

07 October 2024

Helen Dawkins
Miller Homes
2 Centro Place
Pride Park
Derby
DE24 8RF

Dear Helen,

HYBRID PLANNING APPLICATION SEEKING FULL PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT OF 138 DWELLINGS ALONG WITH LANDSCAPING, PUBLIC OPEN SPACE, DRAINAGE INFRASTRUCTURE AND NEW ACCESS FOLLOWING DEMOLITION OF TWO EXISTING DWELLINGS; AND OUTLINE PLANNING PERMISSION FOR 0.55HA OF EMPLOYMENT USES (CLASSES E (G) (i, ii and iii), B2 AND B8) (PLANNING REFERENCE: 24/00560/HYB)

A hybrid planning application (Ref: 24/00560/HYB) for the erection of 138 residential dwellings and 0.55ha of employment uses was submitted to Hinckley and Bosworth Borough Council in August 2024.

As part of the consultation period of the application, comments have been provided from adjacent landowners who have also recently submitted planning applications. The sites in question are shown in the figure below and the comments relate to the proposed access junction on Station Road and its proximity to the access junctions proposed as part of the adjacent landowners' applications.



As shown in blue in the figure above, the most recent planning application (ref: 24/00019/FUL) associated with the Kyngs Golf and Country Club was approved in April 2024 and would comprise a 50 room golf and leisure facility. The development would also be accessed from the existing priority-controlled simple T-junction on the northern side of Station Road, albeit upgraded to provide larger radii and widened footways on Station Road.

As shown in green in the figure above, a planning application (ref: 23/00646/FUL) was submitted in June 2023 for a proposed industrial building consisting of B2 use with offices and associated car parking. The application was granted planning permission in October 2023 and the development would use the existing junction arrangement on the southern side of Station Road.

Therefore, this letter has been produced in response to the comments provided by the adjacent landowners and to demonstrate the proposed access would not impact the access proposals of the adjacent planning applications.

Kyngs Golf and Country Club access

As stated above, a planning application has been recently approved (ref: 24/00019/FUL) on land north of Station Road which would be accessed from the existing priority-controlled simple T-junction on the northern side of Station Road, albeit upgraded to provide larger radii and widened footways on Station Road.

However, the site also benefits from an approved S278 agreement in April 2003 relating to a change of use application (Ref: 02/00685/COU) for a proposed golf club and ancillary facilities. The approved S278 drawing is provided in **Appendix A** which shows an upgraded priority-controlled ghost island junction. Due to the S278 agreement, the landowner of the Kyngs Golf and Country Club has provided comments which are enclosed in **Appendix B**.

The landowner has requested assurances “*that the ghost-island arrangement is not prejudiced by the development proposals for the land opposite*”. Since the S278 agreement in 2003, there have been several planning applications which are summarised in the table below.

Planning reference	Development proposals	Approved (Yes/No)	Access proposals
08/00750/FUL	Erection of golf club house, new access and associated parking and managers flat	Yes	Ghost island
13/00272/CONDIT	Variation of condition 18 of planning permission 02/00685/COU to remove the right hand turn lane and propose other off site highway works	Yes	Improved simple T-junction
14/00674/FUL	Erection of 64 dwellings and associated works including 2 no. balancing ponds, formal play area space and public open space	No	Ghost island
17/00528/FUL	Erection of multi-functional recreational building, the erection of a golf simulator building, the erection of a golf buggy garage, formation of a new car parking area for 242 vehicles and new access roads and the proposed erection of 15 golf holiday homes and all associated ancillary works and landscaping	No	Existing simple T-junction
18/00732/FUL	Erection of multi-functional recreational building formation of a new car parking areas, new access roads and the proposed erection of 15 golf holiday homes and all associated ancillary works and landscaping (Resubmission)	No (refused at appeal)	Improved simple T-junction
19/00230/FUL	Change of use of vacant outbuilding to No. 1 holiday lodge and alterations to existing vehicular access onto Station Road to include the extension of the access drive	No (allowed at appeal)	Improved simple T-junction
19/01437/FUL	Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping	Yes	Improved simple T-junction
20/01021/OUT	Residential development up to 63 dwellings with associated access, landscaping, open space and drainage infrastructure (Outline - access to be considered)	No	Improved simple T-junction
21/01473/FUL	Erection of 9 single storey holiday lodges with vehicle parking and associated works	No	Existing simple T-junction
23/00508/FUL	Erection of 9 single storey holiday lodges with vehicle parking and associated works	No	Existing simple T-junction
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)	Yes	Improved simple T-junction
24/00769/FUL	Change of use of land and the siting of 9 single storey holiday lodges with vehicle parking and associated works (Revised Scheme 23/00508/FUL)	TBC	Existing simple T-junction

Therefore, as outlined in the table above, there was a planning application in 2008 (ref: 08/00750/FUL) for a golf club house and due to Condition 18 of the 2022 application stipulating a right turn lane was required, a right turn lane was also proposed as part of the 2008 application. However, a Section 73 application (ref: 13/00272/CONDIT) was submitted in June 2013 proposing to vary Condition 18 and proposed alternative highway works. The Section 73 application was approved in February 2014 with a proposed crossing provided across the existing access and widened footways along Station Road deemed acceptable by LCC.

Since the Section 73 application, there has only been one planning application where a planning application was submitted in 2014 (ref: 14/00674/FUL) where a right turn has been proposed on Station Road. Because the application was for residential development, a right turn lane was proposed to serve both the residential development and existing golf club. The application was refused although LCC did not object on highways grounds.

A more recent residential planning application (ref: 20/01021/OUT) was submitted in 2020 for up to 63 dwellings which proposed an upgraded priority-controlled simple T-junction which was approved as part of the proposals for the new clubhouse approved under planning reference 19/01437/FUL. In both cases, LCC could not justify a requirement for a right turn lane on Station Road and deemed an upgraded simple T-junction would be sufficient. This was confirmed as part of the highway comments of the residential scheme as shown in page 3 of **Appendix C**.

Prior to submitting the Transport Assessment as part of the planning application for the proposed development, confirmation was sought from LCC regarding the stance on the access on the northern side of Station Road. For reference, the pre-application advice is enclosed in **Appendix D** with an extract provided below. As shown, LCC confirmed no right turn lane would be required for the planning application related to the golf clubhouse. Since, the pre-application comments, LCC have also approved an upgraded simple T-junction arrangement related to application reference 24/00019/FUL as shown within page 2 of LCC's highway comments contained in **Appendix E**.

The Applicant has requested clarity from the LHA in respect of the site access arrangements to Kyngs Golf Club. The LHA advise that as part of application 19/01437/FUL, the developer for that site proposed to widen the existing access and provide a 2.0m wide footway along the site frontage. The proposals do not require a ghost right turn lane to access the site. In addition, it is detailed within application reference 24/00019/FUL for the erection of a 50 bedroom golf and leisure hotel (Retrospective)) at the site that the same access arrangements as part of application reference 19/01437/FUL would be used, that application has yet to be reviewed the the LHA, however. In addition, application 20/01021/OUT (63 dwellings, land at Station Road, Market Bosworth) also proposed a priority junction at the access to the proposed development/ Kyngs Golf Club.

Therefore, whilst a right turn lane on Station Road was historically approved by LCC, the planning condition requiring the right turn lane no longer remains which is reflected in the recent planning applications for the site where LCC have approved access proposals for an upgraded priority-controlled simple T-junction.

As part of the Transport Assessment for the proposed development, an access drawing has been produced which is contained within **Appendix F** which incorporates the approved access proposals from application reference 19/01437/FUL. Hence, no changes are proposed to the proposed access junction in relation to the access proposals on the northern side of Station Road.

