

Pell Frischmann

Land West of Ratby

Pell Frischmann Response to ATE Comments  
109003

## Pell Frischmann

Project	Land West of Ratby
Document Title or Subject	Pell Frischmann Response to ATE Comments
Document Reference	109003-PEF-ZZ-XX-T.TN-H-000015
Revision Reference	S2_P2
Date	05/01/2026

## 1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Lagan Homes (the Client) to provide highways and transport advice to support an outline planning application (with all matters reserved apart from access) for a phased, mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.
- 1.1.2 Active Travel England (ATE) provided comments based on the Transport Assessment, Transport Assessment Addendum, Travel Plan and a response to initial comments. ATE supplied responses on 25<sup>th</sup> March 2025 and 7<sup>th</sup> July 2025. Both of these responses are presented within **Appendix A** and **Appendix B** respectively.
- 1.1.3 Leicestershire County Council (LCC) as local highway authority have also provided their most recent highways response dated 19th December which provides comments on a wide range of elements including transport sustainability. LCC accept that local facilities are within an acceptable walking/cycling distance and that the proposed infrastructure provides a safer environment for walking/cycling trips. LCC subsequently have provided no objection and have recommended conditions for approval. LCC's comments are presented within **Appendix C**.
- 1.1.4 The following presents additional detail, clarification and response to a number of comments raised by ATE as appropriate.

## 2 ATE Comments

### 2.1 Comment 1

*"At 2,679 trips per day this is a huge figure and is a worst case scenario as indicated in the TA. The application must design and invest in sustainable travel and access arrangements, including setting targets for these modes now, to prevent this figure being reached, rather than predominantly plan for this figure at motor vehicle access points."*

- 2.1.1 To avoid planning for 2,679 trips arriving / leaving through the motor vehicle access points, the following on- and off-site sustainable travel enhancements are proposed:
- LTN 1/20 infrastructure routing north through the site in the form of 5m wide segregated footway / cycleway that ties into Phase 2 as well as through to Phase 1.
  - Routing south through the site towards the Desford Lane access and down to the existing Desford Lane will be a 3m wide shared footway / cycleway. These shared and segregated facilities are to be connected by a new crossing (details yet to be confirmed) over the Spine Road / Burroughs Road interface
  - To the east of this interface is the stopping up of the existing Burroughs Road route which restricts access to only pedestrians and cyclists. Details of this are yet to be determined. This provides active travel users with a route through to Main Street

- Contributions will be made towards bus infrastructure improvements in which pedestrians will walk towards initially
- 2.1.2 Once out of the site, most pedestrian and cyclist trips are to the facilities along Main Street in Ratby, which is directly adjacent to the site. The main facilities in Ratby include:
- Central Co-Op Food
  - Methodist Church
  - Sports Club
  - Post Office
  - Village Hall
  - Ratby Primary School
  - Library
- 2.1.3 Outside of Ratby, most trips will be to Brookvale Groby Learning Campus in Groby, which also must route along Main Street in order to reach the school. All elements of this route have been assessed as part of the Cycle Level of Service (Clos) Assessment. If the existing school were to be re-located, it would be proposed to be within the site, hence the proposed facilities supply the majority of the demand.
- 2.1.4 As part of the Framework Travel Plan (FTP) targets, a reduction of 15% in vehicle trips is proposed. The FTP targets form a robust baseline in line with Good Practice Guidelines. As part of Planning Application Number 24/0574/OUT, Leicestershire County Council (LCC) welcomed a 15% reduction in vehicle trips, whilst ATE supported this acceptance. It must be noted that at the time of writing, Planning Application 24/0574/OUT has not been granted planning permission.
- 2.1.5 Any future FTP amendments will include ambitious targets once the modal split is known once site-specific data (travel surveys) have been collected.

## 2.2 Comment 2

*"Thank you for acknowledging that the low mode share for walking and cycling in the base data. School trip rates shown in the tables get close to the 50% national target for active travel, and highlights where layout design will be fundamental to making these walking trips direct, safe and attractive and equally important for cycles within and from outside the site, table 12 shows very low cycle rates.*

*It is noted that the Council's own vision for transportation and sustainable travel, Spatial Objective 13, in the adopted Core Strategy is to reduce the high reliance on the car, increase opportunities for other forms of transport and securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans. Active travel also supports Spatial objective 7 to support active and healthy communities through green infrastructure and walking and cycling routes integrated with local public transport and Spatial objective 12 on Climate change by creating sustainable patterns of development, minimising pollution and greenhouse gas emissions. This leads naturally to aiming for high modal shift for this site. The proposal should commit to these percentage targets within the travel plan."*

- 2.2.1 **Table 1** shows the walking and cycling proportions from the National Travel Survey NTS0613a for primary school aged pupils. NTS0613a shows the trips to and from primary school by main mode and age for 2024 (latest available year at time of writing).

**Table 1. Active Travel Modal Splits – NTS0613a**

Age	Pedestrian	Bicycle
5 – 10 Years Old (Primary)	51%	1%

- 2.2.2 The base data as part of the modal split proportions for walking and cycling trips are to give an indication for the entire site covering all journey types but are based off of Census journey to work data which is employment type data. If for instance this was based on school trips alone, the proportions of walking and cycling trips would be much higher and closely resemble those percentages shown in **Table 1**, due to the likelihood of the significant proportion of trips to the school travelling from within the site by sustainable modes. The modal split shown in the TA subsequently shows an aggregate across the wider day/uses.

## 2.3 Comment 3 & 4

*"The basis for our comments on assessing the impacts of active travel traffic is to ensure that the infrastructure proposed is fit for purpose and can take the walkers, wheelers and cycling levels envisioned, and create the right capacity in the right places. It is useful to understand the percentage terms presented which gives an idea of proportions and focus for active travellers, and not surprisingly that 66% of movement will be via Burroughs Road. Key to this is design to the correct standards, LTN 1/20 Cycle Infrastructure Design in section 5 specifies design and width by peak hour cycle flow volumes, and ATE we hoping to test the infrastructure proposed against these standards but absolute figures are not presented."*

*It needs to be noted that shared use (pedestrians and cyclists) can cause conflicts, especially with slower moving pedestrians and mobility scooters and those with visual impairments. Paragraph 1.6.1 (2) in LTN 1/20 states that cycles must be treated as vehicles and not as pedestrians, which shared use does not. LTN 1/20 only supports shared use paths in a limited circumstances, such as those set out in section 6.5.6. The specification for such routes depends on likely peak flows so needs to be understood to ascertain an appropriate design. The technical note has not addressed this."*

- 2.3.1 Following the likely proportion of 66% of movement along Burroughs Road, this results in a maximum peak hourly assignment of approximately 55 – 81 active travel movements. This is less than the guidance set out within LTN 1/20 which details that shared use infrastructure accommodating up to 300 cyclists per hour should meet a minimum width of 3m. Even when including the 2030 aspirational goal, maximum peak hourly movements along Burroughs Road will still be less than the maximum usage of 300 cyclists per hour and will not result in a significant hazard between pedestrians and cyclists as the numbers of both will be relatively low and visibility between users will be good. Therefore, we consider the Burroughs Road proposals to be appropriate.

## 2.4 Comment 5

*"Thank you for setting how the likely routes towards secondary schools. However, this has not addressed ATE's request for a route quality audit, toolkit criteria 2, which is still outstanding. It is good there is connection to the NCN, but what about cycling in darker months is lighting present for instance."*

- 2.4.1 Criteria 2 of ATE Route Check Tool has been applied to two cycle routes towards Brookvale Groby Learning Centre via Markfield Road and Burroughs Road are shown in **Table 2** and **Table 3** respectively.
- 2.4.2 Please note that due to both of these routes being the same as each other except for the beginning road the route begins on, **Table 2** will assess the route from Markfield Road through to the school and **Table 3** will only assess the remaining areas (Burroughs Road and Main Street up until Markfield Road). These routes are shown in **Figure 1**.

