

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 24/01079/OUT

Highway Reference Number: 2024/1079/04/H/R2

Application Address: Land North Of Station Road Market Bosworth Nuneaton Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning application for up to 126 dwelling (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Market Bosworth

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline planning application for the erection of up to 126 dwellings at land north of Station Road, Market Bosworth. All matters other than access are reserved at this stage. The LHA previously advised within its observations dated 13th March 2025 that additional information was required in respect of the proposals, notably:

- Further information in respect of the proposed track access which would serve Wharf Farm to the north of the site;
- Provision of a ghost right turn lane at the main site access, which takes into consideration approved application reference 24/01157/HYB in terms of that site access and the proposed chicanes;
- A Stage 1 Road Safety Audit of the site access and Designer's Response to any problems raised;
- Updated trip rates and trip distribution to reflect those accepted as part of 24/01157/HYB;

- Updated capacity assessments which include the updated trip rates, trip distribution (including the one-way system in the centre of Market Bosworth) and committed/ live developments as necessary;
- Provision of an updated Travel Plan; and
- Public Transport measures including a commitment to provide an extension to the existing 153 bus service and provision of two new bus stops/ raised kerbs/ timetable cases etc.

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

- Transport Assessment (authored by Hub Transport Planning Ltd. and dated 7th May 2025);
- Travel Plan (authored by Hub Transport Planning Ltd. and dated 25th April 2025); and
- Pegasus drawing number P24-1644_DE_0004, Rev. C (Illustrative Masterplan).

The LHA has also informally liaised with the LPA via e-mail on 5th June 2025, providing initial advice in respect of outstanding points. The Applicant responded to the LPA on those points via e-mail on 9th June 2025.

The LHA note that there are additional documents on the LPA website (20 June 2025), however these have not been reviewed by the LHA as part of this formal response to the application. Nevertheless, the LHA would advise the Applicant that they will need to submit a Stage 1 Road Safety Audit for the ghost right turn lane and Designers Response to any problems identified in the audit.

Site Access

Track Access

The Applicant previously stated that a track access to the west of the site gives access from Station Road to a property to the north known as The Stables. The Applicant suggested this access may also provide pedestrian and cycle access to the residential development. The LHA stated it believed the access to be the existing farm access to Wharf Farm, to the west of the existing Kyngs Golf Club access. It was previously advised it was unclear why this access needed to be retained and vehicles to the property could not use the proposed main vehicular access.

The LHA advised it would not seek to adopt the track access, or an [emergency access](#) to the site, given the scale of development proposed. The LHA therefore requested details in respect of the volume of daily traffic which would use this access, as well as the type of vehicles. It was also stated that measures to prevent unauthorised vehicular access would also be required.

The Applicant has stated to the LPA within their e-mail dated 9 June 2025, that the track access has not been designed in detail at this stage, as it is a retention of an existing point of access which will only be modified to a minimal degree to introduce a form of control to prevent vehicular use by residents of the proposed development, and an adjoining shared pedestrian and cycle facility will be put in place. The Applicant considers the access could be conditioned.

Furthermore, the use of the access can be controlled using a condition along the following lines:-
 “The existing private drive shown on drawing P24-1644_DE_0005_01 Rev C shall only be used for purposes associated with the property known as Wharf Farm”.

The LHA advise the access proposals should be submitted at this stage to clearly outline how access would be restricted. In addition, it would still be beneficial for clarity in respect of the daily level of use as well as types of vehicles which would use the access.

Main Vehicular Access

The LHA previously advised the Applicant that they should provide a ghost right turn lane on Station Road to access the development. This was on the basis of the level of daily traffic which could be generated by the proposed residential development, which is in addition to committed development traffic at the golf club. It was also stated that this would need to consider the approved access to application 24/00560/HYB.

