

Technical Note

Project: Earl Shilton, Leicestershire

Subject: Response to Leicestershire County Council's Comments

Client:	Vistry		
Project No:	09924	Version:	A
Document Ref:	09924-TN-02	Author:	Lewis Griffiths
Date:	25/06/2026	Approved:	Richard Ellam

I Introduction

I.1 Overview

- 1.1.1 PJA have been appointed by Vistry to review the comments made by Leicestershire County Council Highways in respect to Vistry's application to vary conditions 21 (access arrangements) and 23 (offsite highway works) of planning permission 21/00135/OUT.
- 1.1.2 The proposed site is located in Earl Shilton, Leicestershire and benefits from planning permission for 140 residential dwellings and vehicular access is proposed from Leicester Road.
- 1.1.3 This Technical Note (TN) has been prepared in response to the comments dated the 22nd of April 2026 made by Leicestershire County Council in respect to the proposed S73 application to amend the proposed highway works conditions.
- 1.1.4 The Councils' comments have been detailed, in black text, in the following sections along with PJA's response and further supporting information."

2 Condition 21 comments and PJA's response

"However, the submitted Technical Note states that they wish for 'up to 50% of the proposed development', rather than 'no part' of the development to be occupied to allow the S278 works to be refined and given that they believe a suitable access exists at present in the interim period. The Applicant has not submitted drawing references 24000-190D/191C & 192A as part of this application, which would be required by the LHA and clarity is required in respect of the wording proposed for the variation of condition 21. Nevertheless, the LHA understands that the access has been constructed as a temporary access and is therefore not constructed to a suitable standard to allow for construction and residential traffic for a prolonged amount of time. Furthermore, there is no provision for pedestrians at the existing

construction access junction as part of the proposed temporary arrangement, putting pedestrians in conflict with construction and residential traffic, which would be unacceptable. The LHA advises that swept path analysis would be required to demonstrate that HGV's could safely ingress and egress the site in all directions without conflict with other vehicles such as a refuse collection vehicle, given the Applicant is proposing shared use with residential traffic. Swept path analysis would need to be undertaken at a speed of 15kph, with the Applicant detailing the speeds used on the drawing. The LHA therefore object to the variation of condition 21. The LHA advise that any amendments to the temporary construction access would require a S278 agreement and would be subject to detailed design."

- 2.1.1 In respect to the above concerns, Vistry have effectively already constructed the minor arm of the proposed S278 highway works already, in the exact form it will take in the full S278 works. As can be seen from the photographs below, along with footpaths to the south.

Figure 1: Photo of current access



Figure 2: Photo of egress from site



- 2.1.2 There is obviously more offsite work to deliver to provide the full S278 works on the mainline but the current access junction is in the form it will take in the final S278 works and is suitably wide to accommodate HGVs as required. The original tracking of those movements is included as **Appendix A** to reference. The works also do provide provision for pedestrians with a footway already provided to the south, as can be seen in Figure 2 .
- 2.1.3 We are thus of the view that it is of a form suitable to accommodate construction and residential traffic and indeed it is functioning like that, without incident, at the moment. The request to vary the condition is proposed simply to provide some time to deliver the wider S278 works. There will not be a need to supersede the current access, as it take the form of the final design.

3 Condition 23 comments and PJA's response

"No Stage 1 Road Safety audit has been provided, which should be included as part of this submission, along with the designer's responses to any issues raised in the audit."

3.1.1 A Stage 1 Road Safety Audit Addendum report of the revised design is included as **Appendix B** to this note. The Audit Addendum has been carried out by the same audit team at Mayer Brown, who conducted the original audit of the previous highway proposals.

3.1.2 It is noted that the recommendations remain unchanged. A designer's response to the Audit is included as **Appendix C** to this note.

"The proposals rely on the existing 30mph speed limit being moved northwards, so that the ghost right turn lane for the northern site can be designed to a 30mph design speed, so that the visibility splays between the two access do not conflict with one another, and so that the visibility splays proposed for the southern access (Hill Top Farm) can be provided.

The LHA has advised as part of the original applications at the site that a 30mph speed limit would not be accepted in this location. The LHA advise it has concerns that due to the lack of site frontage, the road is unlikely to feel like a natural 30mph road and that drivers are unlikely to adhere to any reduction in the speed limit to 30mph just with gateway treatment proposed. Furthermore, the police may raise concerns that the speed limit would not be appropriate for similar reasons.

Given the, above, the LHA advise that traffic calming measures would need to be proposed on Leicester Road to reduce the speed of traffic in both directions. The LHA would require at least Vehicle Activated Signs in both directions. Any traffic calming measures and costs associated with reducing the speed limit would be at the expense of the Applicant."

3.1.3 The Council's suggestion that vehicle activated signs are provided is accepted and it is now proposed that they are provided in either direction of Leicester Road. The location of the aforementioned vehicle activated signs can be found within drawing 09924.GA.01 Revision B provided in **Appendix D**.

"No swept path analysis has been shown, which further adds to the concerns over the speed limit extension proposed above."

3.1.4 Swept path analysis has now been undertaken at the proposed access along with the right turn pocket provision. The swept path analysis was undertaken using an 11.2m refuse vehicle to provide a robust assessment as it is unlikely that a vehicle larger will require entry to the site. The swept path analysis is illustrated within drawing 09924.GA.02 provided in **Appendix E**.

"The LHA would also question why the ghost island right turn pocket (deceleration length, direct taper length and turning length) needs to be amended, as this infrastructure is north of the Hill Top Site. Potentially only amendments to the width of the right turn lane, and the

tapers south of the ghost right turn lane are required to fit in the Hill Top access? Although reducing the length of the deceleration lane would help to reduce vehicle speeds for right turners, it is not considered it would have any effect on vehicles travelling straight on.”

3.1.5 In response to the Council’s suggested amendments to the carriageway layout to the north of the proposed access, it is noted that the initial changes were made to reflect a potential reduction in the speed limit. This would have allowed for a less onerous design in accordance with DMRB standards.

