

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: 24/01061/OUT

Highway Reference Number: 2024/1061/04/H/R2

Application Address: Land North Of Barlestone Road Newbold Verdon Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure

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 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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the following planning application:

Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, land safeguarded for a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure.

The site is located at land north of Barlestone Road, Newbold Verdon.

The LHA previously advised within its observations dated 17th January 2025, the following information was required from the Applicant so the LHA could consider the proposals:

- Details of a scheme to sever Nursery Lane to through traffic between the development roads and Barlestone Road;
- Confirmation in respect of the speed survey location and survey permit number(s);
- Swept path analysis of the refuse collection vehicle at the site access;
- Amendments to the site access drawing and off-site works as detailed above;
- PIC analysis based on up-to-date PIC data, as well as covering all study junctions;
- Consideration as to the level of trips the equestrian centre could generate in comparison to the cemetery;
- Trip distribution for the proposals based on PRTM evidence;
- Clarity in respect of the dates traffic counts were undertaken, along with survey permit numbers;
- Updated traffic counts which have been undertaken during a traffic neutral month within the last three years;
- Capacity assessments and consideration of all study junctions based on PRTM evidence;
- Consideration as to the level of pedestrians/ cyclists which could use each proposed Toucan crossing and an enhanced PV² assessment; and
- Further consideration in respect of bus service provision as detailed further above.

The Applicant subsequently submitted the following information with the view to addressing some of the above points raised by the LHA:

- Technical Note ([TN1] reference 24832-TRAN-0804, dated March 2025 and authored by MEC).

More recently, the Applicant has submitted an additional document to address some of the remaining points related to the transport modelling which have been raised by the LHA:

- Technical Note ([TN2] reference 24832-TRAN-0805, dated May 2025 and authored by MEC)

Site Access

As per the LHA's previous observations, each point of access is dealt with in turn.

Existing Equestrian Centre Access

The Applicant previously stated that they intended to retain the existing equestrian centre access and that no amendments were proposed. This was on the basis that the proposals would reduce the scale of the existing equestrian centre and the cemetery not intensifying traffic at the site access.

The LHA now accept the Applicants trip generation as detailed further below and therefore accept no other works are required to that access.

Existing 'Byway' Access

The LHA previously outlined several measures the Applicant could consider implementing to prevent vehicular access along Nursery Lane between B582 Barlestone Road and the development spine road. The Applicant has provided a detailed response to this within Appendix C of TN1. In addition, MEC drawing number 24832_08_020_08 has been provided within Appendix D of TN1, which details the proposed byway crossing put forward by the Applicant. The proposals aim to prevent vehicles turning into or out of the byway and the development spine road and only

allow for traffic to continue straight on along the byway and across the spine road by installing bollards and tight junction radii.

After reviewing the proposals, there are concerns as to whether these would be sufficient to allow all vehicles, for example farm vehicles including combine harvesters and any vehicle which may need to access the dwelling to north of the proposed spine road or whether the bollards would also restrict access to the byway.

Should vehicles overhang the carriageway width, this could result in the bollards being damaged or vehicles not being able to access the BOTAT/ dwelling to the north of the development spine road and becoming stuck without any space to turn. Spacing the bollards further apart may allow for use by other vehicles as a cut through from the spine road. The Applicant should therefore give this further consideration and further swept path analysis may be required. Details of carriageway widths and the width between bollards would also be beneficial. Furthermore, the Applicant should explore whether any additional signage could be placed at the B582 Barlestone Road junction to highlight the route is not to be used to access the development.

Further to the above and given the number of dwellings proposed, [Table 3](#) of the [Leicestershire Highway Design Guide](#) states no more than 150 dwellings should be accessed from a single point of access. A second point of access onto Barlestone Road south of the byway access would both resolve the 150 dwelling limit within the LHDG and mean a suitable access route into the site was provided either side of the byway, further limiting any potential for it to be used as a cut through.

Proposed New Access

The LHA previously requested clarity in respect of the speed survey locations and survey permit numbers to verify the results of the surveys and subsequent visibility splays at the proposed access. The location of the surveys has been provided within Appendix E of TN1, along with confirmation of the survey permit numbers. The LHA can now confirm it accepts the speed surveys and proposed visibility splays at the access.

Swept Path Analysis of a refuse collection vehicle travelling at a 15KPH design speed has now been provided, as previously requested. This is shown on MEC drawing number 24832_08_020_05 Rev. A within Appendix F of TN1 and is considered acceptable to the LHA.

The LHA also provided comments in respect of the site access design and submitted Stage 1 Road Safety Audit. The Applicant has updated all drawings, and the LHA can provide advice as follows:

MEC drawing number 24832-08-020-03 Rev. C - Proposed Access Strategy, included in Appendix B of TN1

- The segregated cycleway meets the requirements of Local Transport Note (LTN) 1/20 (absolute minimum cycleway width 2.0m) and LHDG [Table 18](#) (footway width of 2.0m).
- A buffer strip has been provided between the cycleway and the carriageway, meeting the requirements of the LHDG.
- The drawing shows that facilities will be provided for cyclists to both enter and exit the cycleway / carriageway. The LHA are however concerned that cyclists joining the cycleway from the carriageway may collide with pedestrians heading in a north westerly direction. It is suggested the change from cycleway to just footway should occur north of the point where cyclists enter and leave the cycleway/carriageway and be shown on a revised drawing.

