

Pell Frischmann

Land West of Ratby

Pell Frischmann Response to ATE Comments

109003

Project	Land West of Ratby
Document Title or Subject	Pell Frischmann Response to ATE Comments
Document Reference	109003-PEF-ZZ-XX-T.TN-H-000017
Revision Reference	S2_P1
Date	23/03/2026

1 Introduction

- 1.1.1 Pell Frischmann (PF) has been instructed by Lagan Homes (the Client) to provide highways and transport advice to support an outline planning application (with all matters reserved apart from access) for a phased, mixed-use development comprising about 470 dwellings (Use Class C3) and provision of 1FE primary school (Use Class F1) and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.
- 1.1.2 Active Travel England (ATE) provided comments based on the Transport Assessment, Transport Assessment Addendum, Travel Plan and a response to initial comments and then further comments. ATE's most recent response is dated 17th March 2026 and is replicated in **Appendix A** for quick reference.
- 1.1.3 The most recent comments follow a meeting held between PF and ATE on 05/03/26 where the previous set of comments were discussed in addition to PF's response.
- 1.1.4 The following presents a summary of ATE's most recent response, discussions which have been made with ATE and the subsequent response in order to clear ATE's deferral.

2 Background

- 2.1.1 It should be noted that the proposals will bring a positive impact to the area by stopping up the eastern section of Burroughs Road to vehicle traffic and creating a greenway environment for active travel direct into central Ratby. This will also provide a more inviting environment for existing active travel leisure users to the west of the site. There will also be wider traffic benefits of the link road with some traffic re-routing which will reduce the level of traffic through central Ratby providing an improved environment for active travel in the area.

2.2 Meeting Dated 05/03/26

- 2.2.1 A meeting was held between PF and ATE on 05/03/26 regarding the previous ATE comments and PF's subsequent response. In this meeting it was discussed that ATE's main remaining outstanding comment regarded the security conditions along Burroughs Road. Specifically street lighting should be provided along this link.
- 2.2.2 ATE have subsequently requested that we should agree a condition with wording which would ensure that (ecologically sensitive) street lighting would have to be delivered as part of the scheme. Should this be delivered, it was discussed that ATE would remove their holding objection on the remaining elements.

3 ATE Comments Dated 17/03/26

3.1 Summary

- 3.1.1 ATE provide the following summary of their most recent comments:

- The lack of lighting and poor personal security conditions along Burroughs Road limiting its uptake as a key active travel into the village centre and primary school. Possible mitigation in the form of ecologically sensitive lighting and integration of the active travel route into the development road network and surrounding land use proposals.
- Shortcomings for the cycling route to the nearby secondary school and possible mitigation measures such as crossings, traffic management and provision of protected cycling infrastructure.
- The potential need for enhanced crossing facilities, traffic management and traffic calming in the village centre.

ATE maintain the position that the design for Burroughs Road must be considered under the access matter in this application and not left to reserved matters stage."

3.1.2 In terms of the first point, this reflects the meeting discussion request held on 05/03/26 in terms of the request for an ecologically sensitive lighting scheme to be provided along Burroughs Road to link in with the development road network.

3.1.3 Subsequently, an appropriately worded condition will be agreed with ATE and LCC. However, an example condition has been provided below:

"No development above slab level for phases accessing Burroughs Road east to main Street shall commence until a detailed ecologically sensitive lighting scheme including appropriate trigger point, for Burroughs Road has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority."

3.1.4 In terms of the remaining summary points, based on the modal share of cyclists presented in the TA (both in terms of forecast and aspirational), it is likely that providing additional schemes through Ratby and along Groby Road would not be warranted / insufficient demand generated to fund implementation based on the sites cycle generation in this direction. However, if there is a wider cycle scheme already planned along this route then consideration could be given to a proportional contribution towards improvements along this route if deemed reasonable.

3.1.5 ATE have also concluded that they consider that the access position on Burroughs Road must be considered under the access matter. However, it should be noted that standard preliminary 2d drawings have been provided (including vehicle tracking) here as shown in drawings **109003-PEF-ZZ-XX-DR-TP-00002** and **109003-PEF-ZZ-XX-DR-TP-00007**. These drawings are provided to the same level of detail as the vehicle access drawings which have been considered acceptable and are a standard approach for Outline Planning Applications. Detailed Design drawings will then be provided at the reserved matters stage which is standard practice.