3.1.6 However, considering the Council’s feedback, the carriageway layout has r been reviewed and revised as proposed. The previously proposed arrangement to the south of the site access has been retained, as per the original design. In contrast, the carriageway lane markings layout to the north of the proposed access has been reverted to the dimensions of the earlier scheme, including the provision of an extended deceleration length, taper, and associated features.

3.1.7 The updated carriageway layout is presented in **Appendix D**.

“The 50m length visibility splays shown for the ghost island right turn lane are not in accordance with the Design Manual for Roads and Bridges (DMRB) for a design speed of 30mph. For a design speed of 50kph the desirable minimum Stopping Sight Distance as per DMRB CD109 Table 2.10 is 70m.

However, for 85th percentile vehicle speeds of up to 35mph, a 54m length splay is required as per Table 6 of the Leicestershire Highway Design Guide (LHDG - <https://www.leicestershirehighwaydesignguide.uk/>). This would be more appropriate for the northern access, and it is suggested the splay length should also be used for the Hill Top Farm access, which currently shows splays of 47m (30mph in LHDG Table 6)”

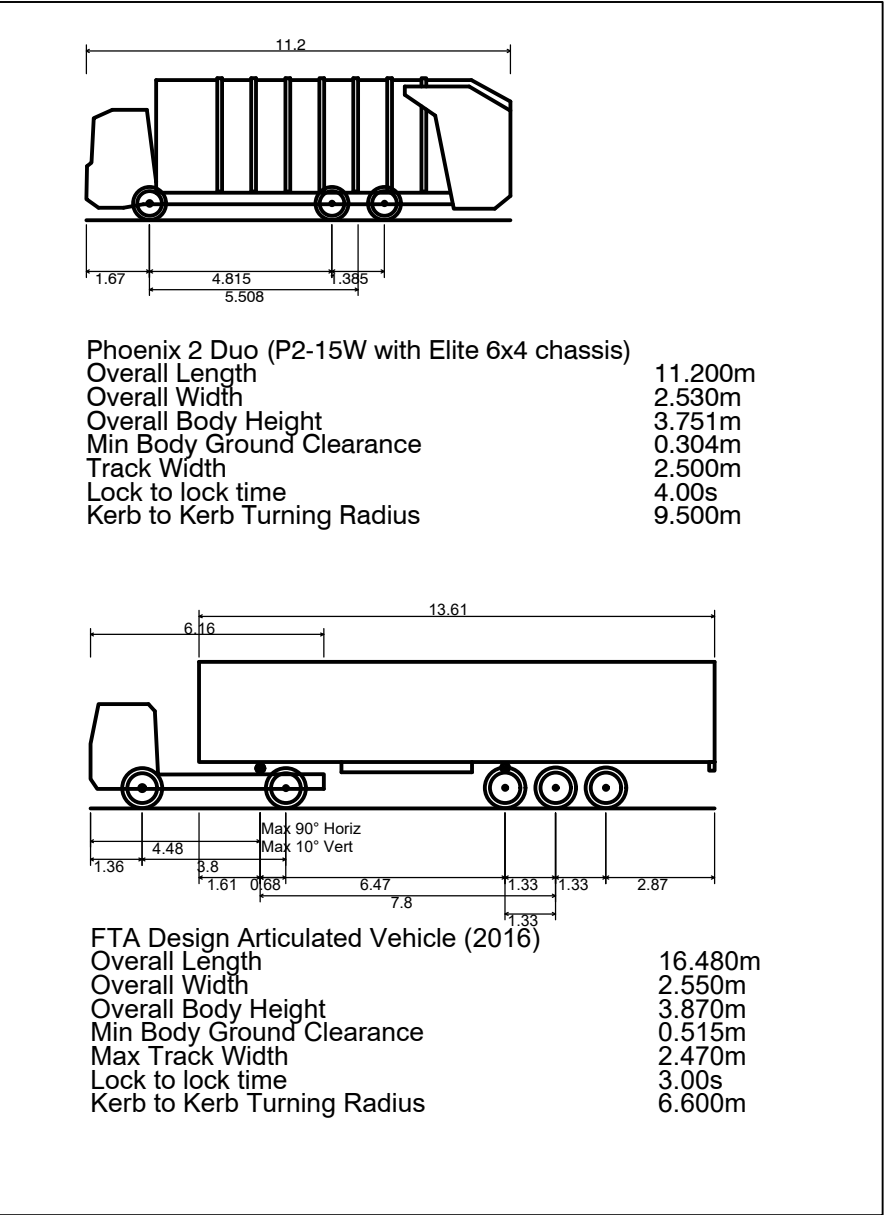
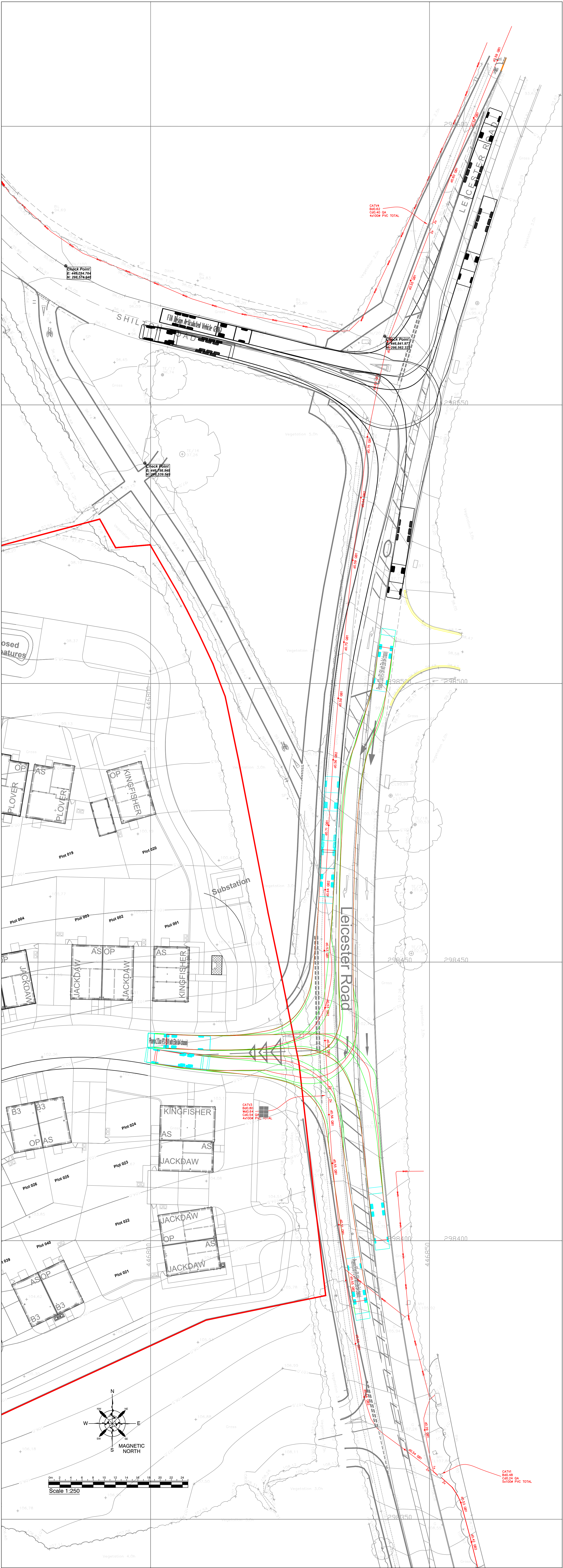
3.1.8 Upon review of the visibility assessment, we accept the recommended visibility splay requirement in accordance with Table 6 of the Leicestershire Highway Design Guide and have increased the length of the visibility splays to 54m as required for 85th percentile vehicle speeds of up to 35 mph.