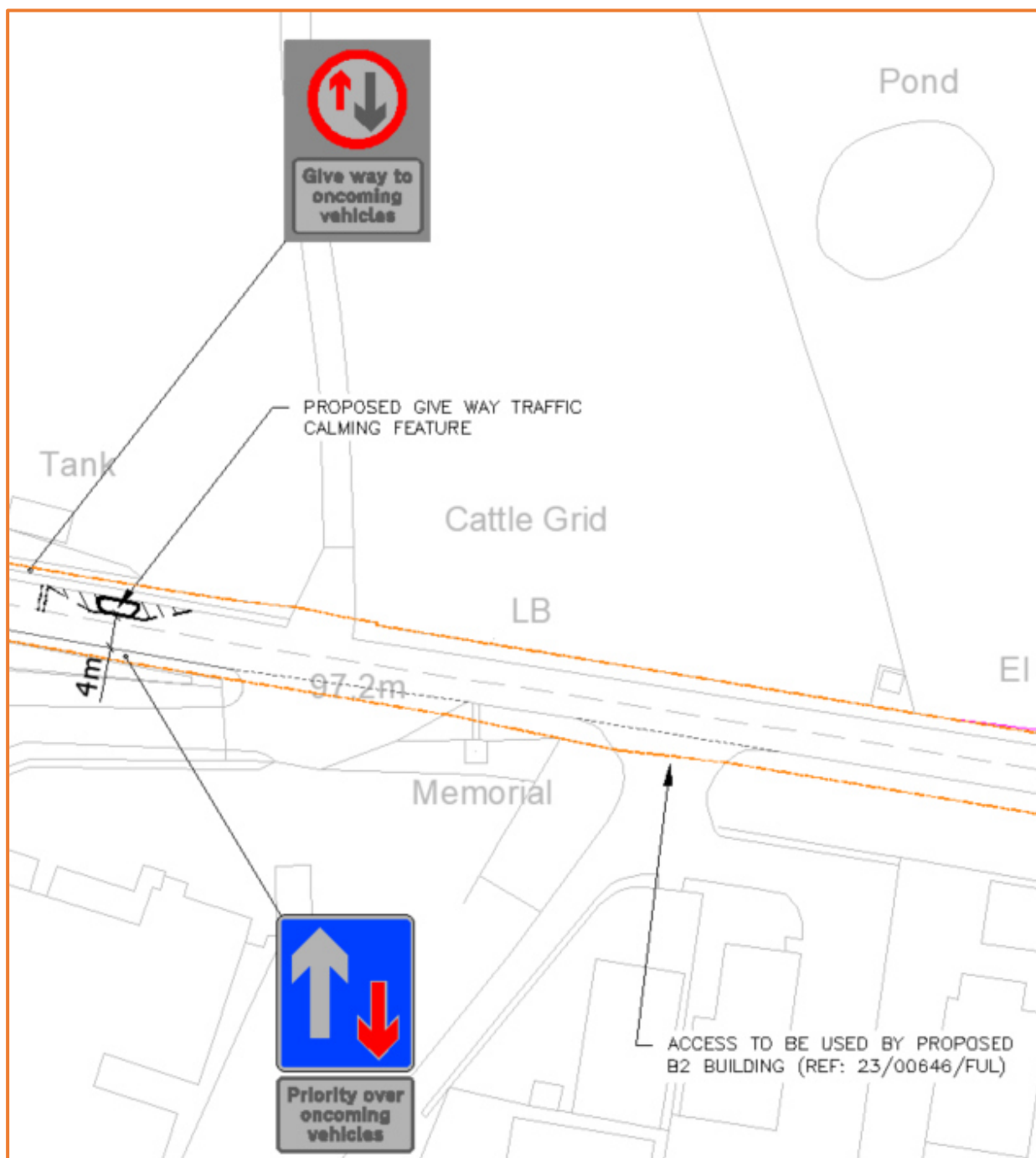
Consented B2 building on southern side of Station Road (ref: 23/00646/FUL)

As part of the consultation period of the planning application for the proposed development, comments have been provided by the landowner of the land to the immediate west of the development which are provided within **Appendix G**. The land has been subject to a planning application (ref: 23/00646/FUL) for a building consisting of B2 use which was approved in October 2023.

A Transport Statement was provided as part of the application, and it was stated the existing priority-controlled simple T-junction would be used which would be shared with the existing JJ Churchill site to the north of the development. Therefore, no changes to the access were proposed as part of the Transport Statement. LCC provided highway comments dated 28 September 2023 where they confirmed they had no objection *“to the continued use of the existing site access to serve the development”*.

However, within the landowner’s comments, the landowner states *“the planning was given subject to an improvement of the current access which I am currently in the process of trying to resolve with engineers and the highway authority’s advice”*. There are no comments or drawings on the planning portal showing an improvement scheme at the current access. Therefore, the assessment within this response is based on the existing junction arrangement.

Within the landowner’s comments, it is stated *“I have been advised by an engineer, that if the proposed off site works as shown on the Miller homes planning application is undertaken this may impact on our proposal to improve my access”*. For reference, the below figure shows the proposed off site works in relation to the access for the proposed B2 building.



As stated above, it is not clear what the improvements are to the access for the proposed B2 building. However, as part of the Miller Homes application, a traffic calming chicane is proposed which would be approximately 70m west of the access for the proposed B2 building. Therefore, to assess the impact of the proposed chicane in relation to the existing access for the proposed B2 building, a swept path assessment has been undertaken.

Within the Transport Statement of the proposed B2 building, it is stated “*the majority of deliveries will be carried by LGVs (transit van or similar)*”. In addition, it is confirmed “*it is not anticipated that that full sized articulated vehicles will require access to the site*”. Therefore, as shown in **Drawing ADC3326-DR-006-P1 (Appendix H)**, a swept path assessment has been undertaken using a 7.5t box van. As shown, it is possible for a 7.5t box van to enter and exit the site to and from the west with the proposed chicane in place. The swept paths have been undertaken with a design speed of 15km/h which is a requirement by LCC.

In addition, a visibility assessment has been undertaken of the access of the proposed B2 building. As part of the Transport Assessment of the proposed development, an ATC was placed adjacent to the proposed access. In accordance with the recorded speeds and Table DG4 of LCC's Highways Design Guide, 2.4 x 73m visibility splays are required. The drawing demonstrates the visibility splays would not impact the proposed site access and the proposed chicane to the west.

Hence, it is considered the proposed off site works which would be provided as part of the Miller Homes application, would not impact the access to the proposed B2 building.

Summary

This letter has been produced in response to comments provided by adjacent landowners who have also submitted planning applications with access junctions near to the proposed site access on Station Road.

Regarding the access to the Kyngs Golf and Country Club on the northern side of Station Road, as a result of a planning application in 2002, a S278 agreement was reached with LCC to provide a right turn lane on Station Road. However, a Section 73 application was approved in February 2014 to vary Condition 18 of the 2002 application relating to the removal of the right turn lane. There has since been planning applications relating to the golf club and residential development where LCC have stated a right turn lane is not required to serve the development proposals on the northern side of Station Road.

The proposed access on the southern side of Station Road already takes into account the recently approved access proposals on the northern side of Station Road. Hence, no changes are proposed to the proposed access junction in relation to the access proposals on the northern side of Station Road.

In terms of the land to the west of the proposed site, an assessment has been undertaken to determine the impact of the proposed site access on the access to the proposed B2 building. A swept path assessment confirms a box van can enter and exit the access to the proposed B2 building with the proposed chicane in place. A visibility assessment demonstrates there would be no impact to the proposed site access and the proposed chicane to the west. Hence, it is considered the proposed off site works which would be provided as part of the Miller Homes application, would not impact the access to the proposed B2 building.

We therefore trust the above and attached addresses the adjacent landowner's comments. However, if you require any further information, please do not hesitate to contact us.