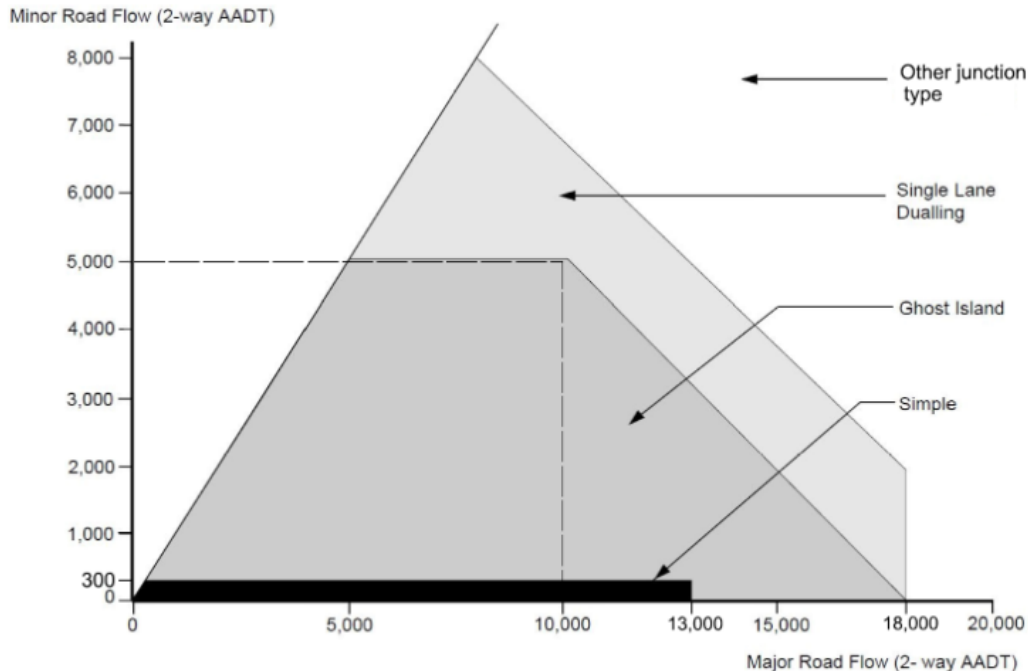
The Applicant has not proposed a ghost right turn lane, and details of the main site access arrangements are shown on Hub drawing number 001 Rev. B available within the Drawings section of the TA. This details a 6.0m wide access with a 10.0m junction radii, as accepted by the LHA as part of neighbouring developments within the Kyngs Golf Club site. The Applicant made no further reference to the provision of a ghost right turn lane at the site within the TA.

Within the e-mail to the LPA dated 9th June 2025, the Applicant stated that the proposed site access operates with no appreciable queueing or delay with a robust assumption of maximum reasonable concurrent activity at Kyngs Golf Club alongside traffic from the proposed development. On this basis, the Applicant considers that a ghost right turn lane is not required on highway capacity grounds and would be disproportionate to the level of activity in this location.

The LHA consider that it is reasonable the scale of development proposed could generate in excess of 500 two-way trips per day between 0700 – 19:00. Notably, the Applicants own TRICs analysis details that approximately 270 arrivals and 270 departures (540 two-way trips) would occur throughout that timeframe. This traffic would be in addition to the daily levels of traffic generated by the committed developments at Kyngs Golf Club. As part of application reference 24/00019/FUL (The proposed erection of a 50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL)) for example, 12-hour trip rates of 246 vehicles (two-way) were accepted to be generated.

A total of approximately 786 two-way trips could occur at the access should the proposed development be granted.

Based on Figure 2.3.1 from the Department for Transport document CD123 Geometric design of at-grade priority and signal-controlled junctions document (reproduced below), the proposals would exceed the 300 vehicle Annual Average Daily Traffic (AADT) flow for the minor road.



The ghost right turn would need to accommodate the approved site access arrangements secured as part of application 24/00560/HYB. Further guidance can be found in the Department for Transport document CD123 Geometric design of at-grade priority and signal-controlled junctions.

The LHA advise the LPA that the additional information submitted by the developer for application reference 24/01157/HYB (Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works) suggests the development would generate approximately 202 two-way trips through the access over the same 12 hours. In the event that development was granted planning permission alongside this proposed development, a total of 990 two way trips could occur at the access. The LHA could not justify a ghost right turn lane as part of that application, given the level of traffic forecast to be generated is below the DFT guidance referred to above. The proposed development would generate approximately double the amount of traffic compared to applications 24/00019/FUL and 24/00560/HYB combined.

The LHA therefore maintain that a ghost right turn lane should be provided at the site access, which takes into account the approved access as part of application reference 24/00560/HYB. The junction design will need to be subject to a [Stage 1 Road Safety Audit](#).

Highway Safety

The LHA advised within its previous observations that whilst the Applicants Personal Injury Collision analysis was considered to be out of date, the LHA accepted that no updated analysis was required given the LHA's recent advice regarding highway safety as part of other nearby applications within Market Bosworth.

Therefore, the LHA is satisfied that there are not any wider highway safety implications because of the proposals. However, the Applicant will need to demonstrate a safe and suitable access to serve the proposed development in accordance with the National Planning Policy Framework (NPPF).

Trip Generation and Distribution

Trip Generation

The LHA previously advised that the Applicants proposed residential vehicular trip rates were low in comparison to those used and accepted by the LHA as part of application references 24/00560/HYB (138 dwellings and 0.55ha of employment, land off Station Road, Market Bosworth) and 24/00831/OUT (100 dwellings, land north of Shenton Lane, Market Bosworth), particularly in the AM peak.