“Swept paths should also be provided for the Hill Top Farm access.

The proposed 3m wide cycleway requires uses to cross the proposed Hill Top Farm access. A wider width of crossing should be provided compared to that shown on the drawings, that is more in-line with the footway. The current crossing is off the desire line and would require cyclists to undertake a number of tight turning manoeuvres”

- 3.1.9 The swept path analysis and amendments to the Hill Top Farm access arrangement fall outside the responsibility of the client and are therefore not in their control. However, the swept path analysis of this third party's layout, which it is noted is unaffected by the Vistry proposals, has been sourced and is included as **Appendix F** to this report. Noting these have simply been extracted from the supporting documentation from that site.

Appendix A Original Tracking

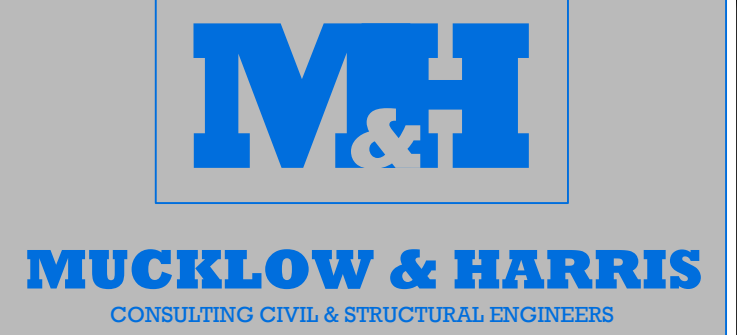


Notes

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Drawings must not be scaled. Work to figured dimensions only

REV	DATE	AMENDMENT	BY
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DRAWING STATUS:

CLIENT:



PROJECT:

Leicester Road,
Earl Shilton

TITLE:

Section 278 Vehicle Tracking
Drawing

DATE: 12.09.25

DRAWN: BPL

SCALE: 1:250

SIZE: A0

CHECKED: RAA

DRAWING NUMBER: 24000-152

REVISION: *

Appendix B Road Safety Audit



**VISTRY SOUTH EAST MIDLANDS
PROPOSED RESIDENTIAL DEVELOPMENT -
SECTION 278 WORKS
LEICESTER ROAD, EARL SHILTON**

**STAGE 1 ROAD SAFETY AUDIT
ADDENDUM**

JUNE 2026



the journey is the reward

Report title:	Vistry South East Midlands Proposed Residential Development - Section 278 Works Leicester Road, Earl Shilton Stage 1 Road Safety Audit Addendum
Date:	23rd June 2026
Document reference and revision:	S/V-EarlShilton.1Ad.6 Rev A
Prepared by:	Martyn Parr - Mayer Brown Ltd
On behalf of:	Leicestershire County Council
Status:	Final

Vistry South East Midlands
Proposed Residential Development - Section 278 Works
Leicester Road, Earl Shilton
Stage 1 Road Safety Audit Addendum

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- APPENDIX B: Reference Plan

1 Introduction

- 1.1 This report presents the findings of a Stage 1 Road Safety Audit Addendum undertaken on behalf of Vistry South-East Midlands at the request of Leicestershire County Council, the Overseeing Organisation.
- 1.2 An initial Stage 1/2 Road Safety Audit was undertaken in May 2026, concerning the proposed Section 38 works.
- 1.3 The highway works subject to this Stage 1 Road Safety Audit Addendum comprise the proposed vehicular access and amendments to the existing highway arrangement on Leicester Road and Shilton Road.
- 1.4 This Stage 1 Road Safety Audit Addendum took place during June 2026
- 1.5 The Overseeing Organisation is Leicestershire County Council.
- 1.6 The Road Safety Audit comprised an examination of the highway arrangement drawing provided by Mr Philip Goodwin at Vistry South-East Midlands (Design Team), this is given as **Appendix B** of this report.
- 1.7 The Road Safety Audit Team membership was as follows:

Audit Team Leader

Martyn Parr MSoRSA, MCIHT, NHCoC
Road Safety Manager – Mayer Brown Limited

Audit Team Member

John Reid MSc, DipHTE, NHCoC
Technical Director (Safety) – Mayer Brown Limited

- 1.8 As part of the initial Stage 1/2 Road Safety Audit concerning the proposed S38 works, a site visit was undertaken on Thursday 14th May 2026 from 12:30hrs onwards, during which the weather was fine. It was not possible to inspect the full extents of the proposals due to construction works being undertaken at the time of the site inspection.
- 1.9 The terms of reference of the Road Safety Audit are as described in GG119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.10 The Audit Team are not advised of any Departures from Standard.