Figure 1. Burroughs Road / Markfield Road - Brookvale Groby Learning Campus

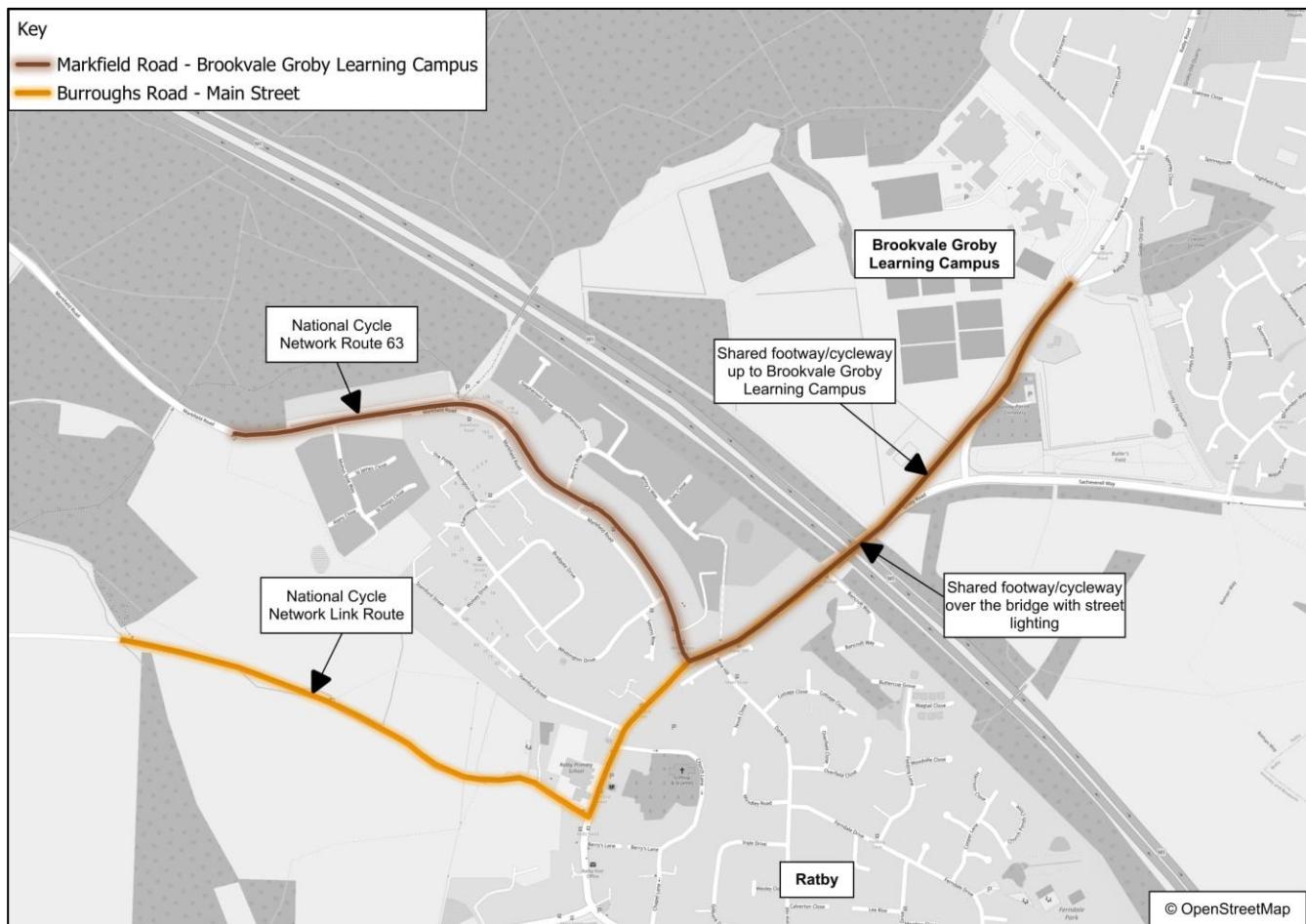


Table 2. ATE Route Check Criteria 2: Markfield Road - Brookvale Groby Learning Campus

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
P001	Are cyclists separated from pedestrians?	Cyclists travel along a shared footway / cycleway adjacent to Groby Road  On Markfield Road and for approximately 310m along Groby Road, cyclists are separated from pedestrians as cyclists are in the carriageway	-	Proposed demand is less than 300 hourly pedestrian / cyclist movements as per the threshold within LTN 1/20. Pedestrians/cyclist demand is low and visibility is good between users.
P002	Is the route free from barriers such as chicane barriers, steps or dismount signs?	There are no barriers, steps or dismount signs along the route	-	No barriers ensure a route that can be continuously traversed as flowingly as possible
P003	Does the route feel direct, logical and intuitive to understand for all road users?	The route feels generally direct due to their straight paths with limited junctions and is logical to understand, which is helped by the route signs at the Markfield Road / Groby Road /	-	The use of more signage as described below will make the route feel more logical but as the route is the shortest distance it can be, the flow feels logical

		Main Street roundabout		
P004	Are surfaces suitable for all users?	Whilst slowing down the speed of vehicles, there are several speed cushions along Markfield Road which may not suitable for all users. Additional speed cushions are also proposed as part of committed works under planning application 24/00461/REM	More speed cushions and a raised table are proposed as part of committed works under planning application for Markfield Road	These proposed works will provide a safer environment for cyclists in the carriageway due to lower vehicle speeds, which may encourage more cyclists  Clearer and more signage to Brookvale Groby Learning Campus and the shared footway / cycleway
P005	Is appropriate lighting provided?	Appropriate lighting is provided along the entire route with the exception of at the beginning of the route where committed works as part of planning application 24/00461/REM will include new lighting.	-	Street lighting is provided to ensure year-round usage, where the main purpose of trips in Ratby are leisure / education trips
P006	Does the route join together, or join other facilities together, as part of a holistic, connected network?	The entire route is along National Cycle Network (NCN) Route 63, connecting the centre of the site to Ratby and the southern section of Groby	-	NCN Route 63 is connected to the proposed active travel corridor via an NCN link route to make up a wider connected network

Table 3. ATE Route Check Criteria 2: Burroughs Road - Brookvale Groby Learning Campus

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
P001	Are cyclists separated from pedestrians?	On Burroughs Road, cyclists share the carriageway with pedestrians  On Main Street, cyclists are separated from pedestrians as cyclists are in the carriageway	Along the active travel corridor of Burroughs Road, cyclists will be separated from pedestrians in all areas except south towards the Desford Lane access where cyclists will use a 3m shared footway / cycleway	Proposed demand is less than 300 hourly pedestrian / cyclist movements as per the threshold within LTN 1/20. Pedestrians/cyclist demand is low and visibility is good between users.
P002	Is the route free from barriers such as chicane barriers, steps or dismount signs?	There are no barriers, steps or dismount signs along the route	-	No barriers ensure a route that can be continuously traversed as flowingly as possible
P003	Does the route feel direct, logical and intuitive to understand for all road users?	Burroughs Road and Main Street are straight paths so they feel very direct and logical to understand	The active travel corridor will provide a greater understanding of the route indicated by the several signs and road markings	As the active travel corridor is connected to NCN Route 63, it is the shortest distance it can be and so only requires one turn which makes the route flow feel logical

P004	Are surfaces suitable for all users?	Burroughs Road is uneven and bumpy which may be hazardous to certain users	Burroughs Road will be resurfaced and improved where there are defects	The new high-quality surface will benefit all users of different ability and confidence ensuring greater appeal and no hazards
P005	Is appropriate lighting provided?	Burroughs Road does not have any street lighting  Main Street has street lighting on both sides for the entirety of its length	The active travel corridor will likely not have its own lighting but will receive spillage from the surrounding development	This lighting spillage will be sufficient to ensure year-round usage along the active travel corridor and into Ratby
P006	Does the route join together, or join other facilities together, as part of a holistic, connected network?	The entire route is along National Cycle Network (NCN) Link Route, connecting the site to the centre of Ratby	The active travel corridor enhances the holistic connection between the site and the centre of Ratby	The active travel corridor has been planned as part of a wider connected network with NCN Route 63

## 2.5 Comment 6 & 10

*"It is welcome that a new section of segregated cycling infrastructure and a new parallel crossing is now proposed inside the site as the spine road would intersect with Burroughs Road, the route likely to absorb significant active trips. This hints at a continuation of this infrastructure to the north, but disappointingly not the south. Why would trips originating this way not want this same good quality infrastructure? It remains disappointingly that at this central intersection of a residential growth area is designed around the car and not people. An opportunity for a new village green or town square would have been worth exploring."*

*"It is disappointing that the note anticipates overall levels of cycling will be below the 300 per hr volumes despite the huge trip numbers referred to above in comment 1, many which could be/should be converted to active modes. Please can more information be provided to show how these movements per hour have been calculated."*

- 2.5.1 Comment 3 & 4's estimated peak hourly active travel movements (55 – 81) along Burroughs Road were derived by combining the two-way pedestrian, cyclist and bus stop access trips from the multi-modal trip generation. The lower bound (55) was calculated by applying a 66% factor to this total. The upper bound (81) included an additional 25% of primary school pedestrian trips before applying the same 66% factor.
- 2.5.2 In context It should be noted that in order to exceed the above cycling levels, given c66% of development (cyclist) flows would use Burroughs Road (as set out in previous responses). In order to exceed 300 per hour, this would require near 100% of dwellings within this catchment cycling during the same hour (or slightly reduced proportion with a combination of students for the school). This is clearly not a reasonable/likely scenario given other modes available and spread of time when people may travel.

## 2.6 Comment 7 & 8

*"Thank you ATE clarification measures to control speeds on Desford Lane and parking associated with Pear Tree business park. Consequential measures from the Local Highway Authority may also be required to prevent over spill parking. ATE would recommend both these actions are secured against any planning permission by appropriate mechanism."*

*"The design of a Toucan crossing is not on the desire line, but it is noted raised table to the east and extension of 30mph zone will help slow speeds and confident cyclists can remain on the carriageway. However, if using the toucan no concurrent cycling provision routing is included along the north footway despite crossing a separate access road (north of Hollywell Cottage) and there is no transition onto the spine road."*

- 2.6.1 **Drawing 109003-PEF-ZZ-XX-DR-TP-00001** shows the revised Desford Lane proposals. Cyclists have two routes once out of the Desford Lane access. For cyclists routing into Ratby, they can travel down the eastern side of the Desford Lane shared footway / cycleway before being ejected into the carriageway and over the proposed raised table, as part of planning application 20/00786/FUL. For cyclists turning right from Desford Lane, they must cross the Desford Lane access via the proposed dropped kerb and tactile paving to reach the proposed toucan signalised crossing. This allows cyclists to continue on the southern side of Desford Lane continuing on the shared footway / cycleway. This southern shared facility serves the medical centre as well as those who wish to travel south towards Desford. A Stage 1 Road Safety Audit (S1 RSA) was completed in February 2025 regarding the Desford Lane proposals.