The Applicant has subsequently updated their trip rates to reflect those accepted by the LHA as part of application reference 24/00831/OUT as shown in Table 1 below.

Peak Period	Trip Rate (per dwelling)		Trips (130 dwellings)		Total
	In	Out	In	Out	
AM	0.178	0.446	23	58	81
PM	0.277	0.257	36	33	69

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded

Table 1: Vehicular trip rates (Extracted from the Applicants TA).

The LHA accepts the revised trip rates given these now reflect those accepted as part of other nearby developments.

Trip Distribution

The LHA previously advised that for a consistent assessment with nearby sites the Applicant uses the accepted trip distribution pattern put forward as part of application 24/00560/HYB.

It was also advised that a scheme to implement a new one-way system in Market Place and Main Street also required consideration and that trip distribution would need to reflect this layout. The LHA advise that the works to implement the scheme are now underway and due for completion by the end of the 2025 school summer holidays.

The LHA has spot checked the Applicants traffic flow diagrams included within Figures 6.1 to 7.8 of the TA and consider these to be acceptable. However, traffic from application reference 24/01061/OUT has not been included as detailed further below in the Junction Capacity Assessments section.

As previously advised, the Applicant has based trip distribution analysis on 2011 Census data for the Hinckley & Bosworth 004 Middle Super Output Area. Based on the [Transport Assessments](#) section of the updated LHDG, it is strongly advised the Applicant uses the Pan Regional Transport Model (PRTM) to establish trip distribution. However, given the submission timing of this application alongside other residential applications in Market Bosworth, and the proximity of these, the LHA accept under the site-specific circumstances that this is not necessary.

The LHA advise the LPA that any further residential developments which come forward in Market Bosworth and require a TA may require use of the PRTM to establish trip distribution.

Junction Capacity Assessments

The LHA previously advised that the Applicant may need to expand their study area to consider junctions in the centre of Market Bosworth once the trip generation figures had been updated and

strongly advised that a capacity assessment of the Bosworth Road/A447 Ashby Road/ B585 Bosworth Lane was undertaken.

The Applicants updated study junctions are detailed below:

1. Site Access/ Station Road junction
2. Station Road/ Back Lane/ Main Street/ Market Place crossroads
3. Station Road/ Sedgemere Road/Wellsborough Road/ Pipistrelle Drive roundabout
4. Station Road/ Back Lane/ Southfield Way crossroads
5. Main Street/ Park Street priority junction
6. Market Place/ Shenton Lane priority junction
7. Shenton Lane/ Warwick Lane priority junction
8. Market Place/ Sutton Lane/ Rectory Lane priority junction
9. Park Street/Rectory Lane/ The Park junction
10. A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction

The LHA accepted traffic count data from 3rd July 2024 for junctions 1, 2 and 3. For the remaining junctions, the Applicant has used data accepted by the LHA as part of application reference 24/00831/OUT. This is accepted by the LHA.

The Applicant previously considered the following committed developments within their assessments:

- 24/00019/FUL - The proposed erection of a 50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). Kyngs Golf and Country Club, Station Road, Market Bosworth.
- 21/00379/FUL – 73 dwellings. Sedgemere, Station Road, Market Bosworth.
- 24/00560/HYB - Hybrid planning application seeking full planning permission for residential development of 135 dwellinghouses along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellinghouses; and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (Classes E (g) (i, ii and iii), B2 and B8) | Land Off Station Road, Market Bosworth.

The Applicant has now also included the following committed development as previously requested:

- 23/00667/FUL (Change of use of dwelling to Special Educational Needs School. The Old Rectory, 8 Rectory Lane, Market Bosworth) This will also need to be included within the traffic flow diagrams as the development has been granted planning permission by the LPA.

Furthermore, the following live developments have been considered by the Applicant. These appear to have been considered as committed developments, instead of as part of a sensitivity test, which was requested by the LHA:

- 24/00831/OUT (100 dwellings, land north of Shenton Lane, Market Bosworth);
- 24/01157/HYB (Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works);

No further consideration appears to have been given to the following live development in Newbold Verdon, which the LHA also requested to be considered as part of a sensitivity test:

- 24/01061/OUT (Outline planning application (all matters reserved except vehicular access) for the erection of up to 240 residential dwellings (Use Class C3), retention of the existing accesses off Barlestone Road and the creation of new accesses off Barlestone Road, a cemetery and a health centre (Use Class E(e)), public open space and associated infrastructure | Land North Of Barlestone Road Newbold Verdon).