- 1.11 The Audit is concerned only with the works that are to be adopted and maintained by Leicestershire County Council.
- 1.12 All comments and recommendations are referenced to a reduced scale copy of drawing '09924.GA.01 Rev B', given as **Appendix B** of this report.

2 Items Raised at Previous Road Safety Audits

- 2.1 The Audit team are not aware of any previous Road Safety Audits having been carried out on the proposed Section 278 works.

3 Items Raised at the Stage 1 Road Safety Audit Addendum

Carriageway

3.1 Problem

Location: Leicester Road (please refer to reference point 3.1 in **Appendix B**).

Summary: Wide carriageway width could lead to inappropriate overtaking manoeuvres.

A double right turn lane arrangement is provided adjacent to the proposed residential access and an unnamed road on the east side of Leicester Road. The Auditors are concerned that the wide carriageway at this point could lead to road users undertaking inappropriate overtaking manoeuvres across the centre line hatching and the right turn lanes.

Recommendation

It is recommended that full height kerbed traffic splitter islands surmounted by appropriate illuminated or reflective bollards are provided within the centre line hatching on both the northbound and southbound approaches to the right turn lanes identified.

3.2 Problem

Location: Leicester Road (please refer to reference point 3.2 in **Appendix B**).

Summary: Lack of segregation between opposing right-turn lanes.

The Audit Team note that the proposed junction layout incorporates back-to-back right-turn lanes with no physical separation between opposing traffic streams.

In the absence of a physical traffic island or other positive delineation, there is a risk that drivers may inadvertently enter the opposing right-turn lane before moving into the correct turning lane. This risk may be increased during periods of darkness, adverse weather conditions, or when road users are unfamiliar with the highway arrangement.

Incorrect use of the opposing right-turn lane could result in road users encountering oncoming vehicles unexpectedly, increasing the risk of head-on collisions.

Recommendation

It is recommended that a physical traffic splitter island, or other suitable form of positive segregation, is provided between the opposing right-turn lanes, to deter incorrect use of the right-turn facilities.

3.3 Problem

Location: Shilton Road (please refer to reference point 3.3 in **Appendix B**).

Summary: Method of stopping up highway is unclear.

The Audit Team note that the northbound only section of Shilton Road appears to be stopped up as part of the proposals. However, the drawing provided for Audit does not clearly indicate the form of closure that is to be provided at the point where vehicular access is terminated.

If the closure is not sufficiently conspicuous to approaching road users, particularly during periods of darkness, adverse weather conditions, or for road users unfamiliar with the area, there is a risk that road users may not recognise the road closure until late. This could result in sudden braking, evasive manoeuvres, or vehicles striking kerbs, street furniture, or the closure feature itself, increasing the risk of collisions and injury collisions.

Recommendation

It is recommended that the stopping-up arrangement is to be clearly defined and designed to be conspicuous to approaching traffic. Appropriate measures may include a physical closure feature, signing, road markings, and high-visibility materials to ensure road users are provided with clear and timely indication that the route is no longer available to through traffic.

Swept Path Analysis

3.4 Problem

Location: Shilton Road (please refer to reference point 3.4 in **Appendix B**).

Summary: Increased turning movements resulting from the stopping up of Shilton Road (northbound only section).

The Audit Team note that the proposed closure of the northbound only section of Shilton Road will alter traffic movements within the local highway network. Vehicles that currently access the northern section directly will instead be required to continue to the Shilton Road / Leicester Road junction and undertake a left-turn manoeuvre into Shilton Road.

The Audit Team are not aware of any swept path assessment having been undertaken to demonstrate that the junction can safely accommodate the anticipated increase in turning movements, particularly by larger vehicles. If the junction geometry is insufficient, larger vehicles may overrun kerbs, enter opposing traffic lanes, or conflict with pedestrians when undertaking the turn.

Recommendation

It is recommended that swept path analysis be undertaken using appropriate design vehicles to demonstrate that vehicles displaced by the closure of the northern section of Shilton Road can safely negotiate the left-turn movement from Leicester Road into Shilton Road. Where necessary, the junction geometry should be amended to safely accommodate these turning movements.

4 Audit Team Statement

Audit Team Statement

We certify that this Road Safety Audit has been carried out following the principles of GG119.

Road Safety Audit Team Leader

Martyn Parr – MSoRSA, MCIHT, NHCOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed



Date 23/06/26

Road Safety Audit Team Member

John Reid - MSc, DipHTE, NHCOC
Technical Director (Safety)
Mayer Brown Limited
Lion House
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Surrey
GU22 8AR

Signed



Date 23/06/26

APPENDIX A: Site Location Plan



APPENDIX B: Reference Plan



3.3

3.4

3.1

3.2

3.3

3.1

Proposed changes to
Ghost Island Right
Turn PocketPotential committed sum for
footway connectionHighway works associated
with Hill Top Farm
residential development

Proposed Vehicle Activated Sign



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

Key:

- Proposed kerbline between the two proposed access points
- Visibility splays in accordance with Tabel 6 of Leicestershire Highway Design Guide (2.4m x 54m)
- Hill Top Farm Highway Works Extent
- Relocated 30mph Speed Limit Signage
- Proposed Section 278 Works
- Proposed Vehicle Activated Sign

B	12/06/2026	Minor Amendments	IG	RE	RE
A	08/01/26	Initial Issue	LG	RE	RE
Rev	Date	Revision Note	Drw	Chk	App



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Client
Vistry
Project
East Shilton
Title

Proposed Access Arrangement

Drawing Issue Status

PJA Ref 09924	Scale @ A2 1:500	Date 12/06/26
Drawing No. 09924.GA.01		Revision 8
Primary Contact richard.ellam@pja.co.uk		



