

**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 Growth, Environment & Transport.

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**APPLICATION DETAILS**

Planning Application Number: 25/00819/OUT

Highway Reference Number: 2025/0819/04/H/R2

Application Address: Forest Hill Golf And Country Club Markfield Lane Botcheston Leicester Leicestershire LE9 9FH

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of a 49 bedroom hotel, new access, car parking and facilities. (All matters reserved except access, appearance, layout and scale)

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**GENERAL DETAILS**

Planning Case Officer: Alex Jelley

Applicant: Mr David Daniels

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Bagworth & Thornton

Road Classification: Class C

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

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

**Advice to Local Planning Authority**

**Background**

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 a 49 bedroom hotel, new access and car parking and facilities at Forest Hill Golf and Country Club, Markfield Lane, Botcheston. Access, appearance, layout and scale are to be determined at this stage.

The LHA previously advised within its observations dated 14<sup>th</sup> April 2026 that additional information was required in respect of the of the site access and internal layout, to accurately reflect the site access proposals alongside the proposed development and existing development within the site.

The Applicant has submitted the following additional information in support of the proposals:

- Transport Statement Addendum dated 27<sup>th</sup> April 2026
- MAC drawing number F116(90)18 (Site Plan Indicating Adventure Golf)
- MAC drawing number F116(SK)03 Rev. B (Site Plan)
- DWS drawing number 0-203 Rev. P2 (Vehicle Tracking – Internal Layout – Coach)

### **Site Access**

The LHA previously advised that the proposed mini roundabout within the site was located approximately 23m from the proposed new junction with Markfield Lane. Swept path analysis was requested in order to demonstrate a coach accessing and egressing the site and using the mini roundabout.

The LHA advised it had concerns that should the vehicle need to cross the centre line of the access road on access to / egress from the site, or in order to undertake some manoeuvres around the mini roundabout. The LHA suggested this could be problematic as it may require a coach to stop and any vehicles behind to wait in Markfield Lane. The LHA advised the Applicant may need to amend the mini roundabout design accordingly, as well as increase its spacing from Markfield Lane.

The LHA also previously advised that visibility splays should be included on the site access drawing, as those shown on Bancroft Consultancy drawing number F19109/13 did not reflect the internal layout arrangements for the proposed development.

The Applicant has submitted DWS drawing number 0-203 Rev. P2 which details swept path analysis of a coach manoeuvring around the site.

Within the submitted Transport Statement Addendum, the Applicant has also stated the proposed access arrangement is consistent with the access previously considered by the Planning Inspector under appeal reference APP/K2420/W/23/3327377 (Bancroft Consulting drawing number F19109/13 Rev. C). In that appeal, the Inspector acknowledged that larger vehicles, including coaches, may need to partly cross the opposing side of the carriageway when entering or leaving the site. However, the Inspector concluded that this would not result in an unacceptable highway safety impact, having regard to the available forward visibility and the limited number of such movements.

The Applicant continues that the current proposal is materially smaller than the previous appeal scheme. It is for a 49-bedroom hotel and does not include the wider conference, function, wedding, dining, leisure or spa facilities previously proposed. As such, the likelihood and frequency of coach movements would be low. Coach visits, where they occur, would be occasional and pre-arranged.

The Applicant has also suggested that a Coach Management Plan could be conditioned if necessary to manage the arrival and departure of coaches to/ from the site.

The LHA notes that the swept path analysis does show a coach overrunning the centre line when turning left through the mini roundabout. Nevertheless, given the Planning Inspectors decision in respect of the same access to the larger scale hotel and the fact the Planning Inspector considered the larger scale hotel would generate a low number of such movements, the LHA would not seek to resist the proposals on this basis. The LHA also advise it would not require a Coach Management Plan for the site.

The Applicant has not detailed visibility splays for the main site access with Markfield Lane on a revised drawing. Nevertheless, the LHA considers these could be conditioned, given the access is proposed to be designed in accordance with what was accepted by the Planning Inspector as part of appeal reference APP/K2420/W/23/3327377 (Bancroft Consulting drawing number F19109/13 Rev. C).

### **Highway Safety**

Given the above, the LHA advises it has no further comments on highway safety.

### **Internal Layout**

MAC drawing number F116(SK)03 Rev. B provides details of the internal layout of the site.

The LHA has previously advised it considered the level of parking provision proposed within the site to be acceptable.

The LHA previously advised the drawings lacked detail such as pedestrian links from the car park to the proposed hotel, as well as around the wider site. The Applicant has now detailed pedestrian links around the car park and to the proposed hotel. This also appears to link into existing footway links within the wider golf club site to the north. There are no pedestrian links detailed between the hotel and the crazy golf site, however. Notwithstanding this, whilst such a link is strongly advised by the LHA, the roads within the site would remain private.

It was previously noted that there would not be turning space for larger vehicles such as a coach in the proposed hotel car park and it may be that larger vehicles have to reverse onto the mini roundabout to turn. The Applicant has now shown a Coach/ refuse vehicle turning area to the front of the hotel. Swept path analysis of a coach turning in this area has also been undertaken. Given this, the LHA advise it has no further comments in respect of the internal layout.

### **Transport Sustainability**

Other than those made previously, the LHA has no comments to make in respect of transport sustainability. The LHA would however advise that 1 x Travel Pack is provided per employee to advise of what sustainable travel choices are available to them in the area, for example car sharing and the public right of way network.

### **Conditions**

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details 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 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 MAC drawing number F116(SK)03 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 (2024).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 160 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 (2024).

4. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 20 metres of the highway boundary, nor shall any be erected within a distance of 20 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

5. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with MAC drawing number F116(SK)03 Rev. B. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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 (2024).

### **Contributions**

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:

1. Travel Packs, one per dwelling/ employee; to inform new residents/ employees from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Reason: To inform new residents/ employees from first use what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to first occupation/ first use of the residential/ employment development.

## **Informatives**

- 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://www.leicestershirehighwaydesignguide.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://www.leicestershirehighwaydesignguide.uk/>
- Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, 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. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

**Date Received**  
**29 May 2026**

**Case Officer**  
**Ben Dutton**

**Reviewer**  
**AW**

**Date issued**  
**17 July 2026**