3.1.6 These drawings have been accepted by the local highway authority who will be responsible for adopting the infrastructure. Requesting detailed design drawings at this stage would be unreasonable and should not act as an unnecessary barrier to development at this stage in the planning process.

4 Summary

4.1.1 It should be noted that the proposals will bring a positive impact to the area by stopping up the eastern section of Burroughs Road to vehicle traffic and creating a greenway environment for active travel direct into central Ratby. This will also provide a more inviting environment for existing active travel leisure users to the west of the site. There will also be wider traffic benefits of the link road with some traffic re-routing which will reduce the level of traffic through central Ratby providing an improved environment for active travel in the area.

4.1.2 It has been agreed that the developer will provide an ecologically sensitive lighting scheme along Burroughs Road. Draft wording of a potential condition has been provided. During the meeting ATE confirmed that should a condition be agreed, it was discussed that ATE would remove their holding objection on the remaining elements.

- 4.1.3 Notwithstanding this, if there is a wider cycle scheme already planned along the route through Ratby/Groby Road then if justified, consideration would be given to a proportional contribution towards improvements along this route if required. It is however considered that the existing drawings submitted are to an appropriate level of detail at this stage of the planning process (as matching the vehicle accesses submitted), as has also been accepted by LCC who will be responsible for adopting the infrastructure.

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

Report Ref.		109003-PEF-ZZ-XX-T.TN-H-000017_S2_P2 - ATE Response 0326.Docx				
File Path		P:\Data\109003 - Ratby Phases 3 & 4 Outline\01 - WIP\Documents\Transport Planning\109003-PEF-ZZ-XX-T.TN-H-000017_S2_P2 - ATE Response 0326.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
P1	S2	Initial Draft	23/03/26	J.Hope	L.Thomas	L.Thomas
P2	S2	Revised Issue	23/03/26	J.Hope	L.Thomas	L.Thomas

Ref. reference. Rev revision. Suit suitability.

Appendix A ATE Comments



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 24/00914/OUT
Our Ref: ATE ATE/24/01346/OUT
Date: 17/03/2026

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

From: Spatial Planning Service, Active Travel England

To: Alex Jelley - Hinckley and Bosworth Borough Council

Application Ref: 24/00914/OUT

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

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

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

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Background and Summary

Thank you for reconsulting ATE, we note the further work undertaken by the transport consultants to respond to our comments. Further assessment has been undertaken by way of responses to our queries and CLoS assessments. This helps with further context on the local environment.

ATE has made a range of wider comments on the how the site would meet the local plan requirements for access to employment, which is welcome and noted. We maintain our position that access along Burroughs road must be designed and finalised in accordance with the access matter under consideration in this application; and we have discussed this with the case officer. We continue to be concerned that the access to the south via Desford road is problematic which does not prioritise walking and cycling from this development as a first priority (NPPF para 117).

ATE make the following observations on the CLoS (Cycling Level of Service) assessments:

Cycle Audits - Route A

No JAT (Junction Assessment Tool) has been undertaken for the Main St/Markfield Road junction through which cycles are expected to interact with high volumes of turning traffic in carriageway (LTN1/20 para 1.1.2). Safety and level of service issues likely.

Main St/Markfield Road junction - cycles are on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

Groby Road between Markfield Road and M1 bridge (cycling on carriageway) - likely 85% traffic speeds, traffic volumes and HGV content appear to have been overlooked in scoring.

Groby Road – lack of continuity and requirement to dismount between Grosby Road on-carriageway cycling and the shared use cycletrack across the M1 bridge, particularly the westbound movement, appears to have been overlooked in scoring.

Similarly there is no signage for this movement eastbound and it is unintuitive.

Scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

Markfield Road appears to have lane widths in the critical range.

The source of “Leicester Cycle Infrastructure” used in the permeability assessment is not recognised.

ATE disagree with the statement that the route is currently suitable for cycle travel, especially given the likely attractiveness of the route for utility trips to the nearby secondary school. The feasibility of interventions to overcome route deficiencies has not been carried out.

Cycle Audits - Route B

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Burroughs Rd, Main St/Markfield Rd, Groby Rd/Dane Hill. Safety and level of service issues likely.

Junctions along Main St and Groby Rd - cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

ATE considers that the particular deficiencies of Burroughs Road, Main Street & Groby Road, such as high traffic volumes, complex junctions, critical lane widths and kerbside activity have not been reflected in the assessment. This distinct section has been conflated with a longer route of a notably different character. The Burroughs Road link is a key low traffic free route into the adjacent village at the centre of the development for which a separate assessment would have been instructive.