Appendix C Designers Response

I Road Safety Audit Decision Log

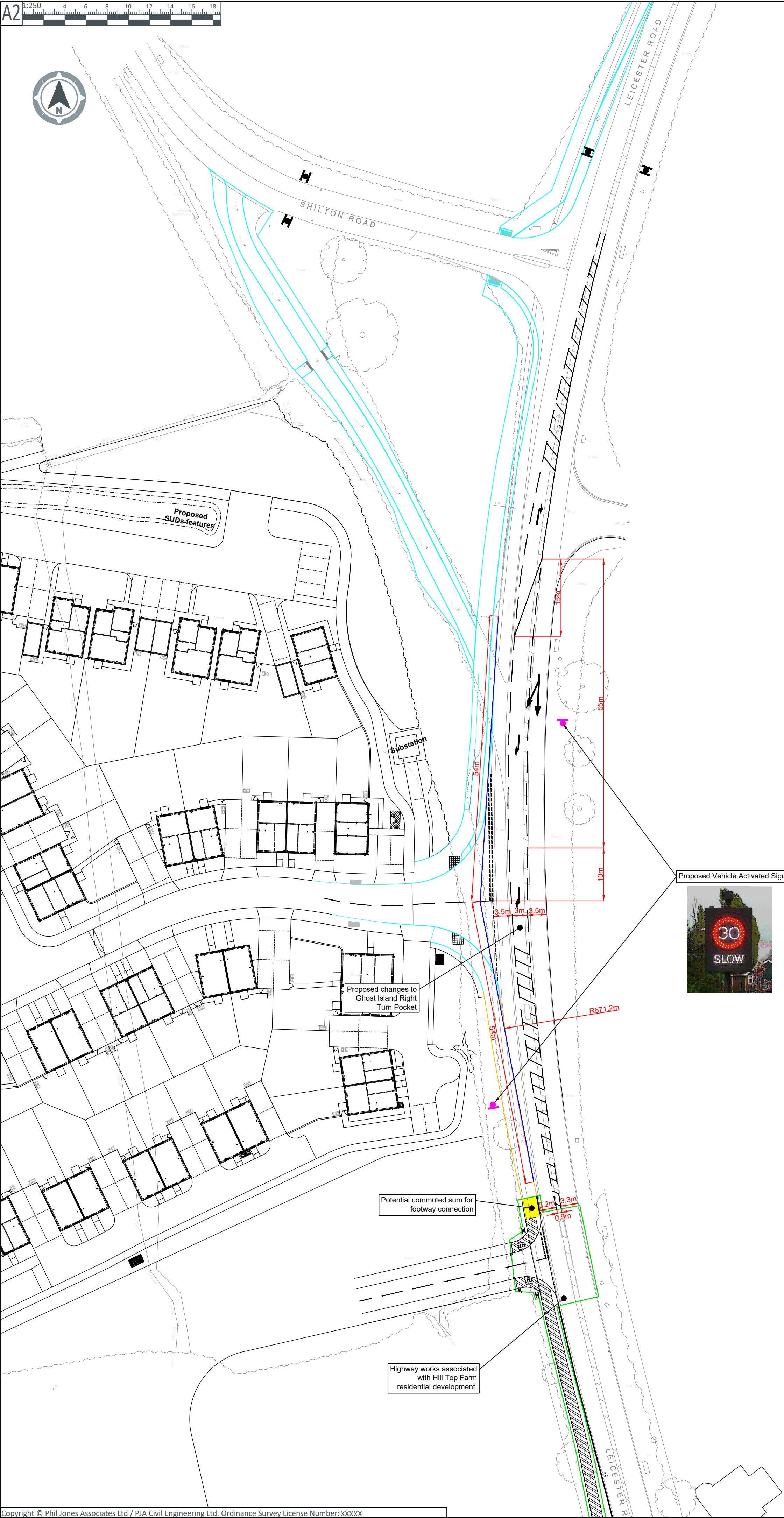
Table 1-1 illustrate the Road Safety Audit decision log following the guidance set out in DMRB, GG 119, **Appendix F**

Table 1-1: Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA Action
3.1	It is recommended that full height kerbed traffic splitter islands surmounted by appropriate illuminated or reflective bollards are provided within the centre line hatching on both the northbound and southbound approaches to the right turn lanes identified	Agreed, there is sufficient space to accommodate these within the hatched areas.		
3.2	It is recommended that a physical traffic splitter island, or other suitable form of positive segregation, is provided between the opposing right-turn lanes, to deter incorrect use of the right-turn facilities	Consider the white lining proposed sufficient to provide positive segregation		
3.3	It is recommended that the stopping-up arrangement is to be clearly defined and designed to be conspicuous to approaching traffic. Appropriate measures may include a physical closure feature, signing, road markings, and high-visibility materials to ensure road users are provided with clear and timely indication that the route is no longer available to through traffic	Agreed exact measures to be considered at detailed design stage.		
3.4	It is recommended that swept path analysis be undertaken using	Noted, this has been carried out previously.		

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA Action
	appropriate design vehicles to demonstrate that vehicles displaced by the closure of the northern section of Shilton Road can safely negotiate the left-turn movement from Leicester Road into Shilton Road. Where necessary, the junction geometry should be amended to safely accommodate these turning movements			

Appendix D Revised S278 design works



Proposed Vehicle Activated Sign



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Key:
- Proposed kerbline between the two proposed access points
 - Visibility splays in accordance with Tabel 6 of Leicestershire Highway Design Guide (2.4m x 54m)
 - Hill Top Farm Highway Works Extent
 - Relocated 30mph Speed Limit Signage
 - Proposed Section 278 Works
 - Proposed Vehicle Activated Sign

B	12/06/026	Minor Ammdments	LG	RE	RE
A	08/01/26	Initial Issue	LG	RE	RE
Rev	Date	Revision Note	Drw	Chk	App