Yours sincerely



Keith Gamblen
Senior Engineer
tel: 07765 773810
Keith.Gamblen@ADCinfrastructure.co.uk

Enclosed:

Appendix A – Approved S278 drawing (planning ref: 02/00685/COU)

Appendix B – Comments from landowner of Kyngs Golf and Country Club

Appendix C – LCC highway comments – planning reference: 20/01021/OUT

Appendix D – Pre-application highway advice

Appendix E – LCC highway comments – planning reference 24/00019/FUL

Appendix F – Proposed Miller Homes site access drawing

Appendix G - Comments from landowner of site to the west of the development (in relation to planning reference: 23/00646/FUL)

Appendix H – Assessment of access in relation to planning reference 23/00646/FUL (Drawing ADC3326-DR-006-P1)

APPENDIX A

APPROVED S278 DRAWING (PLANNING REF: 02/00685/COU)

APPENDIX B

COMMENTS FROM LANDOWNER OF KYNGS GOLF AND COUNTRY CLUB

Representations on Hinckley and Bosworth Borough Council Planning Application Reference 24/00560/HYB by Mr George Denny

The Local Planning Authority will be aware of the extensive planning history of the Kyngs Golf And Country Club (KGCC) at Station Road, Market Bosworth, which I currently own. Whilst I do not object to the principle of the Miller Homes proposals for new residential development on the land opposite (south of Station Road), I would like to ensure that the Local Planning Authority and Local Highway Authority take adequate steps to make sure the applicant's access proposals do not prejudice the extant planning consents for my site in any way. This response therefore seeks to provide a brief summary of the consented access arrangements for my site, with a view to seeking assurances from Miller Homes and the LPA and the LHA, that the current proposals for land south of Station Road would not adversely affect my ability to deliver consented access arrangements in the future.

The Site (KGCC) benefits from an approved ghost-island arrangement that subsequently received technical approval as part of the S278 Agreement. For ease of reference, I have included the approved plans with this response, as well as an associated legal agreement, and Leicestershire County Council's current highway boundary plan, which highlights the additional land required for the ghost-island arrangement that is subject to a signed adoption agreement.

I seek assurance that the ghost-island arrangement is not prejudiced by the development proposals for the land opposite.

It appears that no reference has been made in the Transport Assessment to the extant consent for the ghost-island arrangement.

Consequently, I would like to request that the Local Planning Authority ensures that the applicant for the scheme south of Station Road revisits their current proposed access arrangement, to identify a solution that does not prejudice my ability to delivery the consented ghost-island access to the (KGCC) site.

I believe that this could involve the identification of an alternative access arrangement by the applicant that ties in with the consented ghost-island widening and markings. This would presumably comprise extension of the central right-turn lane and hatched markings to provide a right-turn lane for the Miller Homes site, with associated road widening further west within the adopted highway on Station Road.

I would assume that the potential alternative access scheme that needs to be identified by Miller Homes will also mean the current locations of the proposed traffic calming to the east and west along Station Road will also need to be amended/re-designed, so as to avoid future conflicts with the tapers leading to the ghost-island.

Based on the above details, I should be grateful if Miller Homes, the Local Planning Authority and the Local Highways Authority could take my comments into account as part of the overall planning assessment of the current development proposal

Yours sincerely

MR G Denny

APPENDIX C

LCC HIGHWAY COMMENTS – PLANNING REFERENCE 20/01021/OUT)

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: 20/01021/OUT

Highway Reference Number: 2020/1021/04/H/R1

Application Address: Land At Station Road Market Bosworth Leicestershire

Application Type: Outline (with access)

Description of Application:

further observations. Residential development up to 63 dwellings with associated access, landscaping, open space and drainage infrastructure (Outline - access to be considered).

GENERAL DETAILS

Planning Case Officer: Sharron Wilkinson

Applicant: Richborough Estates & Messrs Vero

County Councillor: Cllr Ivan Ould

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 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 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) is in receipt of a consultation for an outline application to construct up to 63 dwellings at land off Station Road, Market Bosworth. All matters other than access are reserved at this stage.

The Applicant has submitted a Transport Statement and Travel Plan (both dated 6 August 2020) in support of the proposals. It should be noted that while the application form details up to 63 dwellings are being applied for, the Transport Assessment considers the impact of 75 dwellings.

Site Access

Access to the site is proposed off Station Road, which is a C classified road subject to a 30mph speed limit. Access details are provided on Hub drawing number T18522.001 rev B.

The Applicant is proposing to upgrade the existing access to Kyngs Golf Club with the provision of a 6.0m wide carriageway, 10m kerbed radii, and 2.0m wide footways on both sides fronting the development. The access proposals are in line with those conditioned as part of application reference 19/01437/FUL for the erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes.

Visibility splays have also been provided based on the speed survey data for the above application, which indicated 85%ile speeds of 38.2mph eastbound and 34.9mph westbound. Visibility splays of 2.4m x 74m to the west and 2.4m x 59m to the east have therefore been provided. The speed survey survey was undertaken between Friday 16 March and Thursday 22 March 2018.

The Applicant has stated visibility could be achieved within land under their control or the public highway. The Applicant has submitted a drawing within Appendix D of the Transport Assessment, which details the extent of the public highway along Station Road within the vicinity of the site. An area either side of the site access highlighted as prospectively maintainable, whereby it has been dedicated as part of a S278 agreement but is yet to be adopted by Leicestershire County Council. The works as part of the S278 agreement (ghost right turn lane) have not been implemented as per below. Nevertheless, this area appears to fall within the Applicant's red line boundary.

The Applicant has submitted vehicle tracking of a refuse collection vehicle entering and exiting the site in all directions and also an independent Stage 1 Road Safety Audit (RSA) with Designers Response.

The RSA has identified three problems as follows:

- The first problem relates to surface water drainage and the location of service covers. The Applicant has accepted the recommendation to ensure that adequate drainage is provided and service covers are located out of pedestrian/ cycle desire lines and advised this would be considered at the detailed design stage;
- The second problem refers to the potential risk of vehicles collisions between vehicles entering and exiting development simultaneously. This is due to tracking of a refuse collection vehicle crossing in to the opposing carriageway when entering or exiting the development. The Applicant has not accepted the recommendation to widen the carriageway and advised the access proposal replicates that of many such accesses to residential developments from similar roads across the country and that the access is proposed at 6m, which is already in excess of the typical widths suggested in the LHDG. This is accepted by the LHA, particularly given that the same access design has been accepted as part of previous applications;
- The third problem highlights the lack of a dropped crossing on Station Road between the two existing bus stops. The Applicant has since revised the site access drawing to provide an uncontrolled dropped crossing point close to the two bus stops.

The LHA is aware of application history which has required proposed developments at Kyngs Golf Club to construct or consider a ghost right turn lane at the site access, notably:

- 02/00685/COU - Proposed golf course and ancillary facilities including siting of clubhouse and associated parking. The Applicant was required to construct a ghost right turn lane at the access;
- 13/00272/CONDIT - Variation of condition 18 of planning permission 02/00685/COU to remove the right hand turn lane and propose other off site highway works. This variation of condition to remove the ghost right turn lane was accepted by the LHA and permitted by the Local Planning Authority (LPA);
- 18/00732/FUL - Erection of multi-functional recreational building formation of a new car parking areas, new access roads and the proposed erection of 15 golf holiday homes and all associated ancillary works and landscaping (Resubmission). The LHA required the Applicant to give consideration to the provision of a ghost right turn lane, however accepted that one was not required. This application was refused by the LPA;
- 19/01437/FUL - Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping. This was a similar application to the above, however it was approved by the LPA and no ghost right turn lane was required by the LHA.

The Applicant has stated that a site to the south of Station Road has received an allocation (Policy SA5) for mixed use development. An emerging Development Brief indicates plans to provide some form of traffic calming along Station Road to reduce speeds along the road to reduce the visibility requirements at the access (which will be to the south of Station Road). Whilst the details regarding the traffic calming scheme are to be agreed with LCC, the proposed site access layout for the site to the north of Station Road is thought to complement the traffic scheme when compared to the ghost island solution in the view of the Applicant. While there is no live application to the south, given the level of additional traffic which is likely to be generated by this specific proposal, the LHA consider it could not justify the provision of a ghost right turn lane at the site access. Any future development which intensified the use of the access would be considered on its own merits, as would any other development proposal in the vicinity.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for between 1 January 2015 - 20 March 2020. Seven PICs have been identified as detailed in Table 1. Based on available records to the LHA, there have been no additional PICs within the Applicants study area since March 2020 until 31 August 2020.