## 2.7 Comment 9

*"Thank you for clarifying the gradient is sufficient to support wheelers inline with Inclusive Mobility. In designing this section, space to rest and lean for wheelers and those less able against may still be an important consideration where spaces allow beyond the pub car park. Appropriate signage to support 'share with care' within this space should be a planning condition."*

*The detailed design for this section of Burroughs Road to be stopped could usefully form a design coding condition to closely align the interests of movement, businesses, future residents and the local ecology. It is appreciated that this maybe an important ecological feature but using this as a reason for not investigating lighting further is in direct conflict with local policy on sustainable travel and the NPPF as cited above. This should be weighed in the balance appropriately and the advantages of reductions in pollution for ecology also noted if this route is more thoroughly designed to support active travel. Other vehicle routes from the site may also have existing ecological value but proposals for safety reasons will still be expected to be lit. Why light for motor vehicles and not humans and cyclists? ATE is aware of sensitive lighting products that support ecology. Safety and security for residents needs also noting, one should not have to use a motor vehicle purely for personal security reasons when amenities are close by."*

- 2.7.1 Agreed and acknowledged to be examined and balanced carefully alongside ecology considerations at the detailed design stage.

## 2.8 Comment 11

*"Thank you for clarifying local minimum cycle parking standards which for C1 residential uses match 2020's LTN 1/20 standards. ATE would strongly recommend that provision for dwellings above the local minimum standards be delivered and secured by design code or planning permission."*

- 2.8.1 Agreed and acknowledged.

## 2.9 Comment 12

*"It is welcome that further data has been tested to increase active travel methods, this is welcome. Every trip should be important and as previously stated ATE is trying to encourage a move away from just planning for peak movements, although acknowledge that infrastructure capacity needs to be designed for this. Can this be added to the framework travel plan as a clear target."*

*"It would be useful to further aggregate these active journeys by likely on site/off site destinations to ascertain likely routing and access points used. This analysis can then be used to help justify the infrastructure at Desford lane and Burroughs Road as discussed above. It also feeds into route audit work and the value of off-site interventions."*

- 2.9.1 Agreed and acknowledged. Surveys as part of the FTP can aggregate active travel journeys on- and off-site by destination to include route audits to assess if proposed infrastructure at access points has been designed to cope with proposed capacity.

## 2.10 Comment 14, 15 & 16

*"ATE will expect to see more detail on these matters in further reiterations of the travel plan. A planning condition should be used to secure a full travel plan is provided. If a full travel plan can be provided to support reserved matters stages, or design coding, this would allow a closer understanding of likely physical barriers to active travel and the final design and layout of the site to be planning in a manner to help remove these barriers and promote real choice of active modes from the doorstep."*

2.10.1 Agreed and acknowledged.

## 2.11 Summary

- 2.11.1 Pell Frischmann has provided a number of responses to ATE both within this Technical Note and previous Notes addressing their concerns and providing reasoned responses where necessary. LCC have also provided their most recent highways comments on a wide range of elements including transport sustainability. LCC accept that local facilities are within an acceptable walking/cycling distance and that the proposed infrastructure provides a safer environment for walking/cycling trips. LCC subsequently have provided no objection and have recommended conditions for approval.
- 2.11.2 Therefore, the proposals form safe, suitable, sustainable development and there should be no barriers to development and ATE should now have the information required to remove their deferral response.

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.		109003-PEF-ZZ-XX-T.TN-H-000015_S2_P2 - ATE Response.Docx				
File Path		P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Documents\Transport Planning\109003-PEF-ZZ-XX-T.TN-H-000015_S2_P2 - ATE Response.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	23/12/25	J.Hope	L.Thomas	L.Thomas
P2	S2	Updated Issue	05/01/26	J.Hope	L.Thomas	L.Thomas

Ref. reference. Rev revision. Suit suitability.

Appendix A ATE Comments Dated 25.03.25



## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Alex Jolley, Hinckley and Bosworth Borough Council

**Application Ref:** 24/00914/OUT

**Site Address:** BURROUGHS ROAD RECREATION GROUND,  
BURROUGHS ROAD, RATBY, LE6 0XZ

**Description of development:** Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.
- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ATE recommends that the application be refused for the reasons set out in this response.

## 1.0 Background

Thank you for reconsulting Active Travel England (ATE) on the revised details submitted for this outline application with access considered to deliver up to 920 dwellings. We note there has is direct response to our comments submitted together with the response to other transport bodies, this is accompanied by a series of updated access plans, to support now the proposed spine road crosses Burroughs Road along with its stopping up, and the access arrangements to Desford Lane; which includes a new section of 3m shared cycleway.

Unfortunately, the technical note has not addressed ATE's request for better understanding of local route quality by active modes to key destinations and bus stops, toolkit criteria 2 - 5. These remain a concern and vital to understand whether off site improvements are required to fully support modal shift. Particularly with a development as large as this, access and movement does not stop at the site entrance, as understood by the NPPF paras 109 c) and e), 111 d) and the Core Strategy spatial objective 13 on transportation and sustainable travel, policies 7 and 14. Policies 8 and 14 in particular seek the delivery of safe cycle routes in particular from Ratby to Groby Community College, into Glenfield and Kirby Muxloe and to Timkens employment site. The transport planning work should cover these. It is welcome elsewhere within the note reference is made to supporting the bus service, however.

Since making our comments in November last year the Government has published a revised version of the National Planning Policy Framework, which now includes the requirement at paragraph 109 to have '...a vision led approach to identify transport solutions that deliver well designed, sustainable and popular places.' This change is to build on the more positive 'vision and validate' approach to transport planning, which seeks to plan places proactively by what you want them to look like first, rather than rely on the older model of 'predict and provide' led by worst case scenario modelling for traffic impact. The results of this traditional model have arguably given rise to a decade of missed opportunities for more sustainable housing growth, by way of a failure to avoid car dependent housing, according to the recently published RTPI and LandTech report - The Location of Development 4, published 6 Nov 2024 and available from the Royal Town Planning Institute's website. Active Travel England are encouraging planning decisions to actively consider this report alongside the new NPPF and use the vision of local planning policies to consider sustainable movement first to direct the transport planning approach, rather than rely on transport modelling of motor vehicle trips in the first instance. The transport modelling can then be used secondary to help test the vision for sustainable trips, by assigning these first based on an ambitious mode share and then considering the necessary consequential motor vehicles trips.

## 2.0 Summary

There remain outstanding concerns regarding the lack of understanding of onward routing outside the site to key destinations. The transport work does not reflect the requirement for a vision led approach. However, the updated data and analysis is useful in setting targets and further analysis and trip assignment would be helpful to understand the design of access infrastructure. The Framework Travel Plan should be updated. Further work on the Burrough Lane and Desford Road access points would be very helpful.

At this stage Active Travel England recommend that any decision on this application be deferred until more information is provided. We would be very happy to discuss our comments in more detail.

### 3.0 National Policy and Guidance

The revised National Planning Policy Framework published in December 2024 has the following new paragraph numbers important to active travel.

109. Transport issues should be considered from the earliest stages of plan-making and *development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; e) identifying and pursuing opportunities to promote walking, cycling and public transport use;*

...

115. *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, ...*

117. *Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; ...*

Not referred to previously but still important is section 8 Promoting Health and Safe Communities which includes;

96 *Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) enable and support healthy lives, through both promoting good health and preventing ill health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities,*

*local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

#### 4.0 Opportunities

Responding in turn to the comment reference numbers in section 4 of the Pell Frischmann technical note (dated 12.02.25) directed to ATE's original comments.

Comment 1. Thank you for presenting a total all day motor trips figure. At 2,679 trips per day this is a huge figure and is a worst case scenario as indicated in the TA. The application must design and invest in sustainable travel and access arrangements, including setting targets for these modes now, to prevent this figure being reached, rather than predominately plan for this figure at motor vehicle access points.

Comment 2. Thank you for acknowledging that the low mode shares for walking and cycling in the base data. School trip rates shown in the tables get close to the 50% national target for active travel, and highlights where layout design will be fundamental to making these walking trips direct, safe and attractive and equally important design for cycles within and from outside the site, table 12 shows very low cycle rates.

It is noted that the Council's own vision for transportation and sustainable travel, Spatial Objective 13, in the adopted Core Strategy is to reduce the high reliance on the car, increase opportunities for other forms of transport and securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans. Active travel also supports Spatial objective 7 to support active and healthy communities through green infrastructure and walking and cycling routes integrated with local public transport and Spatial objective 12 on Climate change by creating sustainable patterns of development, minimising pollution and green house gas emissions. This leads naturally to aiming for high modal shift for this site. The proposal should commit to these percentage targets within the travel plan.

#### Comment 3 and 4

The basis for our comments on assessing the impacts of active travel traffic is to ensure that the infrastructure proposed is fit for purpose and can take the walkers, wheelers and cycling levels envisioned, and create the right capacity in the right places. It is useful to understand the percentage terms presented which gives an idea of proportions and focus for active travellers, and not surprisingly that 66% of movement will be via Burroughs road. Key to this is design to the correct standards, LTN 1/20 Cycle Infrastructure Design in section 5 specifies design and width by peak hour cycle flow volumes, and ATE we hoping to test the infrastructure proposed against these standards but absolute figures are not presented.