For the village centre section the scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The source of “Leicester Cycle Infrastructure” used in the permeability assessment is not recognised.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

Cycle Audits - Route C

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Desford Ln. Cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

The scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The assessment has numerous instances of optimistic scoring, such as awarding the top score for cycle parking and a top score for impact on pedestrians.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

Cycle route audits - Route C

No JATs have been completed for major junctions (LTN1/20 para 1.1.2), notably Main St/Desford Ln. Cycles on carriageway subject to high turning flows and heavy traffic conditions. Safety and level of service issues likely.

CLoS

The scoring assumes that LTN1/20 Figure 4.1 has been satisfied such that the route is usable by all abilities but this is unlikely.

The assessment has numerous instances of optimistic scoring, such as awarding the top score for cycle parking and a top score for impact on pedestrians.

ATE disagree with the statement that the route is currently suitable for cycle travel. The feasibility of interventions to overcome clear route deficiencies has not been carried out.

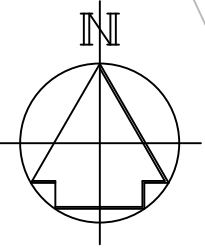
Summary

The CLoS assessments appear to be optimistically scored and several areas of concern have potentially been overlooked:

- The lack of lighting and poor personal security conditions along Burroughs Road limiting its uptake as a key active travel into the village centre and primary school. Possible mitigation in the form of ecologically sensitive lighting and integration of the active travel route into the development road network and surrounding land use proposals.
- Shortcomings for the cycling route to the nearby secondary school and possible mitigation measures such as crossings, traffic management and provision of protected cycling infrastructure.
- The potential need for enhanced crossing facilities, traffic management and traffic calming in the village centre.