Location	Severity				Of Which	
	Sli	Ser	Ftl	Total	Ped	Cyc
Junction						
Wellsborough Rd/Carlton Rd	1	-	1	2	-	-
Station Rd/Pipistrelle Dr	-	-	-	-	-	-
Station Rd/Station Access	-	-	-	-	-	-
Station Rd/Employment Access	-	-	-	-	-	-
Station Rd/Site Access	-	-	-	-	-	-
Station Rd/Godsons Hill	-	1	-	1	-	-
Station Rd/Springfield Ave	-	-	-	-	-	-
Station Rd/Heath Rd	-	-	-	-	-	-
Station Rd/St Catherines Ave	-	-	-	-	-	-
Station Rd/Weston Dr	-	-	-	-	-	-
Station Rd/Southfield Way/Back Ln	-	-	-	-	-	-
Station Rd/Market Pl/Back Ln	1	-	-	1	-	-
Main St/Park St	1	-	-	1	1	-
Links						
Carlton Rd	1	-	-	1	1	-
Wellsborough Rd	-	-	-	-	-	-
Station Rd	-	1	-	1	1	-
Total	4	2	1	7	3	0

Table 1: PICs within the vicinity of the site.

As detailed, four PICs were recorded as slight, with two serious and one fatal. One of the serious PICs involved a turning vehicle and a cyclist, with the other involving a reversing vehicle and a pedestrian. The fatal PIC involved a collision between a motorbike and another vehicle.

Notwithstanding the above, while all PIC's are regrettable the LHA accepts the Applicant's conclusions that the number and severity of PIC's in the immediate vicinity of the site does not give any undue cause for concern and the proposals are unlikely to exacerbate any existing road safety concerns.

Trip Generation

The Applicant has used the same trip rates which were proposed as part of application reference 20/00131/FUL for up to 76 dwellings at Station Road, Market Bosworth. As part of that application, the Applicant undertook a TRICS assessment as well as a traffic survey of a neighbouring development of a similar scale, then undertook a comparison of the two sets of results. The results indicated a higher morning peak based on the traffic survey and a higher PM peak based on the TRICS results, with the Applicant selecting the trip rates derived from the traffic survey. The LHA has undertaken its own TRICS analysis and considers the proposed trip rates to be acceptable. This approach is also consistent with other recently proposed residential developments within the village.

The proposed trip rates and level of vehicular trips which the development is anticipated to generate (for 75 dwellings) is detailed in Table 2 below.

Peak Period	Trip Rate (per dwelling)		Trips		Total
	In	Out	In	Out	
AM	0.178	0.446	13	33	46
PM	0.277	0.257	21	19	40

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

Table 2: Development trip rates and vehicle trips.

Trip distribution has been based on 2011 Census journey to work data for the Hinckley & Bosworth 004 output area. The Applicant's analysis indicates that approximately 51% of trips will arrive/ depart to the east of the site, and 49% will arrive/ depart from the west. The LHA has studied the proposed trip distribution and considers this to be acceptable.

Junction Capacity Assessments

In order to consider the impact of the proposed development traffic on the surrounding network, the Applicant has undertaken capacity assessments at the following junctions:

1. Site access/ Station Road
2. Station Road/Wellsborough Road/Pipistrelle Drive roundabout.

Due to the Covid-19 pandemic, the Applicant has stated they have utilised traffic count data from a number of recent planning applications, including:

- Owl Homes – 20/00131/FUL (up to 76 dwellings)
- Kyngs Golf Course - 19/01437/FUL & 18/00732/FUL

Traffic count data for Station Road appears to have been obtained from the Kyngs Golf Course applications, which was undertaken between Friday 16th March 2018 – Thursday 22nd March 2018 with the five day weekday average traffic flow figures being used. This data has previously been accepted by the LHA.

Traffic count data for the Station Road/Wellsborough Road/Pipistrelle Drive roundabout has been obtained from the Owl Homes application, which was undertaken between Tuesday 3 December to Monday 9 December 2019.

In order to determine if there are any significant variations in monthly traffic flow in the area, the Applicant sourced permanent traffic count data from the Highways England network journey time and traffic flow data source.

The nearest permanent traffic count to the site is located on the A5 between the A47 junctions with Hinckley and Nuneaton. It is unclear to the LHA how flows on the A5 strategic network some distance from the site are comparable to flows on the local road network in Market Bosworth. Nevertheless, given the level of traffic which the proposals are anticipated to generate, the LHA does not consider a capacity assessment of the roundabout is essential and therefore do not require additional consideration to this junction. The LHA has therefore considered the capacity assessment of the site access junction with Station Road only.

Tempo growth traffic flow factors have been applied to the 2018 traffic count, first to factor up traffic levels up to a 2020 base year and then to a future year of 2025. The LHA accepts the Tempo traffic growth factors.

The Applicant has also included the committed development flows from the following developments as part of its assessment:

1. 20/00131/FUL: Sedgmere, Station Road, Market Bosworth. Owl Homes (76 dwellings)
2. 19/01437/FUL: Kyngs Golf Club development

The Applicant has acknowledged that application 20/00131/FUL was refused by the Local Planning Authority (21 May 2020), however planning permission has been granted for 57 dwellings at the site (12/00597/FUL). Nevertheless, the consideration of the application for 76 dwellings is accepted given the circumstances.

As shown in Table 3, the Ratio of Flow to Capacity (RFC) of Junction 1 is not proposed to exceed the threshold of 0.85 (practical capacity) with the development in place in 2025. The LHA is therefore satisfied the junction will operate within capacity.

Approach	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2025 Base + Committed + Development						
Site Access	0.12	0	9	0.13	0	8
Station Road (RT)	0.10	0	5	0.06	0	5
Sensitivity Test - 2030 Base + Committed + Development						
Site Access	0.13	0	9	0.14	0	9
Station Road (RT)	0.10	0	5	0.07	0	5

Table 3: Site Access/Station Road PICADY Analysis

As shown in Table 3, the Applicant also undertook a sensitivity test, which includes the following additional two developments:

3. H&BBC Allocated site SA5 (south of Station Road)
4. 20/00345/OUT: Land south of Market Bosworth Cemetary, Shenton Lane, Market Bosworth (90 dwellings)

The impact of these two developments was assessed in a future year of 2030. It is noted that there is currently no live planning application for site 3 and the Applicant has based the volume of traffic the site could generate on their own predictions, as outlined within their TA. Site 4 has yet to be determined by the LPA, however this assessed a future year of 2025. Following a review of the proposed developments, the LHA consider a sensitivity test is not required.

Internal Layout

The internal layout of the development is not for consideration at this stage. Nevertheless, the LHA advises that should the Applicant intend to put the internal road network forward for adoption, this would need to be designed to an adoptable standard. This will include the design and construction of any section of the existing access drive put forward for adoption. Given that the main access road between the golf club and Station Road would be used occasionally by coaches to the golf club, the LHA would request the access road is designed with a 6 metre wide carriageway.

Transport Sustainability

The Applicant has submitted a Travel Plan in support of the proposals. Based on Part 2, Table PDP1 of the LHDG, the quantum of development proposed does not require a Travel Plan. Nevertheless, the LHA welcomes the submission of the Travel Plan and would encourage the Applicant to adapt the measures proposed to encourage sustainable travel.

The centre of the site is approximately a 200 metre walk from bus stops with an hourly service between Market Bosworth and Leicester. The site is also within a 500 metre walk of St Peter's C of E Primary Academy. The centre of Market Bosworth is an approximate 1.1 kilometre walk.

The Applicant has proposed to upgrade the existing bus stops along with providing two x six month bus passes per dwelling in order to promote sustainable travel. This is welcomed by the LHA.