It needs to be noted that shared use (pedestrians and cyclists) can cause conflicts, especially with slower moving pedestrians and mobility scooters and those with visual impairments. Paragraph 1.6.1 (2) in LTN 1/20 states that cycles must be treated as vehicles and not as pedestrians, which shared use does not. LTN 1/20 only supports **shared use paths in a limited circumstances, such as those set out in section 6.5.6.** The specification for such routes depends on likely peak flows so needs to be understood to ascertain an appropriate design. The technical note has not addressed this.

### Comment 5

Thank you for setting how the likely routes towards secondary schools. However, this has not addressed ATE's request for a route quality audit, toolkit criteria 2, which is still outstanding. It is good there is connection to the NCN, but what about cycling in darker months is lighting present for instance.

Cycling gives young people real transport independence, contributing to active healthy lifestyles and mental health benefits, lessening air pollution and motor traffic volumes. This is recognised in Core Strategy policy 8 and 14 as cited above.

### Comment 6 and 10

It is welcome that a new section of segregated cycling infrastructure and a new parallel crossing is now proposed inside the site as the spine road would intersect with Burroughs Road, the route likely to absorb significant active trips. This hints at a continuation of this infrastructure to the north, but disappointingly not the south. Why would trips originating this way not want this same good quality infrastructure? It remains disappointingly that at this central intersection of a residential growth area is designed around the car and not people. An opportunity for a new village green or town square would have been worth exploring.

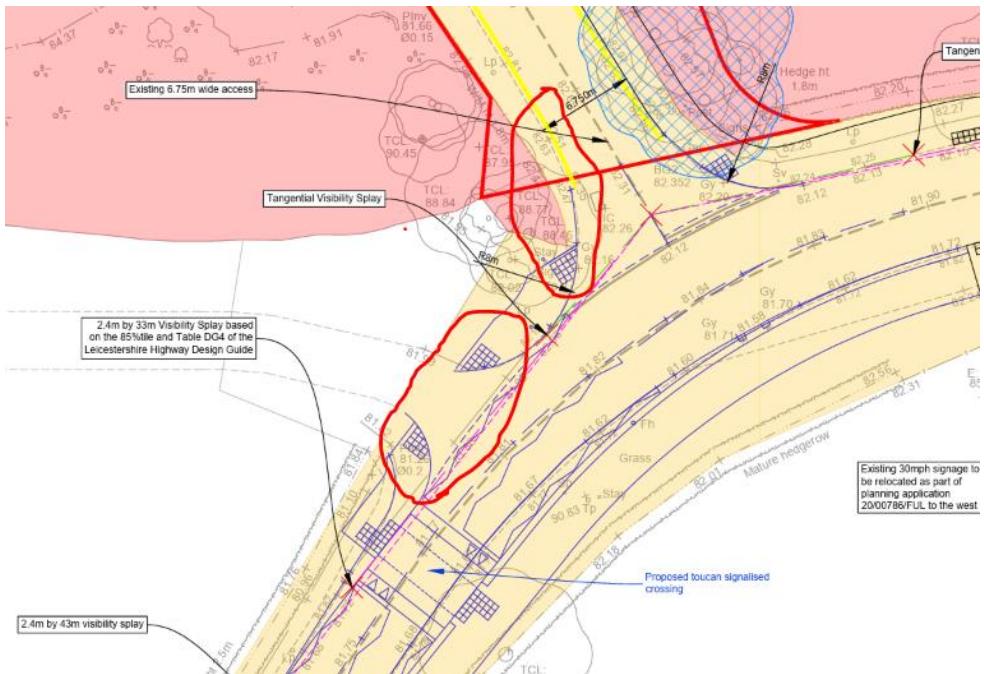
It is disappointing that the note anticipates overall levels of cycling will be below the 300 per hr volumes despite the huge trip numbers referred to above in comment 1, many which could be/should be converted to active modes. Please can more information be provided to show how these movements per hour have been calculated.

### Comments 7 & 8

Thank you ATE clarification measures to control speeds on Desford Lane and parking associated with Pear Tree business park. Consequential measures from the Local Highway Authority may also be required to prevent over spill parking. ATE would recommend both these actions are secured against any planning permission by appropriate mechanism.

The design of a Toucan crossing is not on the desire line, but it is noted raised table to the east and extension of 30mph zone will help slow speeds and confident cyclists can remain on the carriageway. However, if using the toucan no concurrent cycling provision routing is included along the north footway despite crossing a separate access road (north of Hollywell Cottage) and there is no transition onto the spine road.

See extract of plan 109003 PEFZZ XX DR TP 00001 below with red circled highlighting the areas described above.



## Comment 9

Thank you for clarifying the gradient is sufficient to support wheelers inline with Inclusive Mobility. In designing this section, space to rest and lean for wheelers and those less able against may still be an important consideration where spaces allow beyond the pub car park. Appropriate signage to support 'share with care' within this space should be a planning condition.

The detailed design for this section of Burroughs Road to be stopped could usefully form a design coding condition to closely align the interests of movement, businesses, future residents and the local ecology. It is appreciated that this maybe an important ecological feature but using this as a reason for not investigating lighting further is in direct conflict with local policy on sustainable travel and the NPPF as cited above. This should be weighed in the balance appropriately and the advantages of reductions in pollution for ecology also noted if this route is more thoroughly designed to support active travel. Other vehicle routes from the site may also have existing ecological value but proposals for safety reasons will still be expected to be lit. Why light for motor vehicles and not humans and cyclists? ATE is aware of sensitive lighting products that support ecology. Safety and security for residents needs also noting, one should not have to use a motor vehicle purely for personal security reasons when amenities are close by.

### Comment 11

Thank you for clarifying local minimum cycle parking standards which for C1 residential uses match 2020's LTN 1/20 standards. ATE would strongly recommend that provision for dwellings above the local minimum standards be delivered and secured by design code or planning permission.

## Comment 12

It is welcome that further data has been tested to increase active travel methods, this is welcome. Every trip should be important and as previously stated ATE is trying to encourage a move away from just planning for peak movements, although acknowledge that infrastructure capacity needs to be designed for this. Can this be added to the framework travel plan as a clear target.

It would be useful to further aggregate these active journeys by likely on site/off site destinations to ascertain likely routing and access points used. This analysis can then be used to help justify the infrastructure at Desford lane and Burroughs Road as discussed above. It also feeds into route audit work and the value of off-site interventions.

Comments 14, 15, 16

Noted. ATE will expect to see more detail on these matters in further reiterations of the travel plan. A planning condition should be used to secure a full travel plan is provided. If a full travel plan can be provided to support reserved matters stages, or design coding, this would allow a closer understanding of likely physical barriers to active travel and the final design and layout of the site to be planning in a manner to help remove these barriers and promote real choice of active modes from the doorstep.

Appendix B ATE Comments Dated 07.07.25



## Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Hinckley and Bosworth Borough Council

**Application Ref:** 24/00914/OUT

**Site Address:** BURROUGHS ROAD RECREATION GROUND,  
BURROUGHS ROAD, RATBY, LE6 0XZ

**Description of development:** New: Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway. (Old description: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.
- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

- d. **Refusal:** ATE recommends that the application be refused for the reasons set out in this response.

## 1.0 Response

Thank you for consulting Active Travel England (ATE) on the amended description of this application to clarify that the focus of the development has switched to class C3 dwellings and the description amended to remove the housing with care/extra care element. We note that this is accompanied with a revised site masterplan to allow for 470 dwellings, with the land formally for housing with care amended to now include the residential notation. No further physical changes are made and the access points and internal illustrative layout are otherwise unchanged.

It is noted that the original transport assessment was commissioned to support both options in the first description including the amended wording now proposed. No update to this transport work has been submitted.

In our last response dated 25 March 2025 ATE made comments raising concerns regarding the lack of understanding of the quality of active travel onward routing outside the site to key destinations. Secondly that the transport work does not yet reflect the requirement for a vision led approach. Further analysis and trip assignment would be helpful to understand the design of access infrastructure, particularly at the Burrough lane and Desford access points to ensure they prioritise active movements including wheelers and the movement hierarchy. The Framework Travel Plan should also be updated as a consequence. ATE would reiterate that these comments should still stand at the time of this latest consultation.

At this stage Active Travel England continue to recommend that any decision on this application be deferred until more information is provided. We would be very happy to discuss our comments in more detail.

Appendix C LCC Comments Dated 19.12.25

**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.

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**APPLICATION DETAILS**

Planning Application Number: 24/00914/OUT

Highway Reference Number: 2024/0914/04/H/R1

Application Address: Burroughs Road Recreation Ground Burroughs Road Ratby Leicester Leicestershire LE6 0XZ

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

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**GENERAL DETAILS**

Planning Case Officer: Alex Jolley

Applicant: Lagan Homes England

County Councillor: Groby & Ratby ED - Cllr Ozzy O'Shea

Parish: Ratby

Road Classification: Class C

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**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**

This is the Local Highway Authority's (LHA's) second formal response to the planning application, which initially sought permission for the erection of about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1) on land at Burroughs Road, Ratby.