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Client
Vistry

Project
East Shilton

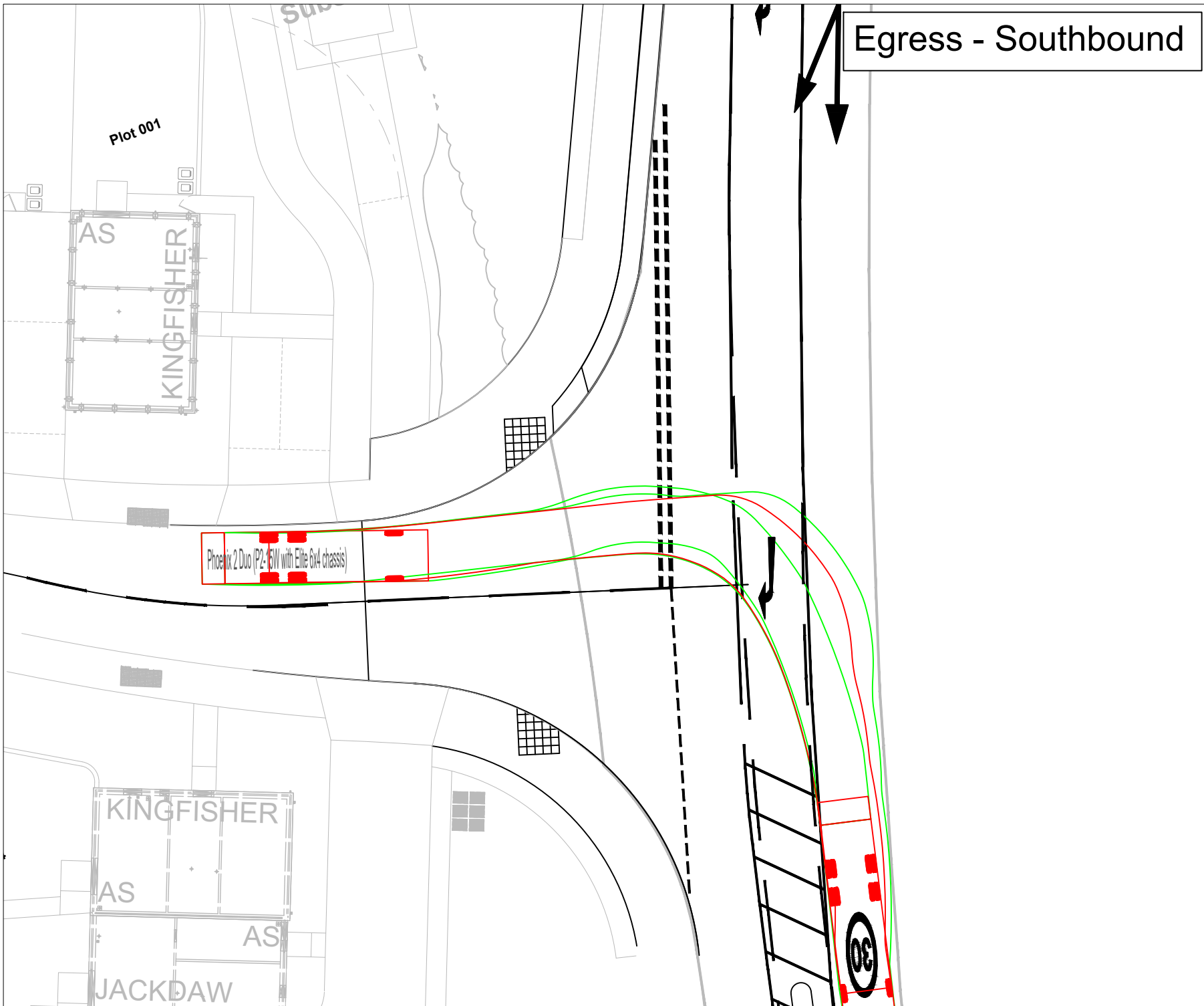