The LHA advise it would require the provision of raised kerbs at the two closest bus stops to the site (ID's 2410 and 2411) at a cost of £3,500 per stop and two x six month bus passes per dwelling, which currently cost £360 each for an Arriva bus service. In addition, the LHA would require the provision of 1 Travel Pack per dwelling which, if provided by LCC, would currently cost £52.85 per pack. The LHA would secure these contributions as part of a Section 106 agreement if planning permission is granted.

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. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Hub drawing number T18522.001 rev B have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2019).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres x 74 metres to the west and 2.4 metres x 59 metres to the east metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2019).

4. No part of the development shall be occupied until such time as the offsite works (footway improvements) shown on Hub drawing number T18522.001 rev B 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 (2019).

5. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2019).

Contributions

1. To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:
 - A. Travel Packs, one per dwelling; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).
 - B. 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at £360.00 per pass).
 - C. Raised kerb provision at the nearest two bus stops (ID's 2410 and 2411) at a cost of £3,500 per stop to support modern bus fleets with low floor capabilities .

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk

- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

Date Received
5 November 2020

Case Officer
Ben Dutton

Reviewer
DH

Date issued
4 December 2020

APPENDIX D

PRE-APPLICATION HIGHWAYS ADVICE

PRE-APPLICATION DETAILS:

District Reference Number: 23/10240/PREMAJ

Highway Reference Number: 2023/6050/04/HEN

Location: Land Off Station Road Market Bosworth Leicestershire

Proposal:

Enquiry. Hybrid application for 121 dwellings (full planning) and commercial floorspace on 1.2 hectares (outline planning)

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: via Hinckley & Bosworth Borough Council

Parish: Market Bosworth

Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway (LHA) are in receipt of a pre-application enquiry for a hybrid application for the construction of up to 121 dwellings (full planning) and commercial floorspace on 1.2 hectares (outline planning) at land off Station Road, Market Bosworth.

The LHA is aware the site forms part of Hinckley & Bosworth Borough Council's adopted Market Bosworth Masterplan - Supplementary Planning Document (available at https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/1764/market_bosworth_masterplan_supplementary_planning_document_2021), dated March 2021.

Based on Part 2, Table PDP2, of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>), the proposals would need to be accompanied by a Transport Assessment and Travel Plan.

Site Access

The LHA advise that a safe and suitable access would need to be demonstrated, and this should be designed in accordance with Part 3 of the Leicestershire Highway Design Guide ([LHDG] <https://resources.leicestershire.gov.uk/lhdg>). The available visibility splays, carriageway width, radii and gradients would need to be considered in particular. Depending on the level of traffic generated by the proposed development, the LHA advise consideration is given to the Design Manual for Roads and Bridges CD123 Figure 2.3.1 in respect of whether a Ghost Right Turn Lane may need to be provided at the access.

Vehicle speeds along Station Road should be measured by means of an automatic speed survey and not a handheld radar. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk.

Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of all the services available please contact ndi@leics.gov.uk. The LHA are aware of complaints in respect of high vehicle speeds along Station Road and it is advisable for the Applicant to consider/ provide speed reducing measures such as chicanes along the route, as per the Masterplan. Notwithstanding any speed reducing measures, it is advised that visibility splays are based on current 85th percentile speeds of passing traffic.

On the basis the proposals would result in both residential and employment uses, the Applicant should provide an access designed in accordance with Part 3, Table DG2 of the LHDG, with the width of the access road narrowing down past the access to the employment site as appropriate.

Swept path analysis of a Phoenix 2 Series - Smooth Body RCV, EURO 5i - WIDE TRACK refuse collection vehicle accessing and egressing the access with Station Road in all directions would be required. Swept path analysis of additional vehicles such as an HGV would also be required on the basis that the employment use could generate HGV movements.

The LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit of the site access proposals and off-site works along with a designer's response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design.

Highway Safety

Personal Injury Collision (PIC) data would need to be obtained and reviewed for an identified study area around the site, including all study junctions. This should cover the most recent five year period. LCC currently hold data to end of November 2023. The Applicant can contact ndi@leics.gov.uk to obtain PIC data.

Trip Generation/ Distribution

Trip generation for both the proposed residential and employment developments will need to be considered by the Applicant. This could be undertaken by the use of the TRICS database. In terms of residential trips, there have been a number of applications for residential development in Market Bosworth within the last few years, including on Station Road. While most of the recent major residential applications in the village have been refused planning permission by the local Planning Authority, some of which have also been dismissed at appeal, the LHA will compare the Applicants proposed trip rates to those recent developments as part of any future application. This would be for consistency and lower trip rates are unlikely to be accepted. For the employment use, it will also be necessary for the developer to consider a breakdown of vehicle types likely to be generated by the proposals, e.g, HGVs and cars.

The Applicant will need to give consideration as to how the development trips are distributed on the network. Again, in terms of residential trips, the LHA suggests a similar approach to trip distribution is taken to recent developments along Station Road. In terms of the employment trips, the Applicant could use 2011 Journey to work census data. The LHA would expect all HGV traffic to travel along Station Road to/ from the west of the site given the existing 7.5 tonne (except for loading) weight restriction within Market Bosworth.

The Applicant could also give consideration to any vehicle trips which would be removed from the network as a result of the closure of the existing businesses. This should be based on actual data if possible as opposed to TRICS, assuming the existing businesses are still fully operational. The LHA advises it is aware of application reference 23/00947/FUL where it is stated the business (Flying Spares) is proposing to relocate to make way for this proposed development. The LHA has requested trip generation information as part of that application.

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more additional two way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any junction, capacity assessments would be required. The LHA advise that at least the following junctions would need consideration:

- Site access/ Station Road
- Station Road/ Sedgemere Road/ Wellsborough Road/ Pipistrelle Drive roundabout
- Wellsborough Road/ Carlton Road
- Station Road/ Black Lane/ Main Street/ Market Place
- Main Street/ Park Street
- Park Street/ The Park/ Rectory Lane
- Rectory Lane/ Sutton Lane/ Market Place
- Bosworth Road/ A447/ Bosworth Lane

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2024), along with a future year which is five years following on from the base year (e.g. 2029). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of the planning application. Committed/ live developments in the area would also need to be considered, as detailed further below.

Traffic counts must not be more than three years old at the time any future application is submitted and undertaken in a traffic neutral month. It should be noted Covid-19 uplift factors must be applied to traffic flows undertaken between 19 April 2021 - 2 September 2022. These would have been provided by LCC on application for a survey permit or ndi@leics.gov.uk can be contacted to provide the uplift factors and a retrospective survey permit (if necessary). The LHA will not accept any traffic surveys prior to 19 April 2019 due to Covid-19 lockdowns.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all 'Junctions' or 'Linsig' modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;

- Actual model files.

Nearby committed developments would need to be considered within capacity assessments. The LHA is aware of the following developments:

- 19/01437/FUL: Kyngs Golf Club development, Station Road, Market Bosworth
- 21/00379/FUL: 73 dwellings, Sedgemere, Station Road, Market Bosworth
- 23/00667/FUL: Change of use of the Old Rectory from a dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1), erection of two single storey classrooms, a Multi-Use Gaming Area (MUGA), revised parking layout with electric charging points, widening of access, replacement perimeter fencing and external landscaping, works to trees and other works. The Old Rectory, 8 Rectory Lane, Market Bosworth.

The LHA would also advise that the following application is considered as a sensitivity test given the impact on the Bosworth Road/ A447/ Bosworth Lane junction and in the event of an appeal : 22/00277/OUT - 239 dwellings, land east of The Windmill Inn, Brascote Lane, Newbold Verdon (refused at Planning Committee on 19 September 2023).

The LHA are happy for the Local Planning Authority to advise of any further developments which may require consideration.

Off-Site Implications

In addition to speed reducing measures along Station Road, the Applicant should consider/ provide appropriate pedestrian crossing facilities between the site access and the opposite side of Station Road. It is suggested that the proposed crossing type could be informed by a PV2 assessment. Footway widening along Station Road could also be considered.