Notwithstanding the above the LHA now understands that the application description has changed and the applicant is seeking permission for:

*Outline planning application (with all matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.*

The LHA's first response, in November 2024, identified concerns with some transport related issues of the application and asked the applicant to provide further evidence/clarification on the issues raised in that response, including:

- Amendments to site access arrangements and confirmation that vehicle speeds of 15kph have been used swept path analysis;
- Revised RSA1 and Designer's Response to include the proposed Toucan Crossing;
- A drawing which shows the full extent of the 'stopping up' proposals for Burroughs Road;
- Up to date PIC data to include expanded study area;
- Investigate possibility of additional public transport infrastructure / service improvements; and
- Submission of an updated Framework Travel Plan (FTP).

This is the LHA's second formal response to the planning application, after the LHA has had the opportunity to review the following information submitted to the Local Planning Authority on 20 February 2025, 2 May 2025 and 10 June 2025:

- Pell Frischmann Technical Note (TN) document ref: 109003-PEF-XX-XX-RP-TR-000011, 'Land West of Ratby - Response to Highways Comments', Revision S2\_P1, dated 12 February 2025;
- Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00001, 'Desford Lane Site Access Drawing', Revision P04, dated 21 January 2025;
- Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00002, 'Burroughs Road Internal Access Design', Revision P02, dated 21 January 2025;
- Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00014, 'Vehicle Tracking of Desford Lane', Revision P01, dated 20 January 2025;
- Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00015, 'Stopping Up of Burroughs Road', Revision P01, dated 21 January 2025;
- Pell Frischmann Response to LCC Comments (TN2) document ref: 109003-PEF-XX-XX-RP-TR-000014, 'Land West of Ratby', Revision S2\_P1, dated 1 May 2025;
- FPCR Environment and Design Ltd Design and Access Statement Addendum, 'Land at West of Ratby, Leicestershire', dated July 2025; and
- FPCR Environment and Design Ltd drawing number: 10783-FPCR-XX-XX-DR-L-0007 'Illustrative Framework - Burrough Field, Land West of Ratby', Revision P14, dated 27 May 2025.

### **Site Access**

The LHA provided detailed comments on the three site accesses which are going to be provided to serve the proposed developments. The applicant has considered the advice and submitted new drawings to the LPA. The LHA has undertaken a new check on the site access drawings against the guidance in the [Leicestershire Highway Design Guide](#) (LHDG) and offers further comments below.

- Drawing revision P02 now shows a 2m wide footway on both sides of the carriageway for the proposed development works.

109003-PEF-ZZ-XX-DR-TP-000014 Vehicle Tracking of Desford Lane Revision P02

- The swept paths show that for a refuse vehicle to turn left into the access it is required to overrun the centreline of the access road, however this is acceptable given that refuse vehicles would only visit the site infrequently.

109003-PEF-ZZ-XX-DR-TP-00020 S2-P01 Desford Lane Site Access Drawing Option 1 Revision P01

- The junction geometry is in accordance with the LHDG for widths and radii.
- Visibility splays are in accordance with the LHDG for the 85th percentile speed reading submitted.

109003-PEF-ZZ-XX-DR-TP-00021 S2-P01. Desford Lane Site Access Drawing Option 2 Revision P01

- The junction geometry is in accordance with LHDG for widths and radii.
- Visibility splays are in accordance with the LHDG for the 85th percentile speed reading submitted.
- Provision should be made for cyclists who wish to leave the development and travel eastbound on Desford Lane on the carriageway, however these arrangements would be as part of the Toucan Crossing provision (see further details below).

109003-PEF-ZZ-XX-DR-TP-00005 S2-P03. Vehicle Tracking 16.5m Articulated Vehicle

- The drawing shows that the manoeuvres into and out of Burroughs Road from the Spine Road can be undertaken by a 16.5m articulated vehicle at a speed of 15kph without overrunning the kerbline. Further swept path analysis may be required as part of the detailed design process of the site access if planning permission is granted.

109003-PEF-ZZ-XX-DR-TP-00004 S2-P03. Vehicle Tracking Tractor With Trailor

- The drawing shows that the manoeuvres into and out of Burroughs Road from the Spine Road can be undertaken by a Tractor with Trailor at a speed of 15kph without overrunning the kerbline.

109003-PEF-ZZ-XX-DR-TP-00003 S2-P03. Vehicle Tracking Refuse

- LCC recommends a vehicle length of 11.2m is used for the refuse vehicle swept paths, which may mean slight amendments are required as part of the detailed design process.

Other Considerations

The following items can be addressed at Section 278 technical approval stage if planning permission is granted:

- Suitable road markings would be required enabling westbound cyclists on the Desford Lane carriageway to move onto the proposed shared use cycleway on the north side of Desford Lane;
- Corduroy hazard tactile paving would be required at all points where the footway transitions into shared use cycleway;
- Tactile paving should be provided at the pedestrian section of the parallel crossing; and
- Provision has been made for cyclists joining Burroughs Road westbound but not for the opposite direction e.g. eastbound cyclists on Burroughs Road joining the shared use facilities.

#### Toucan Crossing

Given the level of pedestrian activity from the proposed development to the village and other amenities, the applicant initially proposed installing a toucan crossing as part of the Desford Lane site arrangements. However, the LHA asked the applicant to provide further evidence that a crossing was required.

The applicant has now highlighted in the additional TN that another applicant has a condition to deliver a pedestrian crossing on Desford Lane as part of application reference: 21/01295/OUT (Land off Desford Lane Ratby).

The LHA has provided comments on 25/00147/DISCON and in its response dated 6 October 2025 the LHA offered no objection to the revised proposals for the pedestrian crossing and the LHA discharged the condition on 24 October 2025. The LHA would expect the crossing to be delivered in due course to serve the other development in the area and the proposed development, however if for any reason the alternative site does not come forward the LHA has conditioned the delivery of a Toucan Crossing in the area.

#### Primary School

The LHA note there is some land that could be reserved for a future primary school on the site as part of a future Reserved Matters application. If the LPA is minded to grant planning permission and the primary school does come forward, then the LHA would welcome discussions for the proposals with other stakeholders.

#### Summary

Overall, the LHA is satisfied that subject to minor amendments at the technical approval stage that the vehicular accesses are safe and suitable in accordance with paragraph 115 of the National Planning Policy Framework (NPPF) to serve the proposed development.

The LHA note that the applicant has submitted two drawings for the Desford Lane site access based on different scenarios for the Desford Lane site in the vicinity of the site. The LHA understands that the Desford Lane site that was allowed on appeal (LPA ref: 21/01295/OUT) has had a Reserved Matters application approved in May 2025 as part of LPA ref: 24/01090/REM and the applicant has subsequently discharged some of the conditions. Therefore, the LHA is content that that site will be delivered and the applicants site access drawing that accounts for that development is conditioned below.

#### Stopping Up of Burroughs Road

In response to the initial comments, the LHA is satisfied that the drawing ref: 109003-PEF-ZZ-XX-DR-TP-000015 Stopping Up of Burroughs Road Revision P02 has been updated to show the proposed spine road and how it relates to the stopping up of Burroughs Road. The applicant is

intending to “stop up” approximately 200m of highway between the proposed turning head on Burroughs Road and the new internal spine road. Further information on the stopping up of highway is available at: <https://www.leicestershire.gov.uk/roads-and-travel/local-authority-searches/highway-extinguishments>

However the LHA would advise the applicant that there is the possibility that the section of Burroughs Road that could be stopped up could be downgraded to the status of Public Bridleway. The LHA is happy to continue these discussions, but the applicant can contact [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk) to move this aspect of the proposals forward during the planning process.

### **Highway Safety**

During the previous response the LHA noted that the applicant had only provided Personal Injury Collision (PIC) data up to the end of April 2024 and had not considered the PIC data on the junctions / links which would be affected by the proposals.

The applicant has expanded the study area to include the following junctions:

- Desford Lane / Thornton Lane;
- Botcheston Road / Desford Lane; and
- Desford Lane / Newton Grange Farm Business Park;

The additional PIC data reproduced from Table 2 of the TN is summarised below:

**Table 2. Collision Summary**

Collision Severity	Year						
	2019	2020	2021	2022	2023	2024	Total
Serious	1	0	2	0	0	0	3
Slight	0	0	1	0	1	1	3
Total	1	0	3	0	1	1	6

Figure 1: PIC data for additional junctions reproduced from Pell Frischmann Technical Note (TN) document ref: 109003-PEF-XX-XX-RP-TR-000011, ‘Land West of Ratby - Response to Highways Comments’, Revision S2\_P1, dated 12 February 2025.

The applicant had looked at the circumstances for the collisions and noted that while there were five turning collisions at the Botcheston Road / Desford Lane junction there are no significant patterns or trends in the data that would need any mitigation because of the proposed development. The LHA note that one of the collisions is over five years ago (2019) so this would not be considered in the revised analysis.

Given the time since the analysis the LHA has checked its own database for the entire village of Ratby for the period from 1 January 2020 to 30 September 2025. The key findings of the LHAs review of the local highway network are detailed below:

- There were seven serious collisions and 14 slight collisions in the period under consideration; and
- Five collisions in 2020, six collisions in 2021, two collisions in 2022, 2023 and 2024, and four collisions up to 30 September 2025.

The applicant had concluded that based on the PIC record there is no spatial clustering or trends and there are no existing road safety issues.

The LHA is satisfied with the applicants' review of the PIC data and that there are no patterns or trends in the collisions that require further investigation or any scheme of mitigation. Furthermore, based on the expanded study area the LHA does not think that the proposed development will exacerbate an existing highway safety situation.