- The dimensions for the right turn lane correspond with Design Manual for Roads and Bridges (DMRB) CD123 Table 5.22, for a design speed of 70kph / 43.75mph. 85th percentile speed readings of up to 42.5mph were recorded and submitted.
- The drawing appears to show 15m corner radii at the proposed junction with corner tapers, but it would be beneficial if these could be labelled on the drawing.
- The proposed pedestrian refuge within the toucan crossing scales off at 3.5m width which is in line with LTN1/20. It would be beneficial if this could be labelled on the drawing.
- The proposed access includes an uncontrolled pedestrian crossing, but as there are no footway facilities southeast of the access, it is suggested the crossing may be better located away from the junction radii and further into the access.
- The carriageway lane widths at the proposed refuge meet the requirements of LTN1/20 clause 7.2.5.
- The proposed new highway boundary is shown on the drawing.

MEC drawing number 24832-08-020-05 Rev. A - Access Tracking, included in Appendix F of TN1

- The swept paths shown for an 11.23m length refuse vehicle are accepted and have been undertaken at a speed of 15kph as requested.
- The swept paths show that there is sufficient room for vehicles to turn left into and left out of the junction with little or no overrunning of the access road centreline.
- The swept paths show that there is sufficient room for vehicles to turn right into and right out of the junction with little or no overrunning of the access road centreline.

MEC drawing number 24832-08-020-07 Rev. A - Pedestrian / Cycle Improvements, included in Appendix H of TN1

- The proposed highway boundary is shown on the drawing which includes a large area of grass verge between the carriageway and the back of the proposed footway. LCC would not normally look to adopt infrastructure that is set back from the existing carriageway. Ideally this should be adjacent to the carriageway.
- The toucan crossing will enable users to cross Barlestone Road to get to Sparkenhoe, but there are no footways at present on the north side of Sparkenhoe, and users would be forced to use the grass verge or the carriageway in the turning head. Some form of pedestrian footway scheme is therefore required on Sparkenhoe and consideration may need to be given to both highway and non-highway trees in the area as part of this. As advised previously, it should be noted that there appears to be an area of third-party land between the highway extents on Barlestone Road and Sparkenhoe. Whilst the Applicant has provided highway boundary information and acknowledged this area, it is stated within TN1 that this is an existing situation and no change is proposed to that arrangement. The LHA maintain that given the proposed Toucan crossing, improvements to the pedestrian footway/ crossing provision would also be required on Sparkenhoe.

Access to the Existing Highway Network

Following provision of the additional information detailed above, and the Personal Injury Collision (PIC) analysis detailed below, the LHA will provide further advice on the proposals in respect of [Policy 2](#) of the LHDG.

Highway Safety

The LHA previously advised the PIC analysis did not consider up to date data and did not cover all the study junctions which the Applicant stated were under consideration.

No further analysis has been provided within TN1 or TN2. Up to date PIC analysis for the entire study area has therefore not been undertaken and is still required by the LHA as advised previously.

Trip Generation

Residential Development (240 dwellings)/ Health Centre

As set out in the previous highway observations the trip rates for the proposed residential development and proposed health centre were considered acceptable.

The LHA previously advised that trip distribution based of 2011 Census data was not accepted and that for a consistent approach with development in the area, a full assessment using the Pan Regional Transport Model (PRTM) was required. The LHA has been liaising with the Applicant on the PRTM work since the 17th January 2025 observations were issued and TN2 has recently been submitted by the Applicant, which is based on the results of the PRTM modelling.

The LHA will review the Applicants analysis of the impact of the development on the surrounding highway network when all the additional information required from the Applicant has been submitted to the LPA.

Cemetery

The Applicant previously stated that the reduction in the size of the existing equestrian centre would offset the trips generated by the proposed cemetery. The LHA requested clarity in respect of which elements of the site would be reduced in scale, along with an indication in the level of trips the site could generate in comparison to the proposed cemetery use.

The Applicant has stated with TN1 that after liaising with the landowner, the operation of the equestrian centre would not change because of the proposals. A traffic count was undertaken on Tuesday 25th February 2025 during the AM and PM peaks (08:00 – 09:00 and 17:00 – 18:00 respectively) and the results are provided within Appendix I of the TA. The survey was undertaken on a day which an event was held. The survey indicated:

- 14 two way trips in the AM peak (7 arrivals and 7 departures)
- 19 two way trips in the PM peak (10 arrivals and 9 departures)

On the basis that cemetery sites are not represented in TRICS, the Applicant has also provided traffic count data for a 6.8 hectare cemetery located in Corby, which was undertaken in 2019. The Applicant has then scaled the peak hour trips down to 0.7ha, the proposed scale of the garden of rest. This indicates that a total of 2 two-way trips could be anticipated in both the AM and PM peaks. On this basis, the Applicant considers that the proposed trip generation would not have a severe impact on the operation of the existing equestrian centre access.