The Applicant would also need to relocate the existing 7.5 tonne (except for loading) weight restriction as the proposed access to the development would be to the east of its existing location. Without re-locating the weight restriction, HGV's could access the site from either direction and travel through the centre of Market Bosworth on less suitable routes. The Applicant would be required to pay all costs associated with the Traffic Regulation Order (TRO) as well as any replacement/ additional directional road signs which would be required at the existing and new access points.

As previously advised, the LHA advise that traffic calming along Station Road would require a Stage 1 Road Safety Audit and a PV2 assessment to determine the most appropriate pedestrian crossing facilities is advisable.

The Applicant has requested clarity from the LHA in respect of the site access arrangements to Kyngs Golf Club. The LHA advise that as part of application 19/01437/FUL, the developer for that site proposed to widen the existing access and provide a 2.0m wide footway along the site frontage. The proposals do not require a ghost right turn lane to access the site. In addition, it is detailed within application reference 24/00019/FUL for the erection of a 50 bedroom golf and leisure hotel (Retrospective)) at the site that the same access arrangements as part of application reference 19/01437/FUL would be used, that application has yet to be reviewed the the LHA, however. In addition, application 20/01021/OUT (63 dwellings, land at Station Road, Market Bosworth) also proposed a priority junction at the access to the proposed development/ Kyngs Golf Club.

Internal Layout

The internal layout of the development would need to be designed fully in accordance with the LHDG in order for it to be considered for adoption.

The site access road would require large and commercial vehicles to pass and repass a number of the new properties. As well as the anti-social aspects of business traffic that could affect residents (and could become a future issue with complaints to the Highway and Planning Authorities), there may be a need to introduce a TRO to stop larger vehicles from travelling on all the internal estate roads. There could also be a need to introduce another TRO to restrict not only parking on the estate road by larger vehicles and/or overspill from the employment area, but in order to maintain the carriageway widths for suitable access by larger vehicles to and from the employment area, parking restrictions to restrict on street parking by some residents and their visitors. The cost of the LHA to consult/ implement a TRO is currently £7,500.

The Applicant has requested clarity from the LHA in respect of highway trees. The LHA would ideally require trees to be planted outside of the adopted highway and would not require a verge between the footway and the carriageway. Should the Applicant propose trees or verges within the highway, they would be liable to a commuted sum and in the case of trees, an extended maintenance period (five years).

Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds. Spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall/ hedge/ fence etc. Should garages be provided they would need to be to the dimensions set out in Part 3, Para 3.227 of the LHDG in order to count as a parking space.

Swept path analysis of a refuse collection vehicle would be required throughout the site, as well as an HGV accessing the employment site.

Transport Sustainability

The LHA would require a Travel Plan Monitoring fee (currently £6,000) as part of any future Section 106 agreement.

It is noted that a pedestrian/ cycle link would be provided between the site and Heath Road. This is welcomed by the LHA to increase the permeability of the site as well as improve links in the surrounding area. The site is a considerable walk to the nearest serviced bus stop in Market Place. The LHA strongly advise the Applicant to liaise with the local bus service operator with the view of re-routing the existing bus service closer to the site and bringing existing bus stops back in to use, or providing new bus stops as necessary.

Section 106 Contributions

As well as the Travel Plan Monitoring Fee, and any costs associated with TRO's, at this stage the LHA advise it would usually require one Travel Pack per dwelling/ employee (currently at a cost of £52.85 each), along with two x six month bus passes (current cost of £490 per pass for an Arriva service) per bus dwelling/ one pass per employee and potentially improvements to the nearest two bus stops such as raised kerbs, timetable cases etc.

Date Received
21 December 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
18 January 2024

APPENDIX E

LCC HIGHWAY COMMENTS – PLANNING REFERENCE 24/00019/FUL)

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: 24/00019/FUL

Highway Reference Number: 2024/0019/04/H/R1

Application Address: Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton
Leicestershire CV13 0NP

Application Type: Full

Description of Application:

Re-consultation. Erection of 50 bedroom golf and leisure hotel (Retrospective)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Statue Homes Ltd

County Councillor: Bertie Harrison-Rushton

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 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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has received a request to provide revised observations following the submission of a letter from Ardent Consulting Engineers dated 1st March 2024 reference ATB/2300431/Letter. The LHA has reviewed this information and provides detailed comments below.

Site Access

The proposed development will be served by an existing site access. This private access road meets the highway at Station Road, which is a C Classified road subject to a 30mph speed limit. The LHA highlight that access improvements (including footway widening) that were secured under 13/00272/CONDIT and 19/01437/FUL, have not yet been implemented. To ensure an appropriate

access is provided to serve the proposed development, the LHA request that the site access conditions are also imposed on this application, should the Local Planning Authority (LPA) be minded to grant approval of the proposed development. These have been repeated below for ease. To demonstrate the suitability of the proposed access arrangements, the Applicants have undertaken a junction capacity assessment of the site access junction in the AM and PM peak hour.

To assess the proposed access, up to date traffic survey data was obtained from Leicestershire County Council (LCC) from an Automatic Traffic Count (ATC) undertaken between 30th January and 6th February 2024, which was located just to the west of the access on Station Road. However, this survey was undertaken in a non-neutral month and at a time when emergency road closures were in place to the east of Market Bosworth during this survey period.

To assess whether these works affected the volume of traffic on Station Road past the site, the Applicants have compared the 2024 results with both the previous 2018 count included with the 2019 application as well as DfT traffic count data from 2019 on this section of Station Road. The results of this analysis showed that for the PM peak the 2024 data is notably lower than both the 2018 and 2019 results. Therefore, to ensure a robust assessment the previous 2018 baseline data has been used to conduct a junction capacity assessment of the consented site access.

For the future year scenario the baseline data has been factored to a design year of 2029 (2024+5 years), using TEMPro growth factors of 1.079 for the AM peak and 1.080 for the PM peak. The consented traffic previously allowed for in the 2019 Transport Statement has also been included, as have the proposed development traffic flows from the consented 2019 scheme (minus the six holiday lets). The proposed traffic for the 50-room accommodation development has then been included, using the same distribution percentages as the 2019 application, to provide a 2029 'with development' scenario.

This assessment has confirmed that proposed access would operate within the acceptable limits of capacity with minimal queuing delays would be experienced on both Station Road and within the site access.

Given the above, the LHA are satisfied that a safe and suitable access has been provided to serve the proposed development.

Highway Safety

The Applicants have conducted a review of Personal Injury Collision (PIC) data between the Market Place/Back Lane/Station Road/Main Street roundabout junction and the Wellsborough Road/Carlton Road priority junction between 2018-2022.

The LHA highlight that the data reviewed is over two years old and therefore considered to be out of date.

Notwithstanding the above the LHA has reviewed its own PIC database, using the most recent data up to December 2023 and confirm that one additional PIC's has been recorded within the study area which has not been considered by the applicants. This was a rear shunt style collision because of a turning movement on Station Road.

The LHA are satisfied that the above review has not identified a pattern or trend in the collision data which could be exacerbated by the proposed development.

Trip Generation

The Applicants have conducted a review of TRICS data for the category 'Hotel, Food and Drink – Hotels' to calculate the potential peak hour and daily weekday traffic generation for the proposed development. This has been repeated below in Figure 1 for ease.

Figure 1 – Trip generation

	Arrive		Depart		Total	
	Trip Rate (per room)	Trips	Trip Rate (per room)	Trips	Trip Rate (per room)	Trips
AM Peak	0.111	6	0.111	6	-	12
PM Peak	0.429	21	0.302	15	-	37
Daily	2.624	131	2.296	115	-	246

The proposed development is predicted to generate 12 two-way trips in the AM peak, 37 two-way trips in the PM peak and 246 daily two-way trips.

The development traffic has then been distributed using the percentages agreed as part of the 2019 application. This has concluded that the overall traffic impact of the proposed development would be relatively small and therefore further assessments are not required to support the proposed development.