### **Trip Generation / Trip Distribution**

The LHA agreed the predicted vehicular trip rates and subsequent trip generation for the proposed development with the applicant prior to the modelling. For information, the predicted vehicular trip generation total to test the impact of the proposals is reproduced in Figure 2 below:

**Table 10. Total Off-Site Vehicle Trip Generation**

Time Period	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Car Driver	168	299	467	227	116	343

Figure 2: Total predicted trip generation for the proposed development reproduced from Table 10 of Pell Frischmann Transport Assessment (TA), 'Land West of Ratby', Report Ref: 106232-PEF-ZZ-XX-RP-TS-000002, Revision P3, dated 6 September 2024.

To understand highway and transportation implications of large development sites they are assessed using the LHA's Pan Regional Transport Model, (PRTM). This approach replaces the use of Census data for the distribution of development trips due to the complex and interrelated transport issues.

### **Highway Impact Analysis**

The modelling approach taken by the applicant, along with the outcomes for the proposed development, which is acceptable is summarised below:

- Strategic Modelling: Undertaken using PRTM; this is particularly important given how local roads and junctions can be sensitive to variation in traffic flow; and
- Local Junction Testing: This analysis has been undertaken using industry standard software depending on the type of junction being assessed. Where required and appropriate, highway mitigation and improvements can be developed and refined.

### **Base Year Traffic Assessment**

To establish an understanding of the performance of the existing highway network, a base year assessment was first undertaken using PRTM by the LCC Modelling Team, on the applicant's behalf. The scope of this modelling was agreed with the LHA's Highway Development Management (HDM) team and other stakeholders.

### **Future Scenarios**

After discussions with the applicant to assess the impact of the proposals on the highway network, scenarios with and without development have been considered for the following forecast years:

- 2024 Base Core – Without Development;

- 2028 Base Core – Without Development;
- 2028 Base + Phased Development (interim scenario - 250 dwellings without primary school and spine road);
- 2031 Base Core – Without Development; and
- 2031 Base + Full Development + Spine Road.

The applicant has undertaken a detailed assessment of the referenced forecast years including analysis of 'with' and 'without development scenario' to determine the highway impacts of the development. As set out above, the assessment also considers the phased impact of development up to 2031 by which time it was anticipated the full development would be built out.

This approach allows the LHA to understand the impact of the full development in the future, and it also provides robust evidence to identify suitable trigger points for highway infrastructure and mitigation. This response primarily considers the overall impact of the development in the 2031 modelled year with reference made to appropriate interim and phased testing where appropriate to determine when any phased infrastructure i.e. the spine road is required.

#### Strategic Modelling

Following review of the development impact within the study area in the 2031 AM and PM peak hours the following key observations can be made:

- Traffic going northbound via Ratby Lane / Markfield Lane to M1 J22 and A511;
- Increase in traffic on routes toward Groby including along Ratby Road and Sacheverell Way to the A50 and Anstey Lane towards Leicester City centre;
- Increase in vehicles using strategic network via the M1 J22 and A46 northbound;
- Distribution of some development traffic towards Leicester City centre along several routes including Ratby Lane, A47 Hinckley Road;
- Some development trips going southbound via Desford Road / Botcheston Road towards Desford and Newbold Verdon; and
- Decrease of background and development traffic using alternative routes in Ratby due to availability of spine road.

#### Spine Road

As stated in the initial highway response to the application a key piece of infrastructure for the proposed development is a link road which will join Phase 1 of the development off Markfield Lane and Desford Lane and it will also provide access to various elements of the proposed development. The internal spine road will initially be 5.5m wide from the northern access and 6.75m from the southern access and is intended to provide some relief to the village centre and other surrounding roads.

The LHA has reviewed drawing number: 109003-PEF-ZZ-XX-DR-TP-00002\_S2-P03. Burroughs Road Internal Access and can confirm that the footway, cycleway and shared use cycleway dimensions are all in accordance with LTN1/20 and the LHDG. Furthermore, the proposed dimensions of the parallel crossing are in accordance with TSM Chapter 6.

The LHA would advise the applicant that consideration should be given to how access on Burroughs Road East will be restricted as this could affect the remainder of the scheme. The interface between Burroughs Road and the Spine Road should also be investigated, for example will this be full height kerbs across the junction.

Notwithstanding the above, the LHA understands that the detailed design of the link road will be subject to a Reserved Matters application. The submitted Transport Assessment (TA) states that the link road will be completed prior to the occupation of the 251st dwelling. The LHA has checked the outputs from the PRTM modelling and accepts that the spine road will not be needed before occupation of the 251st dwelling which is anticipated to be during 2028.

A suitably worded condition is included towards the end of these highway observations to ensure an appropriate design and delivery of the link road as part of a future Reserved Matters application.

#### Junction Capacity Assessments

To establish appropriate inputs for the local junction assessments a revised set of modelled flows for all scenarios (base + development) have been produced which use observed turning movements (from traffic counts undertaken in July 2024) and modelled growth applied appropriately through discussions with LCC. The junctions highlighted (including the site accesses referenced above) in the PRTM report are listed below:

1. Desford Lane – Priority Junction
2. Station Road / Desford Lane – Priority Junction
3. Main Street / Markfield Road – Mini-roundabout
4. Groby Road / Sacheverell Way – Priority Junction
5. Leicester Road / Sacheverell Way – Roundabout
6. A46 / Groby Road / Markfield Road – Signalised Roundabout
7. Thornton Road / Ratby Lane – Priority Junction
8. Desford Lane / Site Access – Priority Junction
9. Markfield Road / Site Access – Priority Junction

For priority junctions, the applicant has used PICADY software. A Ratio to Flow Capacity (RFC) up to 0.85 shows the junction is operating within capacity, between 0.85 and 1 indicates that there is a build up of queues and delays and if the RFC is above 1, then the junction is operating above its practical capacity.

The standard modelling software for signal-controlled junctions is LinSig. The results from LinSig models are expressed in Practical Reserve Capacity (PRC), which is calculated based on a maximum Degree of Saturation (DoS) on each signalised approach.

The LHA agrees with the applicant's conclusion that the proposed impact of the development could not be considered severe at junctions 2, 3, 5 – 9.

However, based on the results of the junction capacity assessments in 2031 schemes of mitigation are required at junction 1, Desford Lane and junction 4, Groby Road / Sacheverell Way.

#### Off-Site Mitigation

Following an analysis of the PRTM outputs and results of the junction capacity assessments the applicant has identified two junctions (listed below) where a highway scheme of mitigation, is required:

- Desford Lane (signalised junction scheme)
- Groby Road / Sacheverell Way (signalised scheme)

Further details of the highway schemes at these junctions is outlined below.

### Desford Lane junction

This is an existing priority junction however because of the impact of the proposed development at this junction the applicant has submitted a scheme of mitigation as shown on drawing number: 109003-PEF-ZZ-XX-DR-TR-00010\_S2-P01 (Figure 3 below). This shows a redesign of the current layout with a new three arm signalised junction arrangement with two lane approaches on all arms. The applicant has also indicated that the scheme requires the speed limit to be reduced to 40mph throughout the entire extents. This would be subject to a separate process outside the planning arena if permission is granted and would be subject to a formal consultation period as part of that process.

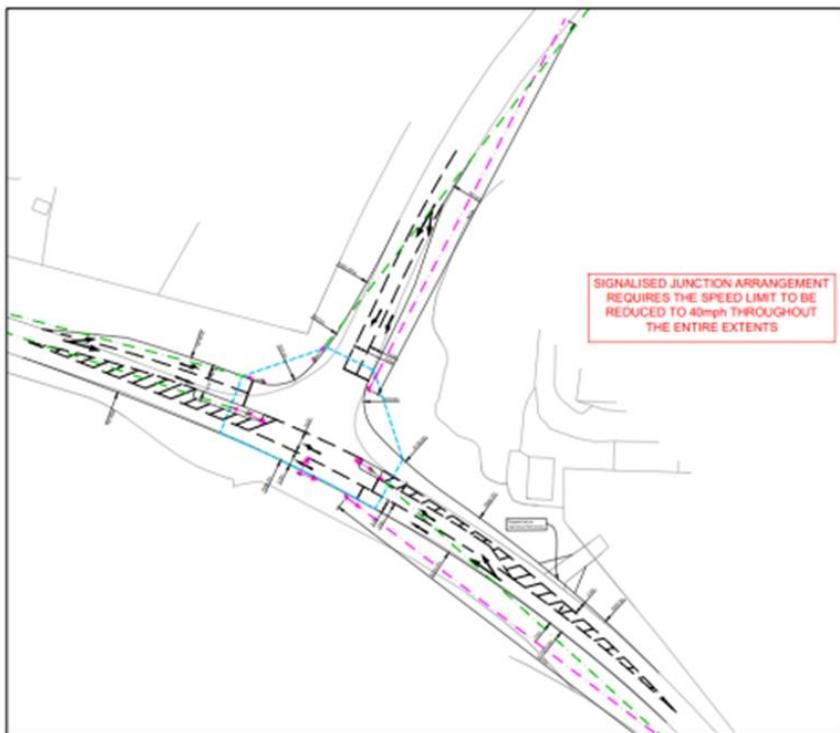


Figure 3: Details of Desford Road scheme of mitigation as shown in Figure 13 of Pell Fischmann Transport Assessment Addendum

The junction model was subsequently updated with the revised layout and the applicant has concluded that the predicted results of the modelling (shown below in Figure 4) predict that the highway improvement scheme would mitigate the impact of the proposed development.