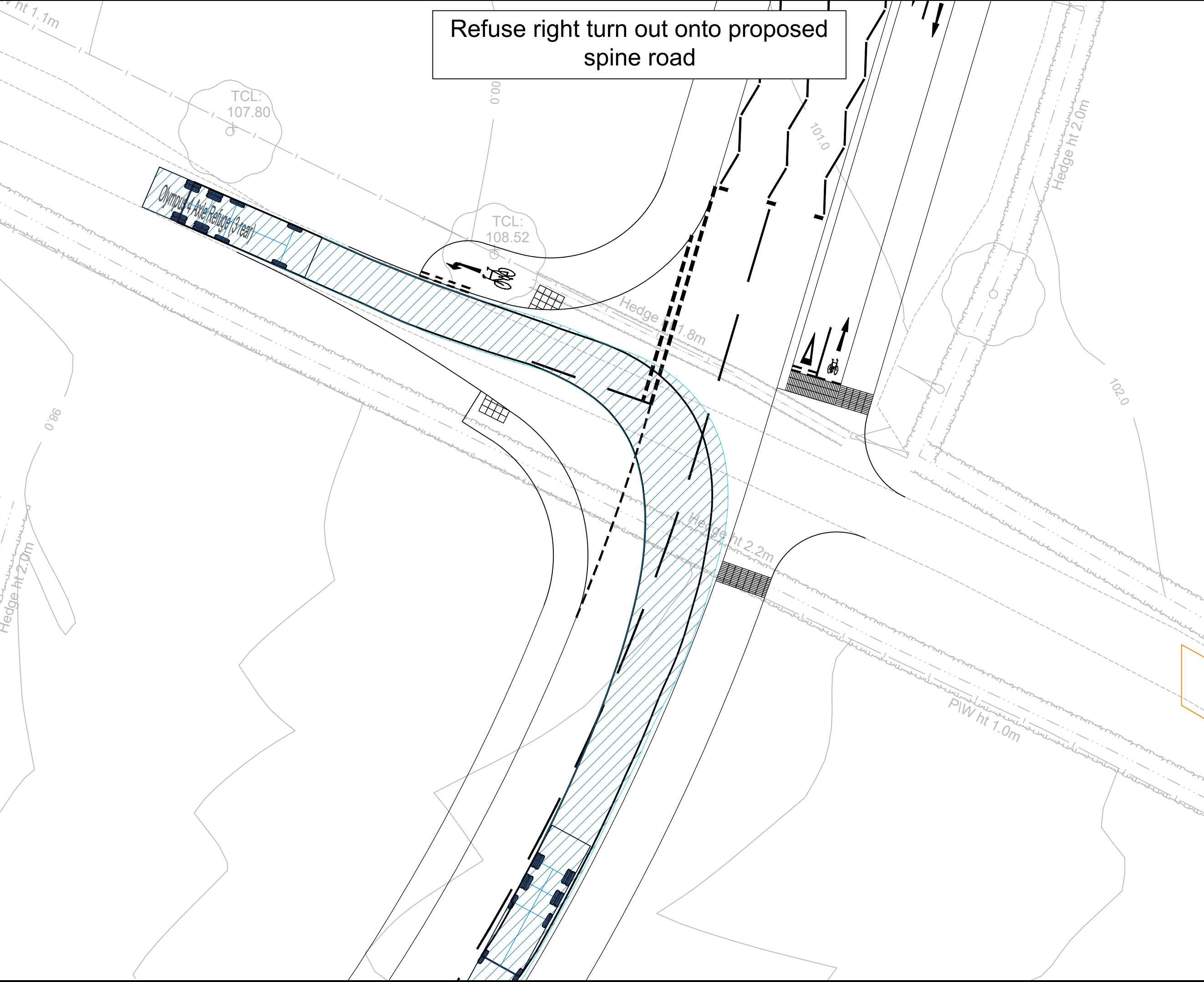
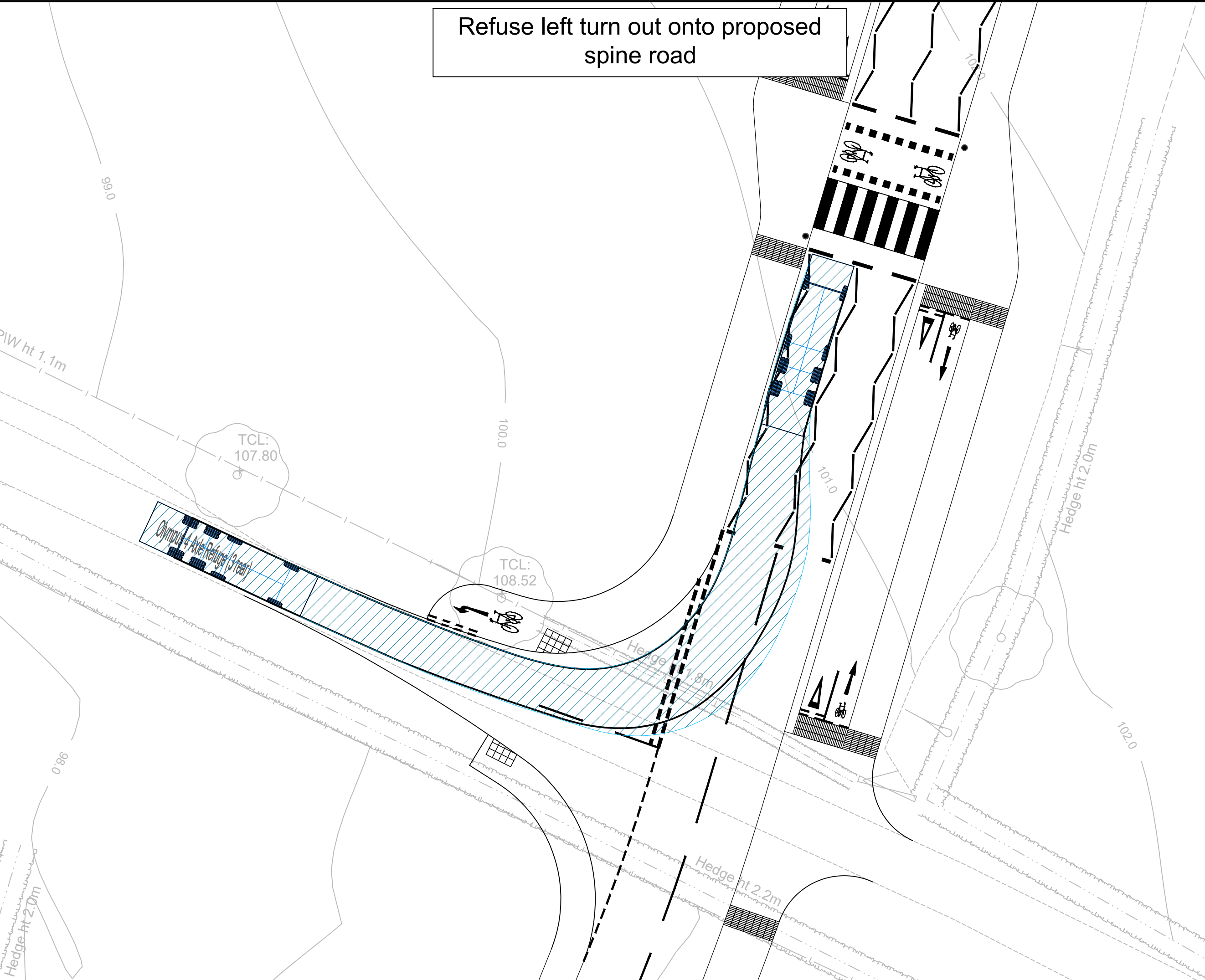
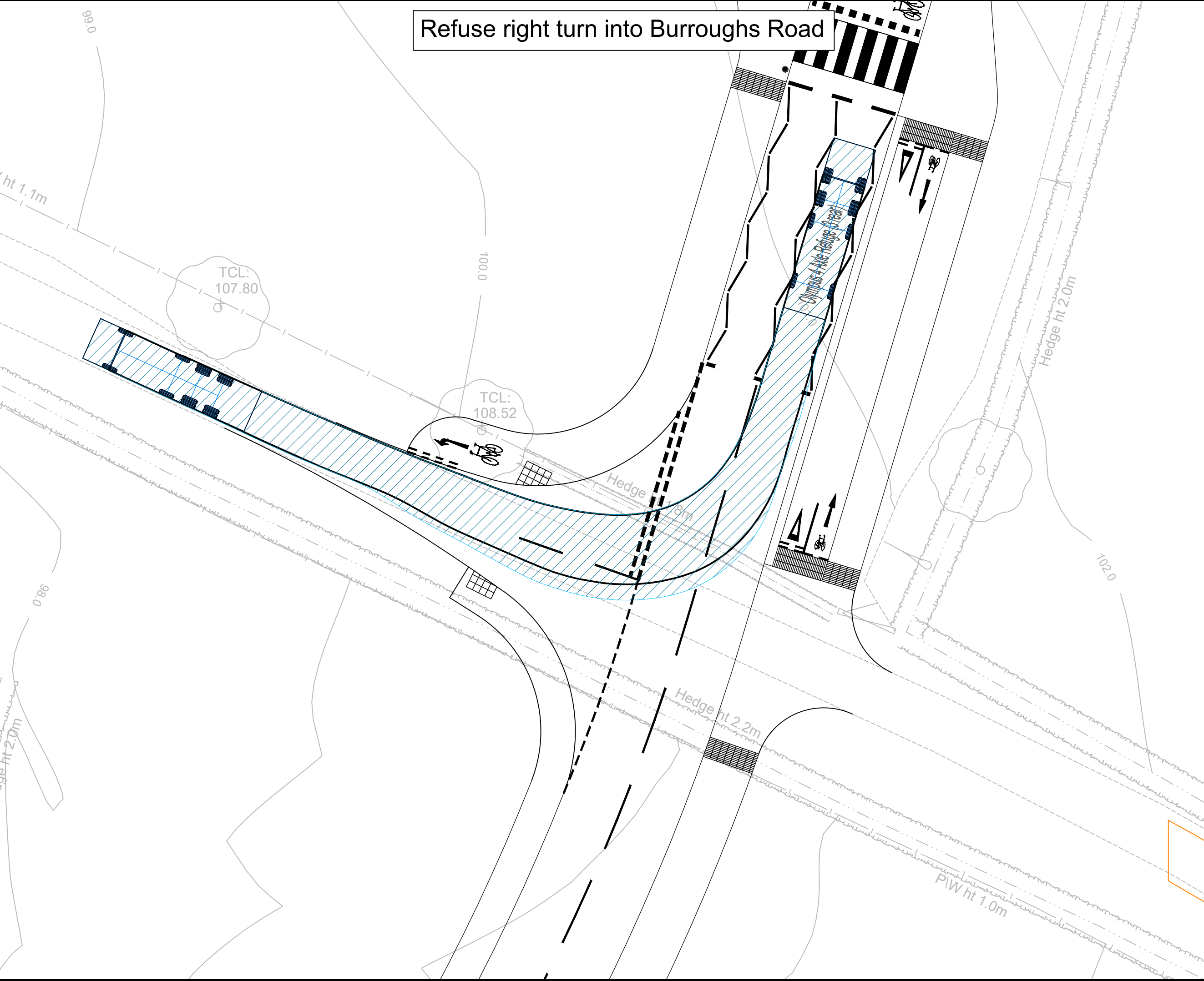
