

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/R5

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 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) have previously advised further information is required in respect of the proposal within its observations dated 22nd July 2025, notably that the following additional information is required:

- Amendments to the site access and bus stop locations;
- Further clarification and revisions to the junction capacity assessments of Junction 10 (A447 Ashby Road / B585 Bosworth Lane / Bosworth Road [Bull in the Oak] junction) to reflect future scenarios with committed development and the proposed development only and committed, live/ refused and the proposed development as a sensitivity test; and
- Amendments to the Travel Plan as detailed.

The Application was considered at Hinckley & Bosworth Borough Councils Planning Committee on 12th August 2025, with the Committee Extract 12th August 2025 on the LPA's Planning Portal including an officer recommendation for approval, subject to conditions and contributions.

The LHA is aware that the planning committee refused the application on non-highway related matters and has since been notified by the LPA that the application is now subject to a planning appeal (reference APP/K2420/W/25/3372919). On this basis, the LHA outlined its formal position in respect of the proposals, specifically the above points on 12th January 2026. It has however been raised by the Appellant that there was an error in condition 3 advised by the LHA, which advised an incorrect drawing should be conditioned for the site access. The correct wording should include Hub drawing number 001 Rev. E. These observations are provided with the sole purpose of correcting the error and for the avoidance of doubt and therefore supersede those submitted on 12th January 2026. These observations should be read in conjunction with those submitted to the LPA on 22nd July 2025.

Site Access

Whilst the Applicant has not undertaken the amendments to the site access arrangements as previously detailed by the LHA, it was suggested that the majority of these could be resolved by amendments to the junction radii. The LHA is satisfied it can condition the site access arrangements, with the points raised being considered further by the Applicant at detailed design. The LHA are satisfied at this stage that the ghost right turn lane proposals could be accommodated alongside the nearby access arrangements which have been approved by the LPA as part of application reference 24/00560/HYB.

Off-Site Implications

Leicestershire County Council have recently and independently from all current planning applications in the area identified draft proposals to signalise the A447 Ashby Road / B585 Bosworth Lane / Bosworth Road (Bull in the Oak) junction, which would offer significant capacity benefits in future years, given the additional pressure cumulative development traffic is likely to have on this junction. The scheme has a current cost estimate in the region of £1.5m to £2m.

A contribution of £246,715 is requested towards improvements to the Bull in the Oak junction to mitigate the cumulative impact of development traffic in the local area.

The contribution, which is proportionate to the level of trips generated by the proposed development (26 two-way trips) would negate any further assessment of the junction. The Applicant also confirmed to the LHA via an e-mail dated 12th August 2025 and prior to the Planning Committee meeting that they would be willing to pay the contribution.

The highway scheme will reduce queuing and delays on the Bosworth Road/ B585 Bosworth Lane arms of the existing staggered crossroads, improve highway safety and reduce the likelihood of some drivers using more unsuitable, single track routes to the A447 such as Deeping Lane to the west of the A447 and Osbaston Lane/ Hall Lane to the east.

To date, the LHA have requested an appropriate contribution proportionate to the level of traffic generated from application references 24/01061/OUT and 25/00515/OUT.

Transport Sustainability

The LHA advises that an amended Travel Plan can be conditioned and as such, would not seek to resist the proposals on this basis.

Conditions

1. No part of the development shall be occupied until such time as the offsite works (Proposed chicanes and uncontrolled pedestrian crossing point across Station Road) shown on Hub drawing number 004 Rev. A have been implemented in full.

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

2. 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.

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements have been implemented in general accordance with Hub drawing number 001 Rev. E.

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).

4. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 73 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).

5. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details. A Travel Plan Co-ordinator shall be appointed from commencement of development until 5 years after first occupation. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

6. 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 (2024).

7. 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 gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

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).

8. Prior to occupation of any part of the development hereby permitted, a Public Transport Strategy shall be submitted to the Local Planning Authority, agreed in writing and implemented in full to provide public transport along the length of Station Road to serve the development and take into consideration the wider local bus network. The submitted scheme shall include:

- hours of operation and service frequencies (minimum hourly service Monday – Saturday 7am-7pm);
- measures to cover the full operation of the service for the minimum period of the duration of the Framework Travel Plan;
- routing of the service;
- details of any impact on the existing wider bus route/ service in order to provide the extended service; and
- provision of necessary off-site infrastructure, including 2 x new pole and flags, raised kerbs, information display cases and bus stop markings on Station Road.

REASON: To ensure adequate steps are taken to provide a choice in mode of travel to and from the site.

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 highway safety, encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

1. A contribution of £246,715 towards a junction capacity improvement scheme at the A447 Ashby Road/ B585 Bosworth Lane/ Bosworth Road (Bull in the Oak) junction.

Justification: To accommodate the wider growth in the area, including the impact from this development.

Suggested trigger point: Prior to the occupation of the first dwelling.

2. Travel Packs; 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 per plot). 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.

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

Suggested trigger point: Prior to the occupation of the first dwelling.

3. Six month bus passes, two per dwelling (two 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 an average of £605 per pass for an Arriva service).

Reason: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 25% of total obligated contribution paid prior to the occupation of the first dwelling. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

4. STARS for (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

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

Suggested trigger point: Prior to the occupation of the first dwelling.

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://www.leicestershirehighwaydesignguide.uk/>
- 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
15 January 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
15 January 2026