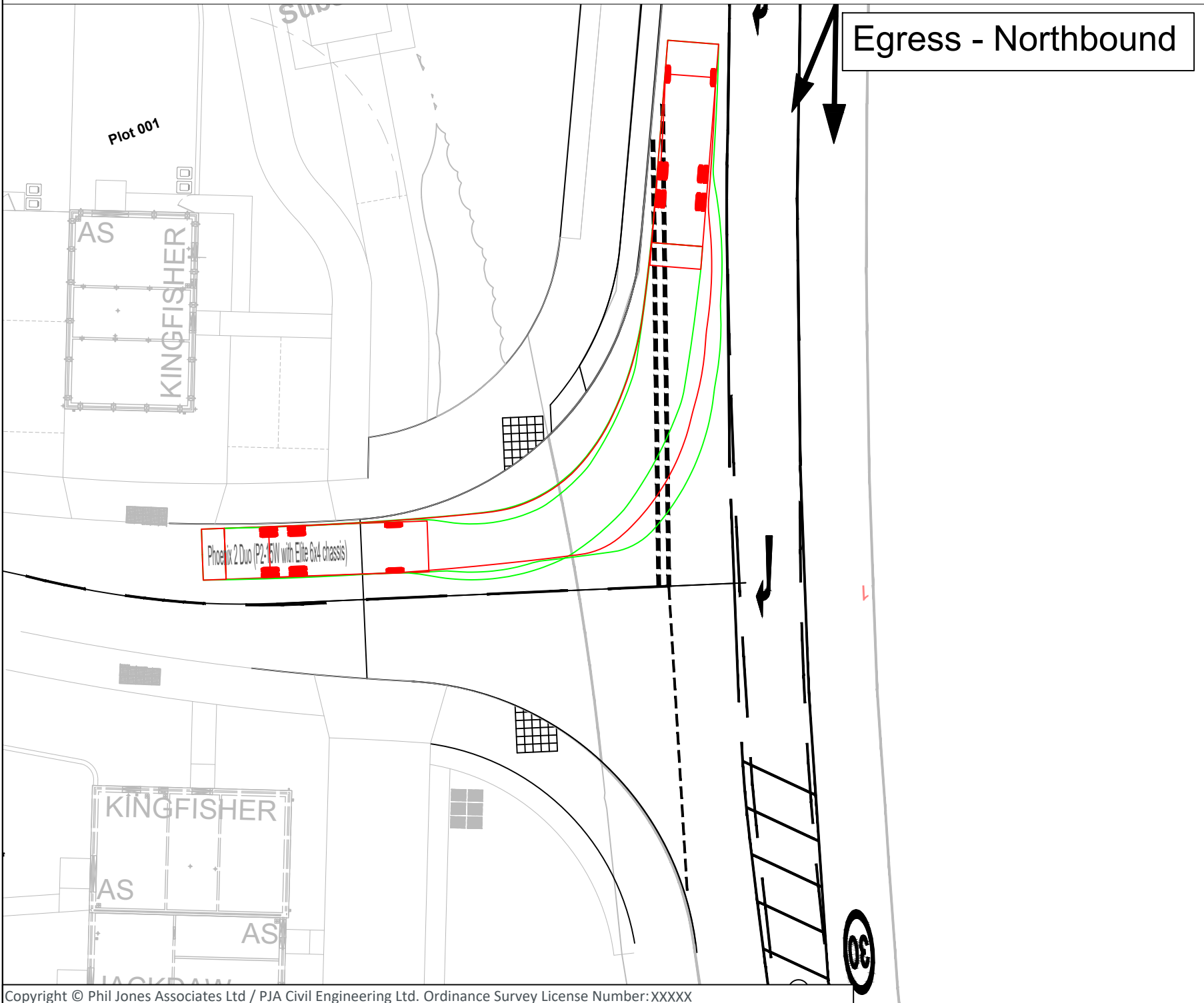
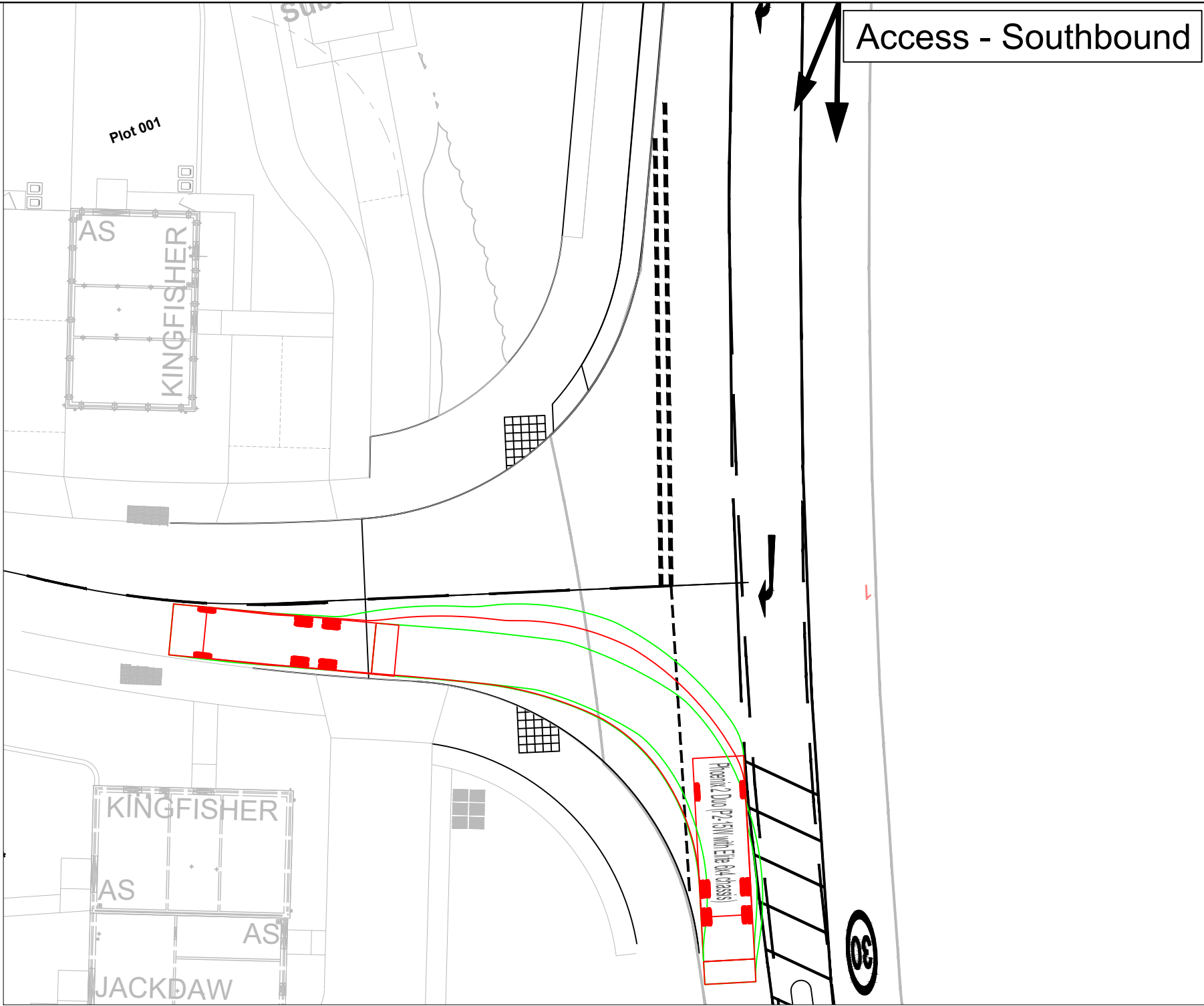
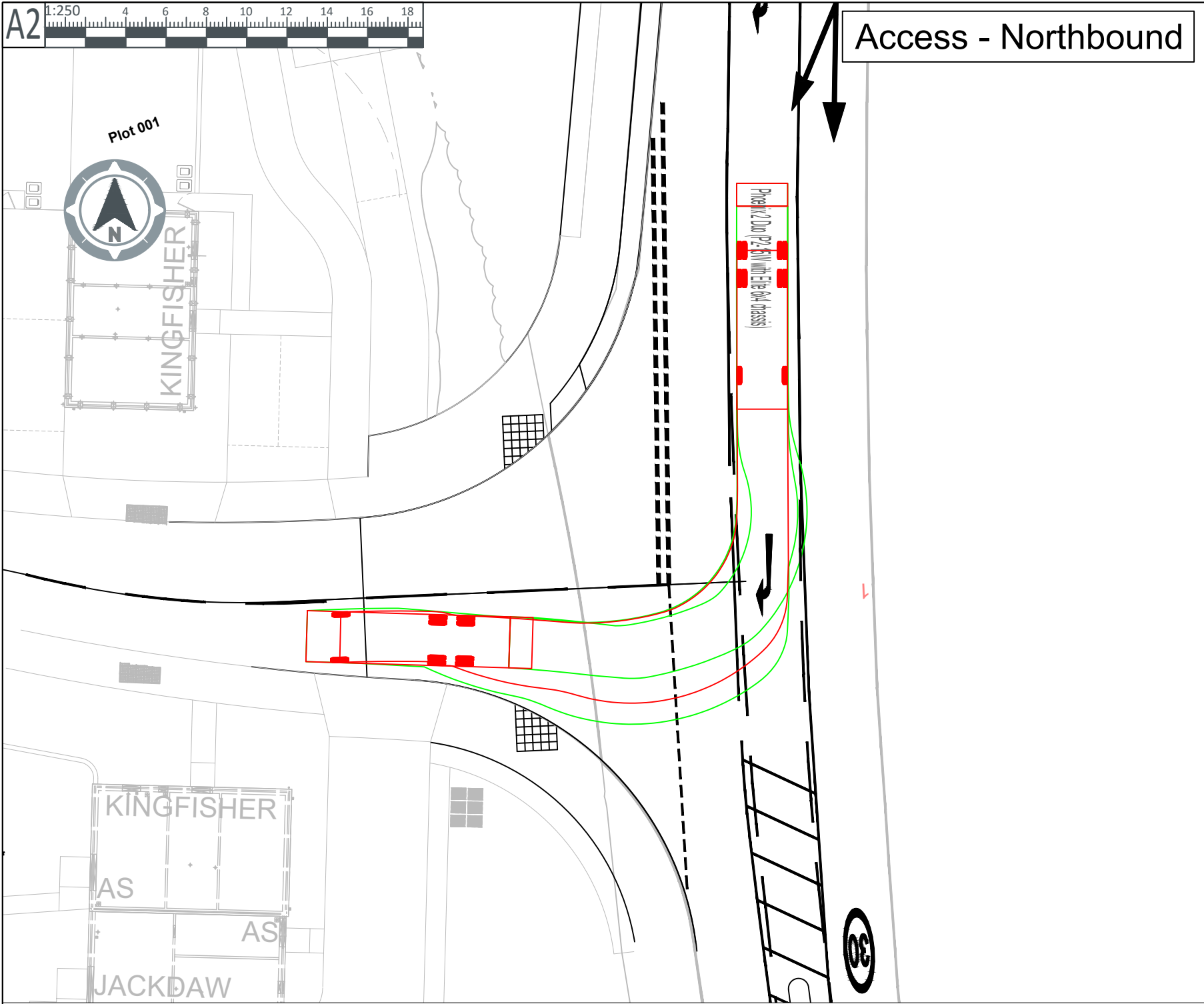
Title
Proposed Access Arrangement