Table 3. Desford Lane/ Desford Lane – Mitigation Modelling Results

Arm / Movement	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	Degree of Saturation	Queue (PCU)	Delay (s)	Degree of Saturation
<b>2028 Furness Future + Development</b>						
Desford Lane (West)	16	25	79.3%	8	15	62.5%
Desford Lane (North)	9	45	76.7%	5	43	62.0%
Desford Lane (East)	5	18	55.2%	6	13	49.9%
PRC (%)	13.4%			43.9%		
<b>2031 Furness Future + Development</b>						
Desford Lane (West)	22	34	89.3%	11	18	71.1%
Desford Lane (North)	13	55	87.4%	6	44	70.1%
Desford Lane (East)	8	37	86.9%	7	18	68.7%
PRC (%)	0.8%			26.6%		

Figure 4: Desford Lane – Mitigation Modelling Results reproduced from Table 3 of Pell Frischmann Transport Assessment Addendum.

The LHA has reviewed the proposed highway works at the Desford Lane junction shown on Drawing number: 109003 PEF ZZ XX DR TP 00010 Desford Lane Junction Improvements, Revision P01 and the tracking shown on Drawing number: 109003 PEF ZZ XX DR TP 00011 16.5m HGV Tracking Through Junction Improvement Desford Lane Revision P01.

The LHA accepts the applicant's conclusion that a signalised junction would mitigate the impact of the proposed development. The applicant should note the following comments which can be addressed in an updated drawing(s) should the applicant wish to do so:

- The applicant should show on the drawings the existing service road on the northern arm that serves several properties.
- Lane widths are in accordance with DMRB CD123 Para 7.8 and 7.9.
- The LHA believe the corner radii should be in accordance with DMRB CD123 Para 5.6.2 i.e. 15m as it is in a rural area and should cater for articulated HGVs.
- Visibility to Signal Heads is shown based on an assumed reduced speed limit of 40mph, and these are in accordance with the DMRB CD123 Para 7.3, apart from the northern arm where only 90m is achievable. DMRB states that the visibility shall be in accordance with Table 2.10 of DMRV CD109 and therefore relaxations are not permitted.
- Formation of the left turn lane on the west arm and north arm should be dimensioned and shown to be in accordance with DMRB CD123 Para 7.10.
- Formation of the right turn lane on the east arm should be dimensioned and shown to be in accordance with DMRB CD123 Para 7.10.2
- Inter Junction Visibility Splays are shown and are in accordance with DMRB CD123 Para 7.4.

- The highway boundary is not shown on the drawing, but the LHA believes that all the construction works and displayed visibility splays are within the adopted highway boundary.
- The tracking drawing shows all the required vehicle manoeuvres at a speed of 15kph as per the LHDG.
- The tracking drawing line weights are quite thick and suggest that several movements will result in the vehicle overrunning the kerbline – left turn out of northern arm, left turn into northern arm. Therefore, some further amendments to the design of the scheme will be required.
- The drawing also suggests that vehicles will be overrunning the lane lines when turning – left turn out of northern arm and the left turn into northern arm.

Notwithstanding the above the scheme of mitigation has currently not been supported by a Stage 1 RSA and Designers Response to any issues raised and the applicant has not provided a swept path analysis of a larger 18.5 HGV to demonstrate that all turning movements by a large articulated HGV can be accommodated.

This will need to be addressed by the applicant as part of a revised set of drawings or as part of the Discharge of Condition application subject to receiving planning permission.

### **Groby Road / Sacheverell Way**

Based on the applicant's junction capacity assessment, the proposed development is predicted to have a significant traffic impact at the above junction. The proposed mitigation scheme, which involves upgrading the existing priority junction into a traffic-signal controlled T-junction with pedestrian crossing across the Groby Road North arm, is shown on drawing 109003-PEF-ZZ-XX-DR-TR-00012\_S2-P01 in the TAA.

The results of LinSig analysis, shown in Figure 5 below show that not only would the scheme mitigate the impact of the proposed development, it would also mitigate the impact of some of the background growth in 2031.

Table 7. Groby Road/Sacheverell Way - Mitigation Modelling Results

Arm / Movement	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	Degree of Saturation	Queue (PCU)	Delay (s)	Degree of Saturation
2028 Furnessed Future + Development						
Groby Road (South)	14	23	69.6%	9	17	51.4%
Groby Road (North)	7	48	68.9%	4	46	52%
Sacheverell Way	5	11	40.7%	6	10	39.5%
PRC (%)	29.4%			73%		
2031 Furnessed Future + Development						
Groby Road (South)	19	31	83.1%	11	18	58.3%
Groby Road (North)	10	57	82.1%	5	47	55.1%
Sacheverell Way	6	12	45.8%	7	11	45.3%
PRC (%)	8.3%			54.5%		

Figure 5: Groby Road / Sacheverell Way – Mitigation Modelling Results reproduced from Table 7 of Pell Frischmann Transport Assessment Addendum.

The reduction in delays on the Groby Road northern arm of the junction would also mitigate any potential safety issues in the future where driver frustration could result in vehicles emerging from Groby Road in inappropriate gaps in traffic.

The LHA has reviewed the proposed highway works at the Sacheverell Way junction shown on Drawing number: 109003 PEF ZZ XX DR TP 00012\_S2-P01 Groby Road/Sacheverell Way Junction Improvements Revision P01 and the tracking shown on Drawing number: 109003 PEF ZZ XX DR TP 00013 16.5m HGV Tracking Through Junction Improvement Groby Road/Sacheverell Way Revision P01.

The LHA accepts the applicant's conclusion that a signalised junction would mitigate the impact of the proposed development. The applicant should note the following comments which can be addressed in an updated drawing(s) should the applicant wish to do so, or as part of a future S278 detailed design:

- The proposed splitter island on Ratby Road is relatively narrow and the LHA would have some concerns about how much room is available to pedestrians who must wait on it when crossing.
- Lane Widths should be shown on the drawing, and these should be in accordance with DMRB CD123 Para 7.8 and 7.9.
- The LHA believe the Corner Radii should be in accordance with DMRB CD123 Para 5.6.2 i.e. 15m as it is in a rural area and should cater for articulated HGVs. The road is 7.5t limited but loading is permitted.
- Visibility splays of 65m are shown on the drawing, however 120m length splays are required for a 40mph road as per DMRB CD123 Para 7.3.
- Formation of right turn lane on east arm should be dimensioned and shown to be in accordance with DMRB CD123 Para 7.10.2.
- Inter Junction Visibility Splays are shown and are in accordance with DMRB CD123 Para 7.4.
- The highway boundary is not shown on the drawing, but the LHA believes that all the construction works and displayed visibility splays are within the adopted highway boundary.
- The tracking drawing shows all the required vehicle manoeuvres at a speed of 15kph as per the LHDG.
- The tracking drawing line weights are quite thick and suggest that a number of movements will result in the vehicle overrunning the kerbline – left turn out of northern arm, right turn out of northern arm, straight ahead out of eastern arm, straight ahead out of western arm. This will need to be amended.
- The drawing also suggests that vehicles will be overrunning the lane lines when turning right into the northern arm. This will also need amending.

Furthermore, the applicant has not provided a swept path analysis for an 18.5m HGV to demonstrate that all turning movements by a large articulated HGV can be accommodated. This

information will need to be submitted by the applicant for review and approval by the LHA if planning permission is granted.

Lastly the applicant should note there are clusters of highway trees which may need to be removed as part of the schemes of mitigation. The LHA would advise the applicant to contact Leicestershire County Council's (LCC) Forestry team ([forestry@leics.gov.uk](mailto:forestry@leics.gov.uk)) at the earliest opportunity to discuss the possible loss of trees associated with the mitigation arrangements. The Capital Asset Value for Amenity Trees (CAVAT) of the affected trees is likely to need to be established and paid to LCC as set out at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/protecting-natural-assets/principles-retaining-natural-assets>.

### **Internal Layout**

The applicant is seeking outline planning permission with access the only matter being determined at this stage. Therefore, the LHA will provide further observations on any future Reserved Matters applications at the appropriate time, however the LHA note the applicant's intention to provide parking in line with the LHDG.

Based on the scale of the proposed development the LHA would expect each parcel of the development to be offered for adoption by the LHA, so all details must comply with the current design standards of LCC. For further information about LCC adoption policy is available here: <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/highway-adoption-policy>

### **Transport Sustainability**

#### Walking / Cycling

The applicant has reviewed the local facilities that are within acceptable walking / cycling times in Table 1 of the original TA. Furthermore, the applicant has demonstrated in Figures 3 and 6 which additional services are available within a walking distance of 2km and cycle distance of 8km.

Ratby has a mixture of on road and traffic free cycle routes that future cyclists could use and given the village location there is a wide network of pedestrian infrastructure.

The applicant has indicated that the internal layout of the site will be designed to include a network of on-site walking and cycling routes. The proposed downgrading of Burroughs Road will also provide a safer environment for walking / cycling trips.

Lastly, whilst not part of this initial application the LHA understands that cycle parking will be provided within the curtilage of dwellings as part of any future reserved matters application, which should encourage more non-car journeys.

