth 005 area which is comparable to those used by the Applicant, to be low. Nevertheless, applying growth factors of 1.0735 for the AM peak and 1.0762 for the PM peak to the 2026 baseline traffic flows, the LHA advise there would not be such a significant uplift to require a revised assessment by the Applicant.

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 results of the Applicant junction modelling for the site access are shown in Table 2.

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2033 - Base + Dev + Com + Sens										
Stream B-AC	D1	0.1	10.99	0.12	B	D2	0.0	9.28	0.03	A
Stream C-AB		0.0	5.00	0.01	A		0.1	4.45	0.06	A

Table 2: Site access junction modelling results.

As shown, the RFC of the site access is not predicted to exceed 0.85 with the development in place in 2033 with both committed development in place and in a scenario the neighbouring development was allowed at appeal. The LHA is satisfied the junction would operate within capacity.

Internal Layout

As advised previously, the internal layout for the site is not for consideration at this stage and has not been studied in detail by the LHA.

It was also advised 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. A vehicular link through to application 24/01061/OUT to the west was also strongly encouraged, to alleviate concerns about the usage of Nursery Lane on that site. Furthermore, such a link may benefit any future growth in the area on the basis that two access points would be available.

The LHA requested the Applicant to 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.

Regrettably, there does not appear to have been any further information provided by the Applicant regarding a vehicular access through to application reference 24/01061/OUT. Nevertheless, it would be unreasonable for the LHA to resist the proposals on this basis alone, given this development would not meet the criteria within the LHDG for a second point of access. Pedestrian links through to the neighbouring site are proposed, and this is welcomed by the LHA, it would however be preferential for any links to be suitable for cyclists also.

The LHA advise that it would welcome any measures the LPA are able to impose to secure a link through to the neighbouring site.

Transport Sustainability

The LHA previously advised a Travel Plan was required as part of the proposals. This would also require a monitoring fee of £6,000 as part of a Section 106 agreement. The Applicant has stated within Para. 2.29 of the TN that they accept a condition to deliver a Travel Plan prior to occupation of the development and for a contribution of £6,000 to be made to LCC to monitor the Travel Plan process.

As previously advised, 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.

Public Rights of Way (PRoW)

The application site includes PRoW Footpath S13, which is a pedestrian spine along the inside eastern site boundary (see Figure 1 below). The LHA Response dated 27/01/2026 noted various PRoW issues with the initial proposals, so the applicant's Highways Response dated 01/06/26 is welcome. The Design and Access Statement (DAS) Part 1 uploaded in the intervening time notes the neighbouring application 24/01061/OUT and highlights Footpath S13 gains two roles: as an access to this 25/01162/OUT application, and as a through-route to the neighbouring site.

The LHDG, including the guide on Development and Public Rights of Way at: <https://tinyurl.com/lhdgpropow> highlights that any public right of way already on a site will likely

become an everyday active travel route so needs an all-weather tarmacadamed surface constructed to adoptable standards and included in any adoption agreement. Such a route should be complemented by surfaced connecting paths to all adjoining residential areas. Otherwise, where no path is provided over grass areas unsurfaced pedestrian desire lines develop into unsightly, muddy messes.

Whilst the internal layout of the site is not for consideration currently, the LHA has provided the following comments for information. Included below is a DAS plan excerpt overlaid with the Definitive Map, the official record of public rights of way that legally 'fixes' all the PRoW routes it records. The proposed connecting paths at points 'A' and 'B' are welcome, but a link at point 'C' is essential, and a link to the cul-de-sac west of point 'D' is strongly advised to pre-empt the public making a way through even if the intention was to surround that by hedges.

At point 'E' the PRoW route exits the site and passes onto adopted highway verge land where a surfaced path needs to be included in any Section 278 agreement to ensure the connection from the site boundary to the edge of the carriageway. It is noted such a link has been provided on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P4, which is welcomed.



Figure 1: The application site includes PRoW Footpath S13, which is a pedestrian spine along the inside eastern site boundary.

Conditions

1. No part of the development shall be occupied until such time as the offsite works (pedestrian footway improvements and signalised crossing point) shown on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P4 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 (2026).

2. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum, details of 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 lead to on-street parking problems in the area.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on BWB drawing number BRNV-BWB-HML-00-DR-TR-100-S2 Rev. P4 have been implemented in full. Visibility splays 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 ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access in the interests of general highway safety and in accordance with the National Planning Policy Framework (2026).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 25 metres of the highway boundary, nor shall any be erected within a distance of 20 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2026).

5. 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 (2026).

6. No development shall take place until a scheme for the treatment of Public Right of Way S13 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 processes to ensure they do so in future; and any new construction works. Physical construction should address width, surfacing, drainage, structures, barriers and land boundaries such as stiles, signage 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>. 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 the National Planning Policy Framework (2026).

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 encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. A contribution of 170,082 towards a junction capacity improvement scheme at the A447 Ashby Road/ B585 Bosworth Lane/ Bosworth Road (Bull in the Oak) junction.

Justification: To accommodate the wider growth in the area, including the impact from this 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.

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).

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

4. A contribution of £6,000 prior to first use of the development for the monitoring of the Travel Plan and the effects of the development using the County Council's monitoring programme payable prior to the occupation of any part of the development hereby permitted of any part of the development hereby permitted.

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 the Travel Plan targets are met.

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/>
- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.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.
- Where an open watercourse or ditch is in close proximity to 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>.
- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way (including by scaffolding) without prior authorisation. To do so may constitute an offence under the Highways Act 1980.

- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- 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 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 Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
4 June 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
21 August 2026