Whilst the LHA notes the traffic survey for the existing cemetery was undertaken in 2019, it is accepted that the proposals would not have an impact on the operation of the existing junction during peak hours. While the proposals may generate a higher level of trips outside the network AM and PM peaks, it is accepted that these would be unlikely to have a severe impact on the operation of the existing junction.

Junction Capacity Assessments

The Applicant has now considered the impact of the proposed development at the following junctions:

No.	Junction description
1	Site Access / B582 Barlestone Road Ghost Island Priority
2	B582 Barlestone Road / Bosworth Lane Signalised T-Junction
3	Bosworth Lane / Bosworth Road / A447 Staggered Crossroads
4	B582 / Newbold Road / Lockymead Drive Roundabout
5	B582 Barlestone Road / Dragon Lane Priority
6	B582 Barlestone Road / Mill Lane Priority
7	B582 Barlestone Road / Main Street Priority
8	A47 / B582 Staggered Signalised Crossroads (Desford Crossroads)
9	B582 / Main Street / High Street Mini-Roundabout
10	B582 / Station Road Priority
11	B582 / Barns Way Mini-Roundabout
12	Station Road / Barns Way Priority

The Applicant has confirmed within TN1 that junctions 2, 3 and 4 were surveyed on Tuesday 31st October 2023 and not Thursday 25th May 2023. It was also previously advised by the LHA that the traffic surveys for junctions 5, 6 and 7 were considered to be out of date. Within TN2, the Applicant has confirmed new traffic counts were undertaken on Wednesday 9th April 2025. After reviewing the data in Appendix B of TN2, it appears junctions 2 to 12 above were all assessed on Tuesday 8th April 2025. The LHA has since received confirmation from the LPA that the Applicant has confirmed the surveys were undertaken on 9th April 2025. The LHA hold survey permits for all junctions on 9th April 2025, therefore this is accepted.

As part of the junction capacity assessments and PRTM work, the LHA has requested the Applicant undertakes a sensitivity test which includes the following live applications:

- 24/01079/OUT (126 dwellings - Land North of Station Road Market Bosworth)
- 24/00831/OUT (100 dwellings - Land North of Shenton Lane, Market Bosworth)
- 24/01158/OUT (135 dwellings - Land off Brascote Lane, Brascote Lane, Newbold Verdon)

This is to inform what the cumulative impact of these developments alongside the proposed development could be at Junction 3 in particular. Given the number of developments in the Market Bosworth and Newbold Verdon areas at present, the LHA has been requesting all the listed developments undertake a similar exercise.

It should be noted that recently permitted application 24/00560/HYB (135 dwellings and 0.6ha employment - Land Off Station Road, Market Bosworth) was included as a committed development within PRTM and therefore traffic for that development would already be included within the sensitivity test.

The Applicant provided the junction modelling files for all junctions on 2nd June 2025. The LHA will require the modelling files for the sensitivity test outlined above to enable checks to be undertaken.

It is noted at this stage that off-site mitigation is proposed at Junctions 9 and 10 only.

Off-Site Implications

The LHA has advised amendments which are required to the off-site works further above. Previously the LHA requested further justification for the off-site works including the crossing type proposed. The LHA have reviewed Items 7 and 18 of TN1 and considered the proposed crossing type, reduction in speed limit to 30mph, VAS and gateway signing and consider this to be acceptable.

Internal Layout

As previously advised by the LHA, the internal layout of the development is not for consideration at this stage.

Transport Sustainability

Whilst the Applicant has not submitted an up-to-date Travel Plan, they have acknowledged and accepted the provision of a Travel Pack, and two x six-month bus passes will be required for each dwelling. In addition, they have accepted the Travel Plan Monitoring Fee. The Applicant has also provided information in respect of pump priming the existing bus service through the village with one additional morning journey towards Leicester and three additional evening return journeys from Leicester to Newbold Verdon Monday - Saturday within Appendix K of TN1. The LHA will provide advice on the pump priming of the bus service within future observations.

Closing

The LHA requires the Applicant to submit the following additional information to the LPA in respect of the following points for further consideration by the LHA, broadly including:

- Further consideration of the byway crossing including additional swept path analysis demonstrating the largest vehicle such as a combine harvester could travel through the bollards and additional signage;
- Provision of a second point of access to the site south of Nursery Lane;
- Amendments to the site access design and off-site works as detailed;
- PIC analysis based upon up-to-date PIC data, as well as covering all study junctions; and
- Provision of the sensitivity test including other live developments in the local area and junction modelling files.

The LHA advise it would greatly aid response times to the LPA if all additional and outstanding information could be submitted by the Applicant to the LPA at one time. This will allow the LHA to provide a more detailed response and understand the impact of the proposed development on the local highway.

Date Received
26 March 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
06 June 2025