Drawing Issue Status

PJA Ref 09924	Scale @ A2 1:500	Date 12/06/26
Drawing No. 09924.GA.01		Revision B
Primary Contact richard.ellam@pja.co.uk		

Appendix E Revised Tracking – refuse vehicle

File name C:\PJA\PHIL JONES ASSOCIATES\SHAREDDATA - 09924 - EAST SHILTON\3. TECHNICAL\3.1 DRAWINGS\09924.GA.01 LG REV B.DWG, printed on 12/06/2026 16:39:21, by Lewis Griffiths



CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

Key:

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

A	12/06/26	Initial Issue	LG	RE	RE
Rev	Date	Revision Note	Drw	Chk	App



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Client

Vistry

Project

East Shilton

Title

Swept Path Analysis of Proposed Access Arrangement

Drawing Issue Status

PJA Ref 09924	Scale @ A2 1:250	Date 12/06/2026
Drawing No. 09924.GA.02		Revision A
Primary Contact richard.ellam@pja.co.uk		

Appendix F Hill Top original tracking



NOTES:

ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

Phoenix 2-23W (with Elite 2 6x4 chassis)	10.595m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.250m
Kerb to Kerb Turning Radius	

Rev	Date	Description	Drawn	Check	Approv
P0.3	08/11/21	Vehicle details	KA	EF	IW
P0.2	20/08/21	Tracking updated for new layout	HM	EF	EF
P0.1	18/08/21	Initial Issue	HR	EF	EF

Client

midland heart

MIDLAND HEART
DEVELOPMENT LIMITED

PROJECT:
HILL TOP FARM

Site

Hill Top Farm
Hindley LE9 7DP

ARCADIS

Design & Consultancy
for natural and
built assets

Registered office:
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34 York Way
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Coordinating office:
Corner Block
2 Cornwall Street
Birmingham B3 2DL
Tel: 44 (0)121 503 2700

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TITLE:

Hill Top Farm
Swept Path Analysis
(Refuse Vehicle)

Designed	HR	Date 18AUG21	Signed
Drawn	HR	Date 18AUG21	Signed
Checked	EF	Date 18AUG21	Signed
Approved	EF	Date 18AUG21	Signed
Scale:	1:250	Datum:	AOD
Original Size:	A1	Grid:	OS
Suitability Code:	S0	Project Number:	10015653

Suitability Description: Initial Status or WIP

Drawing Number:
10015653-ARC-HGN-XX-SK-C-0005

Revision:
P.03