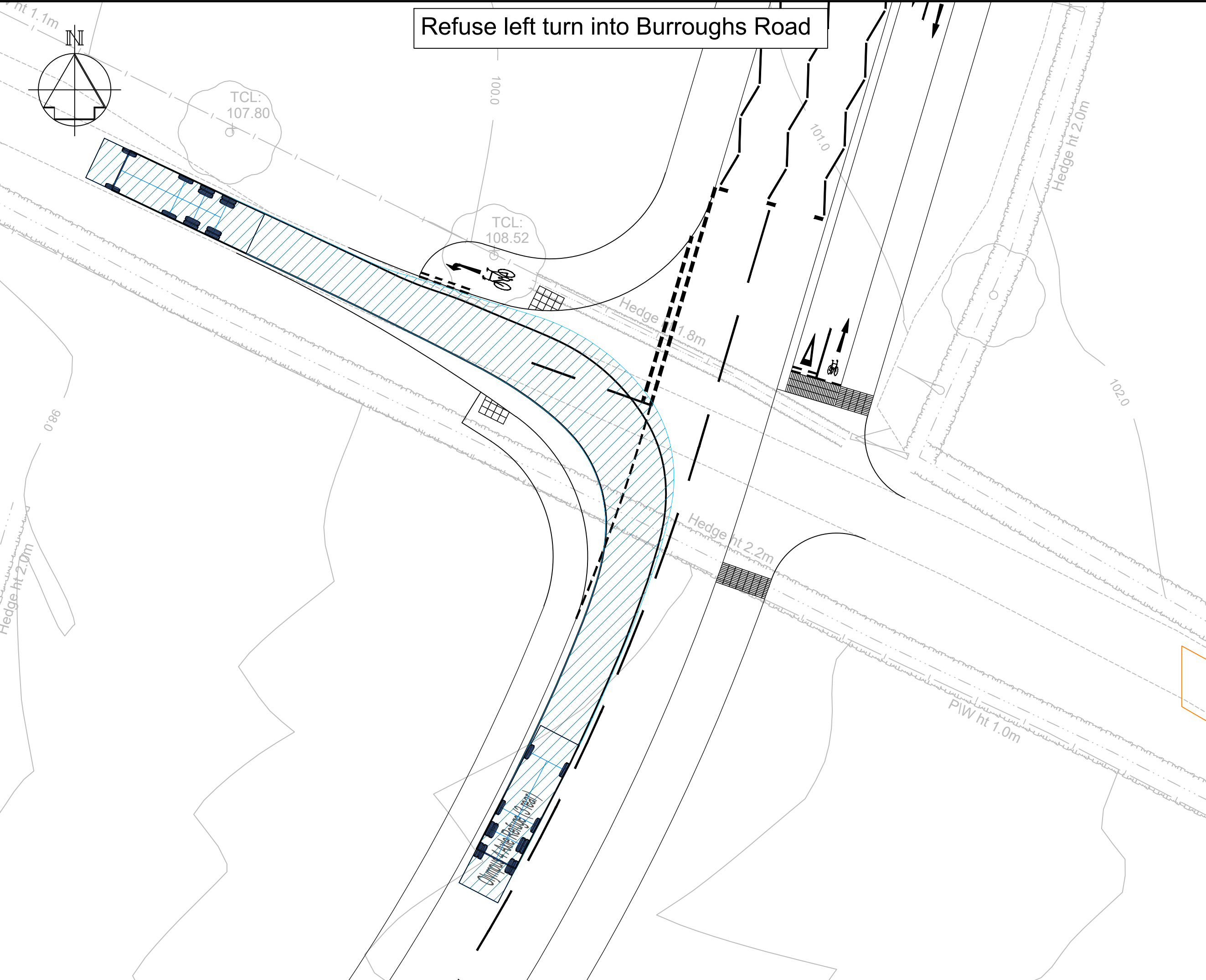
ATE maintain the position that the design for Burroughs Road must be considered under the access matter in this application and not left to reserved matters stage.