#### Public Transport

The applicant has indicated that they are willing to provide an appropriate contribution towards improvements for public transport. The LHA would advise the applicant that there is an opportunity to improve Arriva Service 28 in the Markfield Road / Charnwood area of the proposed development. Any improvements would provide a comprehensive service throughout the day and help to fill gaps in the current coverage.

Notwithstanding the above, given the scale of the development the LHA consider a Public Transport strategy can be conditioned. This approach would allow a review of the PT provision

when the development is being built out so resources can be targeted to achieve the highest level of passengers possible.

A suitable condition and contribution for these works and PT strategy are included at the end of this response.

#### Framework Travel Plan - Submission of an updated FTP.

The LHA made comments on the first Framework Travel Plan (FTP) in the initial response to the LPA which the applicants have acknowledged and addressed in their TN (February 2025).

The applicant has provided some further information on the sustainable modes of travel and targets to reduce the level of car-based journeys. The applicant has also outlined in Tables 14-16 of the TN the level of active travel trips that the proposed development could generate.

Furthermore, the applicant has confirmed that a School Travel Plan will be provided in line with principles in the Framework Travel Plan and any specific measures for the school.

Subject to obtaining planning permission, the LHA would advise the applicant that to support active travel measures Section 106 contributions will be required for: bus passes and travel packs for residents and any staff for the employment elements of the proposals, the appointment of a Travel Plan Co-ordinator (TPC) and a Framework Travel Plan fee to provide support to the appointed TPC.,

Notwithstanding the above the LHA agree with the applicant that the FTP and subsequent Travel Plans are 'live' documents which can be amended and updated at the appropriate time. This will allow the applicant to consider the latest guidance and opportunities to improve the level of non-car trips by residents and employees of the proposed development. The LHA are satisfied that this can be secured by way of planning condition.

#### Public Rights of Way

In the first response to the application the LHA provided detailed comments on the possible impact of the proposed development on the public rights of way (PROW) in the area. The application site is crossed by public rights of way Footpath R44, R48, and R50, and adjoins Restricted Byway R45 and Footpath R55. The LHA note the submitted document "Response to Highways Comments" focuses on footway/cycleway vehicular site access however the LHA would advise the applicant that the PROW issues remain outstanding.

Notwithstanding the above the LHA would advise the applicant that there is a need for detailed discussion on the treatment of the PROWs. The detail may be finalised at the reserved matters stage. However, to ensure that happens, the LHA would recommend a condition is included in any permission granted for the site. If the applicant would like to discuss the issue in the meantime they can contact [footpaths@leics.gov.uk](mailto:footpaths@leics.gov.uk)

#### Construction Access and Traffic Management Plan

Despite the scale of the proposed development the applicant has not submitted any information regarding its proposed construction or details of temporary impact on the local highway network.

Therefore, the LHA requires the inclusion of a suitably worded condition to be included on any planning permission for the applicant to provide a Construction Traffic Management Plan (CTMP) which should include minimum details of the proposed routeing of construction traffic, wheel

cleansing facilities, location of construction compounds, construction access, vehicle parking facilities, treatment of any affected Public Rights of Way, and a timetable for their provision.

Notwithstanding the above the LHA recognises that any CTMP will remain a live and evolving document and will require updating and refreshing during the lifetime of the project and as individual development parcels come forward and specific impacts and requirements are known.

### **Closing**

Based on the additional information submitted the applicant has demonstrated that a safe and suitable access to serve the proposed development can be delivered in line with Paragraph 115 of the National Planning Policy Framework (2024).

Furthermore, the applicant has tested the impact of the proposed development compared to the extant permission on the local highway network and the LHA considers that the residual cumulative impacts of development can be mitigated subject to the inclusion of the following conditions and contributions.

### **Conditions**

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

2. Notwithstanding the submitted details, no part of the development hereby permitted shall be occupied until such time as the Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00008-S2, 'Phase 1 - Site Access Drawing', Revision P02, dated 28 April 2025 and which shall include further amendment and revision as may be required by detailed design have been implemented in full. The highway works include tactile paving, extension of street lighting, relocation of the associated signing, lining and further Road Safety Audit(s) where required.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner and to provide pedestrian connectivity / safety. This is in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

3. Notwithstanding the submitted details, no part of the development hereby permitted shall be occupied until such time as the Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00009-S2, 'Phase 2 - Site Access Drawing', Revision P01, dated 12 August 2024 and which shall include further amendment and revision as may be required by detailed design have been implemented in full. The highway works include tactile paving, extension of street lighting, relocation of the associated signing, lining and further Road Safety Audit(s) where required.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner and to provide pedestrian connectivity / safety. This is

in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

4. Notwithstanding the submitted details, no part of the development hereby permitted shall be occupied until such time as the Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-T-00021-S2, 'Desford Lane Site Access Drawing', Revision P01, dated 28 April 2025 and which shall include further amendment and revision as may be required by detailed design have been implemented in full. The highway works include tactile paving, extension of street lighting, relocation of the associated signing, lining and further Road Safety Audit(s) where required.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner and to provide pedestrian connectivity / safety. This is in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

5. Prior to the occupation of the 251st dwelling the internal link road for Phases 3 and 4 of the development as approved by the Local Planning Authority and shown on Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00002-S2, 'Burroughs Road Internal Access Drawing', Revision P03, dated 28 April 2025 shall be completed in full and available for use by all users.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

6. No part of the development shall be occupied until such time as the offsite works (signalised junction) shown on the Desford Lane / Desford Lane junction shown on Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00010\_S2, ", Revision P01, dated 30 August 2024 or revised through the detailed design process 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 (2024).

7. No part of the development shall be occupied until such time as the offsite works (signalised junction) at the Groby Road / Sacheverell Way junction shown on Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00012\_S2, Revision P01, dated 30 August 2024 or revised through the detailed design process 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 (2024).

8. Prior to the Stopping Up or downgrading of Burroughs Road the details included on Pell Frischmann drawing number: 109003-PEF-ZZ-XX-DR-TP-00007, 'Proposed Turning Head with Associated Tracking', Revision P01, dated 28 May 2024 or further iterations as required as part of the detailed design process shall be 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 (2024).

9. No part of the development hereby permitted shall be first occupied until an amended Framework 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 (2024).

10. No development shall take place until a scheme for the treatment of the Public Rights of Way Footpath R44, R48, R50 and R55 and Restricted Byway R45, has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for management during construction, surfacing, width, structures, signing and landscaping, together with a timetable for its implementation. Thereafter, the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: In the interests of amenity, safety and security of users of the Public Right of Way in accordance with the National Planning Policy Framework (2024).

### **Contributions**

To comply with Government guidance in the National Planning Policy Framework (NPPF) and 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 mitigating the impacts of the development.

1. Travel Packs; to inform new residents and school employees from first occupation of the developments hereby permitted what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). 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 £500.00.

Justification: To inform residents and school employees from first occupation what sustainable travel choices are available in the surrounding area.

2. Six-month bus passes, two per dwelling and one per school employee (application forms to be included in Travel Packs and funded by the developer); to encourage new residents and school employees to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car. These can be supplied through LCC at (average) £445.00 per pass.

Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use.

3. A Framework Travel Plan monitoring fee of £11,337.50 for Leicestershire County Council's Travel Plan Monitoring System.

Justification: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

4. Appointment of a Travel Plan Co-ordinator from commencement of development until five years after the occupation of the last unit. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.

Justification: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the planning application.

5. A contribution of £8,985.00 payable prior to commencement of development to facilitate consultation on a Traffic Regulation Order for a proposed speed limit change on Desford Lane.

Justification: In the interests of highway safety.

6. A contribution of £29,788 to provide two new bus stops on Charnwood to serve the development. The new stops should include pole, flag, timetable case, raised kerbs, hard standing and bus stop markings where appropriate.

Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use.

7. Submission of a Public Transport Strategy that provides a bus service(s) to serve the development hereby permitted. The Strategy shall also include for the delivery of new bus stop infrastructure including bus stop flags, shelters, raised kerbs, lighting, timetable and real time information, where appropriate. The full costs of the implementation of the Strategy shall be borne entirely by the applicant. The approved strategy should be implemented for at least the first five years from the date of implementation identified in the Public Transport Strategy.

Justification: To encourage new residents and any future employees to use bus services as an alternative to the private car to establish changes in travel behaviour.

## **Informative**

- Planning Permission does not give you approval to work on the public highway. To carry out offsite 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/>
- Planning permission does not give you approval to work on the public highway. If the proposal requires the permanent removal ("stopping up") or diversion of highway to enable the development to take place, then you must complete the legal processes required before commencing works. Further information is available at: -  
<https://www.leicestershire.gov.uk/roads-and-travel/local-authority-searches/highway-extinguishments> If you are unsure whether your proposal affects public highway, you can establish the Highway Authority's formal opinion of the adopted highway extent in relation to the proposal. Further information is available at <https://www.leicestershire.gov.uk/hre>

- 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>.
- To erect temporary directional signage, you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- 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 without 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.
- A minimum of 6 months' notice will be required to make or amend a Traffic Regulation Order of which the applicant will bear all associated costs. Please email road.adoptions@leics.gov.uk to progress an application.

**Date Received**  
**25 February 2025**

**Case Officer**  
**David Hunt**

**Reviewer**  
**RD**

**Date issued**  
**19 December 2025**