The LHA agree that the trip generation and distribution are acceptable and no further unction capacity assessments are required.

Internal Layout

The LHA previously raised concerns that the proposed development seeks to rely on the car parking approved under 19/01437/FUL with a reduction of 12 spaces from 221 to 209 car parking spaces which were located within the courtyard arrangement and proposed to serve the holiday homes.

However, the LHA note that the Applicants state that “the proposals would not operate as a typical hotel and would instead comprise accommodation that is ancillary to the consented golf and leisure facilities”

The LHA note that the 2019 application predicted a total demand for 185 parking spaces at the site. Given the proposed 50 room accommodation is not intended to operate as a separate hotel and those visitors staying in the accommodation would do so as part of their visit to the golf course and associated facilities, the LHA accept that the proposed 202 spaces would be in excess of the predicted demand, with any minor uplift in demand relating to the hotel should be sufficient accommodated.

Therefore, providing the use of the proposed development could be conditioned so its use is ancillary to the consented golf and leisure facilities. The LHA would be unable to sustain a refusal to the proposed development based on the proposed level of parking provision.

Public Rights of Way

Public Footpath S70 runs across the golf course which would be reopened as part of the proposed development. It is considered there is a need for detailed discussion on the treatment of the Public Right of Way, therefore the LHA would advise a suitably worded condition such as that at the end of this report. In drawing up a Rights of Way scheme it is advised the Applicant gives particular attention to the need to safely manage the interaction between walkers and golfers, and improving accessibility by replacing stiles with gates or gaps. LCC Rights of Way officers can be contacted by the Applicant on 0116 305001.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on HAS drawing number HAS/17-030/01 Rev A have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (December 2023).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Hickman & Smith Architects drawing number A-PL-001 Rev L. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

4. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 65 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (December 2023).

Informative

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>.

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 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 of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.

If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.

Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
4 March 2024

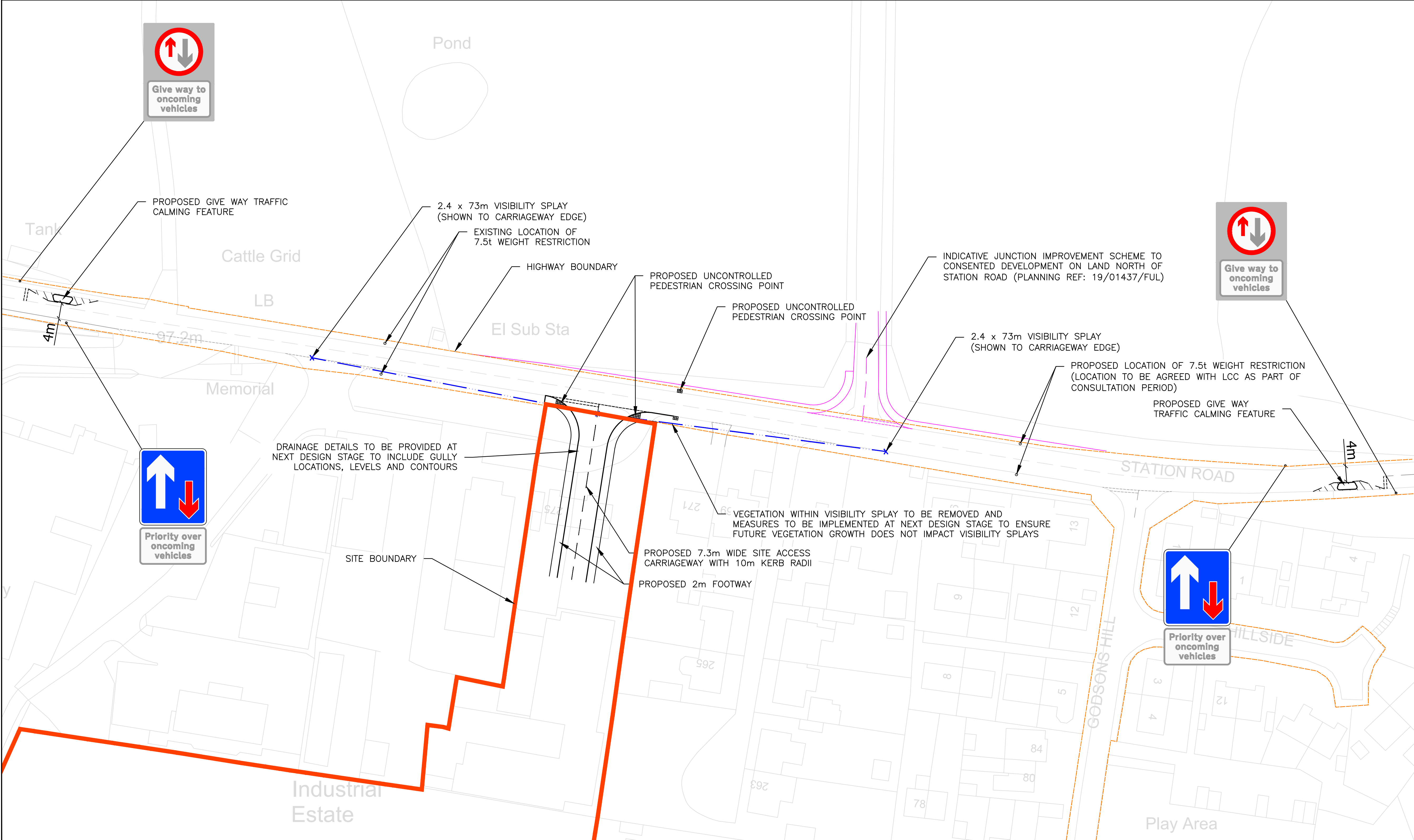
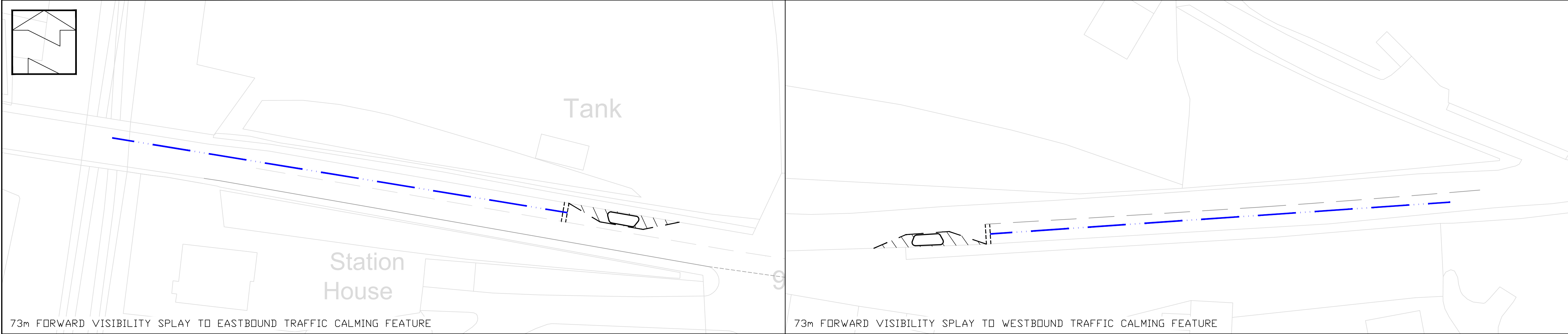
Case Officer
Victoria Vernon

Reviewer
XX

Date issued
18 March 2024

APPENDIX F

PROPOSED MILLER HOMES SITE ACCESS DRAWING



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

P5	15.07.24	Updated site boundary	KG	-
P4	14.05.23	Updated following Stage 1 RSA	KG	MT
P3	12.12.23	Updated highway boundary	AM	RL
P2	12.12.23	Updated following LCC comments	KG	RL
P1	07.11.23	First issue	KG	RL
Rev	Date	Description	Dr	Rev

Client:

Miller Homes

Project:

Land South of Station Road, Market Bosworth

Title:

Proposed Access Junction Layout

Drawn: K. Gamblen

Reviewed: R. Leconte

Size: A1

Scale: 1:500

Date: 07 / 11 / 2023

Status: PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC3326-DR-	002		P5

APPENDIX G

COMMENTS FROM LANDOWNER OF SITE TO THE WEST OF THE
DEVELOPMENT (IN RELATION TO PLANNING REFERENCE
23/00646/FUL)

Keith Gamblen

Subject: FW: Land off Station Road - 24/00560/HYB
Attachments: plan1_ plan_2.pdf

From: Gareth Johns @ Andromeda <gareth@andromedagroupuk.com>
Sent: Wednesday, September 18, 2024 8:42 AM
To: Tim Hartley <Tim.Hartley@hinckley-bosworth.gov.uk>
Subject: RE: Land off Station Road - 24/00560/HYB

Dear Tim,
I refer to your email of the 12th September.