The LHA advise on this basis that application reference 24/01061/OUT requires consideration. Whilst application 24/00831/OUT has recently been refused by the LPA, it is strongly advised this application remains in consideration given the Applicant could appeal. It is also strongly advised that for junction 10, all live/ refused applications are considered as part of a sensitivity test, so the impact of committed development alongside the proposed development is demonstrated, alongside the cumulative impact in the event all surrounding developments were committed alongside the proposed development.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the threshold of practical capacity, with results higher than this more likely to experience queuing or delay.

The RFC of junctions 1, 3, 4, 5, 6, 7, 8 and 9 is not predicted to exceed 0.85 with the development in place in 2029, or under the 2029 sensitivity test scenario whereby the one-way system is in place within the centre of Market Bosworth. The LHA is satisfied these junctions will operate within capacity. Further consideration has been given to junctions 2 and 10, as outlined below. It should be noted that the LHA still consider the ghost right turn lane would be required at junction 1, despite the result of the capacity assessment given the level of daily traffic generated by the development.

Junction 2 - Station Road/ Back Lane/ Main Street/ Market Place crossroads

The Applicants capacity assessments without the amendments to the road layout show the junction would operate within capacity. However, when considering the junction under the proposed layout, the RFC exceeds 0.85 in the AM peak as shown below:

Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach	AM Peak 08:00-09:00	PM Peak 17:00-18:00	Approach
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2029 Base + Committed Sensitivity Test						
Market Place Ahead Left	0.90	7	47	0.61	2	13
Market Place Ahead Right	0.34	1	12	0.26	0	10
2029 Base + Committed + Development Sensitivity Test						
Market Place Ahead Left	0.92	8	54	0.61	2	14
Market Place Ahead Right	0.34	1	12	0.26	0	11

Upon reviewing the Applicants junction modelling, the LHA advise for the one-way proposal, it would be better to model the junction as a simple T junction with Arm B being entering only and Arm A being exiting only.

This would mean combining the flows going to Back Street and Main Street on Arms B and C and omitting the free-flowing left turn movement from Arm B to Arm C, but it is considered this would be a better way to model the junction.

The LHA has undertaken its own analysis based on this methodology and the junction capacity assessment shows improved results. Therefore, the LHA are satisfied that the proposals would not have a severe impact on the operation of the junction.

Junction - 10 A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction

The LHA are aware of local concerns in respect of the current operation and safety of this junction and what the cumulative impact of further development in the area could be.

As stated further above, the LHA advises the Applicant is required to consider the impact of application 24/01061/OUT within the capacity assessments for the junction. The LHA advise that a sensitivity test should be undertaken which differentiates between a scenario with the development and committed developments in place, alongside the development and all live/ refused applications in place in addition to committed developments. Notwithstanding this, the LHA has reviewed the submitted junction modelling.

The LHA note that the Applicants capacity assessments show the junction operating overcapacity in the AM peak in the 2029 base + committed development scenario and the 2029 base + committed + development scenario as shown below.

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2024 Surveyed Base						
Bosworth Road LT	0.11	0	9	0.16	0	10
Bosworth Road RT	0.80	4	45	0.72	3	34
A447 Ashby Rd (S) RT	0.22	0	9	0.27	0	8
B585 Bosworth Lane LT	0.26	0	10	0.23	0	8
B585 Bosworth Lane RT	0.48	1	21	0.40	1	17
A447 (N) RT	0.10	0	7	0.09	0	7
2029 Base + Committed						
Bosworth Road LT	1.03	5	234	0.22	0	12
Bosworth Road RT	1.01	14	144	0.86	5	63
A447 Ashby Rd (S) RT	0.24	0	9	0.29	0	9
B585 Bosworth Lane LT	0.30	0	11	0.26	0	9
B585 Bosworth Lane RT	0.66	2	34	0.55	1	24
A447 (N) RT	0.13	0	7	0.10	0	7
2029 Base + Committed + Development						
Bosworth Road LT	1.09	6	287	0.30	0	18
Bosworth Road RT	1.06	21	189	0.90	7	77
A447 Ashby Rd (S) RT	0.24	0	9	0.29	0	9
B585 Bosworth Lane LT	0.30	0	11	0.26	0	9
B585 Bosworth Lane RT	0.69	2	37	0.58	1	25
A447 (N) RT	0.13	0	7	0.12	0	7

After reviewing the junction modelling, the LHA can advise the following points:

1. The main road widths entered should be reduced as they include the width of the right turn lanes. The right turn lane widths should be omitted as stated on page 370 of the user guide.
2. It is advised that right turn blocking queue lengths are entered for the right turn lanes on the A447 (15 pcu for the north side, and 13 pcu for the south side).