As you are aware I own a piece of land adjacent to Station road which is refereed to as the sidings land together with and adjoining piece of land which was the old sewage works.

Both pieces of land amounting to 5.5 acres, has the benefit of planning consents all be it on a pre-app basis, however the land is designated for commercial use. (see enclosed plans)

The planning was given subject to an improvement of the current access which I am currently in the process of trying to resolve with engineers and the highways authority's advice.

In answer to your question, I have been advised by an engineer, that if the proposed off site works as shown on the Miller homes planning application is undertaken this may impact on our proposal to improve my access.

I hope this explains how my current objection has come about.

Kind Regards
David Lewis

Subject: Land off Station Road - 24/00560/HYB

Hi Mr Lewis

Thank you for your email from yesterday morning regarding the above application

It would assist if you could explain a bit more how the off-site works would hinder you

Many thanks

Tim

Tim Hartley
Team Leader Development Management

Tel: 01455 255656

Email: tim.hartley@hinckley-bosworth.gov.uk

Web: www.hinckley-bosworth.gov.uk

Hinckley & Bosworth Borough Council

Hinckley and Bosworth Borough Council, Hinckley Hub, Rugby Road, Hinckley, Leicestershire LE10 0FR

Sign up for our email updates: www.hinckley-bosworth.gov.uk/emailupdates



@Hinckandbos_bc



Hinckandbosbc



@Hinckandbosbc

This email and any files sent with it are confidential.

If this email isn't intended for you, please notify the sender immediately and then permanently delete it. You must not read, print, store, disclose, copy or take any other action in respect of this email.

We routinely monitor incoming and outgoing email messages to ensure they comply with Hinckley & Bosworth Borough Council's policy on the use of electronic communications.

The contents of emails may have to be disclosed to a request under the Data Protection Act 2018, Freedom of Information Act 2000 and/or the Environmental Information Regulations 2004.

The views expressed by the author may not necessarily reflect the views or policies of Hinckley & Bosworth Borough Council.

Attachments to email messages may contain viruses that may damage your system.

Whilst Hinckley & Bosworth Borough Council has taken every reasonable precaution to minimise this risk, we cannot accept any liability for any damage you suffer as a result.

You are advised to carry out your own virus checks before opening any attachment.

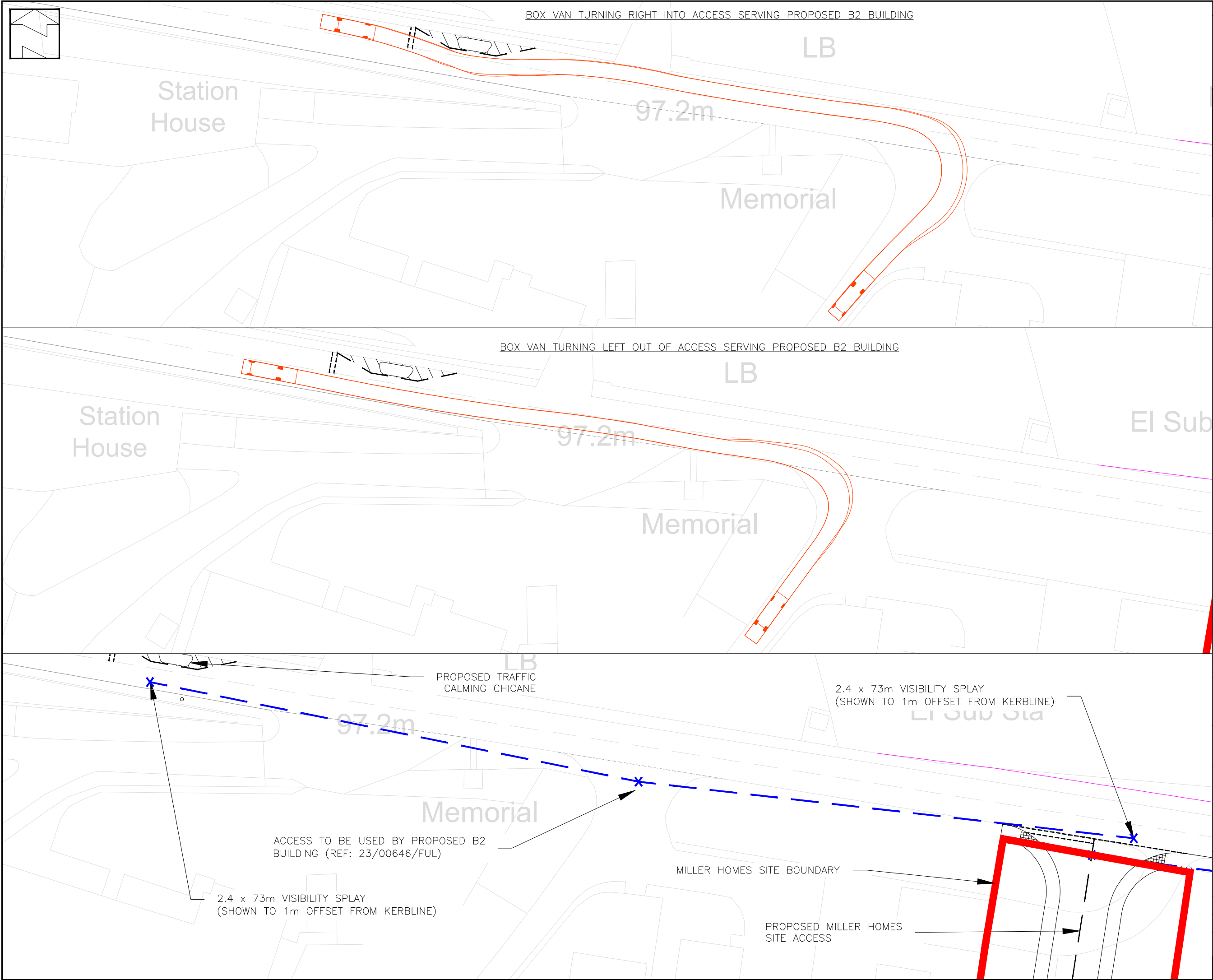
Save paper - only print this email if necessary.

Visit us online: www.hinckley-bosworth.gov.uk

Main office: Hinckley Hub, Rugby Road, Hinckley, Leics LE10 0FR. Main switchboard: 01455 238141

APPENDIX H

ASSESSMENT OF ACCESS IN RELATION TO PLANNING
REFERENCE 23/00646/FUL (DRAWING ADC3326-DR-006-P1)



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

VEHICLE SPEED OF TRACKING = 15KM/H

P1	02.10.24	First issue	KG	MT
Rev	Date	Description	Dr	Rev
Client: Miller Homes				
Project: Land South of Station Road, Market Bosworth				
Title: Assessment of Access in Relation to Planning Application 23/00646/FUL				
Drawn: K. Gamblen		Reviewed: M. Tatler		
Size: A3	Scale: 1:500	Date: 02 / 10 / 2024		
Status: PRELIMINARY ISSUE				
Project Reference	Type	Number	Revision	
ADC3326-DR-	006		P1	