3. Bosworth Road – The hatching should not be assumed to be used as a flare lane (the guide states hatching should not be counted in any measurements of geometry). For this approach, the “Estimate Flare Length” box should be ticked with 5m interval side road widths entered that exclude hatching.
4. Bosworth Lane – The acceleration lane should not be justification to model this approach as two lanes. The 5m interval side road widths should be entered, and the approach should be modelled as a single lane.
5. Values in the Vehicle Mix table should be entered (HGV %).

The LHA advise that when the above changes are made, the operation of the junction in both the AM and PM peaks is altered considerably. The above amendments should therefore be made to the junction modelling and further consideration given to the scenarios to distinguish where committed and the proposed development are shown in one future scenario and the committed, proposed and live/ refused developments are shown in another as well as they surveyed base scenario and base + committed scenario. This will enable the LHA to consider the impact of the proposals on the junction further.

The LHA is aware of recent application reference 25/00515/OUT (200 dwellings, a community health and well-being hub (Use Class E(e)) or community shop (Use Class E(a)) of up to 108 sqm gross external area and provision of up to 0.5 hectares of school playing fields and sport pitches| Land South Of Bosworth Lane, Newbold Verdon). Given that development was submitted to the LPA recently, the LHA consider it would be unreasonable to consider the impact of that development in addition to the one stated above within the sensitivity test. That development will however need to consider all live applications in the area. This is a consistent approach with other applications in the area.

Off-Site Implications

The LHA previously advised that the Applicant is proposing to widen the footway to 2.0m along the site frontage, which was welcomed.

It was also advised application reference 24/00560/HYB is required to install two chicanes along Station Road to reduce the speed of passing traffic. The LHA advised that a similar scheme should be implemented as part of this development. The Applicant would also need to provide details of such a scheme and ensure that it did not conflict with a ghost right turn lane.

The Applicant has stated they would implement the proposals put forward as part of application reference 24/00560/HYB in the event they do not come forward as part of that application. The Applicant has not however provided an alternative scheme which takes into account the ghost right turn lane at the access.

Internal Layout

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

Transport Sustainability

The LHA has reviewed the amended Travel Plan and can advise the following:

- Acceptable walking and cycling distances, and a range of amenities, such as the primary school, dentist and GP surgery have been detailed.
- The Applicant has committed to widening the existing footway along the site frontage where required.

- A number of cycle routes and networks are available from the site and roads towards Market Bosworth are lit with 30mph speed limits.
- A commitment has been made to contribution towards the 153 bus service to extend the route along Station Road.
- Promotion of sustainable travel modes has been considered and includes a range of initiatives such as, providing cycle storage, providing information provision and 2 six monthly adult bus passes will be offered per dwelling.
- Furthermore, information on car share schemes, promoting health benefits and improving infrastructure to site frontage is listed.
- It is noted the Applicant would distribute Travel Packs to every household on occupation. Any travel packs created by the Applicant are required to be proofread by Leicestershire County Council (LCC) at a cost of £500.00. Alternatively, LCC can create Travel Packs at a cost of £52.85 per pack.
- A suitable action plan has been compiled and presented. For monitoring and evaluation, the site will benefit from a Travel Plan Coordinator (TPC).
- Where it is stated surveying of new residents will take place within 6 months of first occupation, the LHA suggest this is change to within 3 months of first occupation and thereafter completed annually for a period of five years.

The LHA consider the TP would be acceptable subject to the surveys to being undertaken within 3 months of occupation and thereafter completed annually for a period of five years as per the final point above.

As per the Applicants TP, the Applicant has committed to improving this service by routing the service along Station Road passed the site, as detailed within Paragraph 4.30 of the TA.

Provision of necessary off-site infrastructure, including two new pole and flags, raised kerbs, information display cases and bus stop markings on Station Road would also need to be secured as part of the proposals.

Closing

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

- Further information in respect of the proposed track access as detailed above;
- Provision of a ghost right turn lane at the main site access, which takes into consideration approved application reference 24/01157/HYB in terms of that site access and the proposed chicanes as well as bus stop/ raised kerb locations;
- A Stage 1 Road Safety Audit of the site access and Designer's Response to any problems raised;
- Updated capacity assessment for the A447/ Bosworth Lane/ Bosworth Road/ Ashby Road Staggered junction which includes live application reference 24/01061/OUT and all live developments as part of a sensitivity test. As well as amended junction modelling as detailed; and
- Provision of an updated Travel Plan;

Date Received
12 May 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
23 June 2025