Appendix B Drawings



3. WHERE THE CONTRACTOR UNDERTAKES OR ENGAGES A THIRD PARTY TO UNDERTAKE TEMPORARY WORKS DESIGN, OR VARIES THE PELL FRISCHMANN DESIGN IN ANY WAY, THEN THE CONTRACTOR WILL TAKE FULL RESPONSIBILITY AND LIABILITY FOR ALL DESIGN ASPECTS, INCLUDING A DESIGN RISK ASSESSMENT. THE CONTRACTOR SHALL INFORM PELL FRISCHMANN OF ANY PROPOSED VARIANCES TO THE DESIGN.

109003 - PEF - ZZ - XX - DR - TP - 00002



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- G9. ALL TRACKING UNDERTAKEN AT 15KPH

Olympus 4 Axle Refuse (3 rear)

Overall Length	10.290m
Overall Width	2.530m
Overall Body Height	3.450m
Min Body Ground Clearance	0.250m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.200m

P03	UPDATE TRACKING	SP	LT	LT	28.04.25
P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP	LT	LT	24.01.25
P01	FIRST ISSUE	SP	LT	CH	02.05.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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Architect/Client/Contractor

LAGAN HOMES

Project

**RATBY PHASE
3 & 4
OUTLINE**

Drawing Title

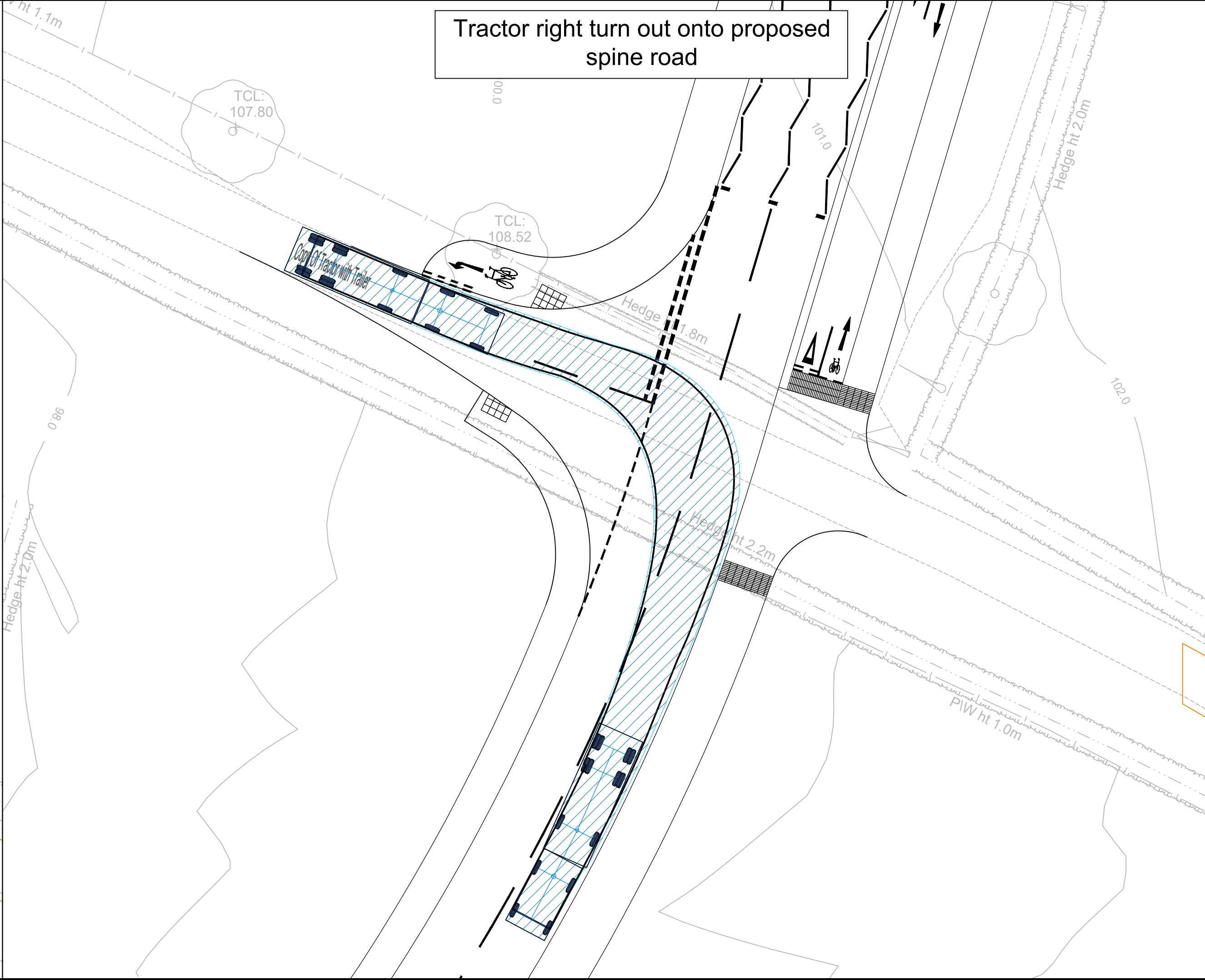
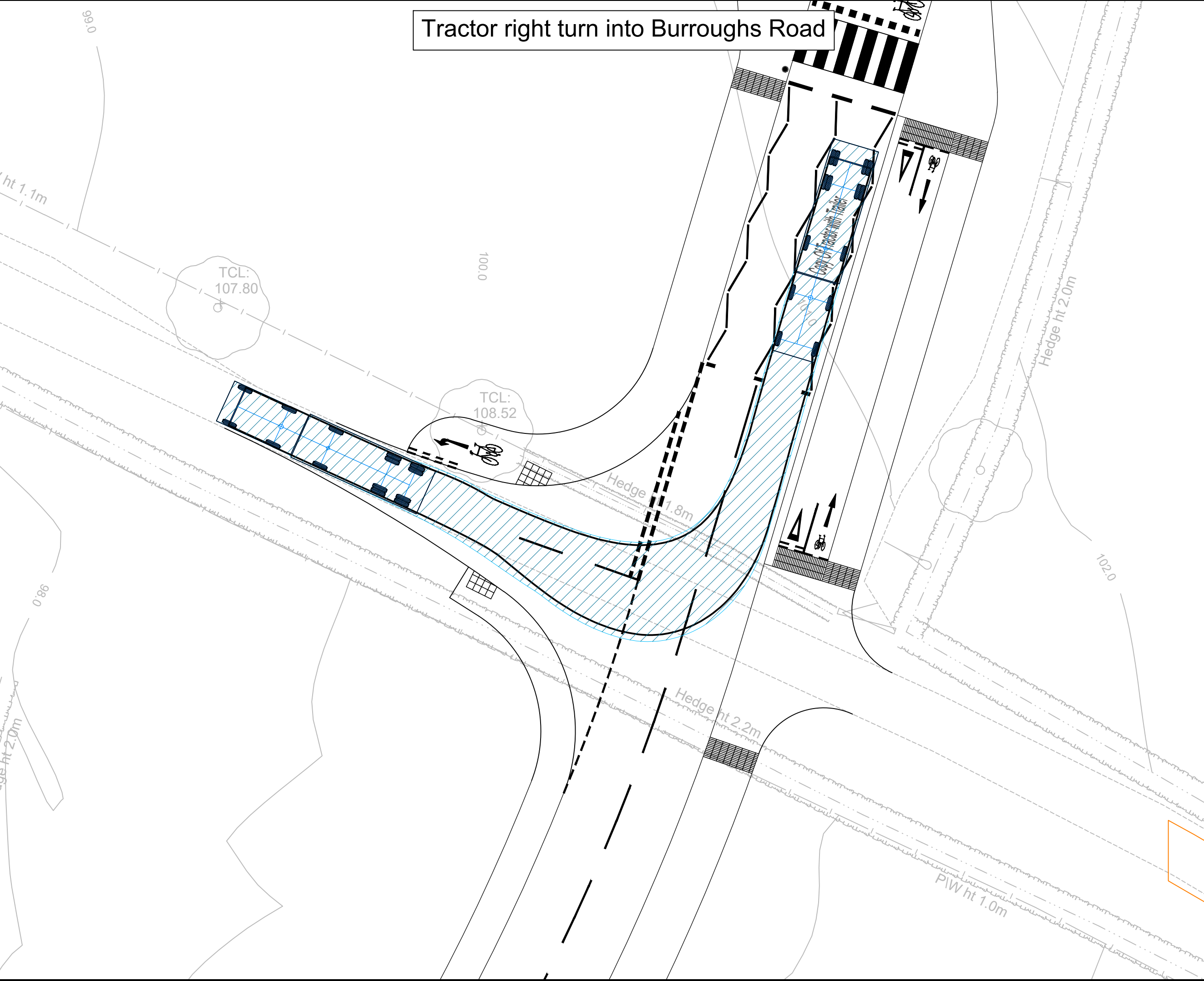
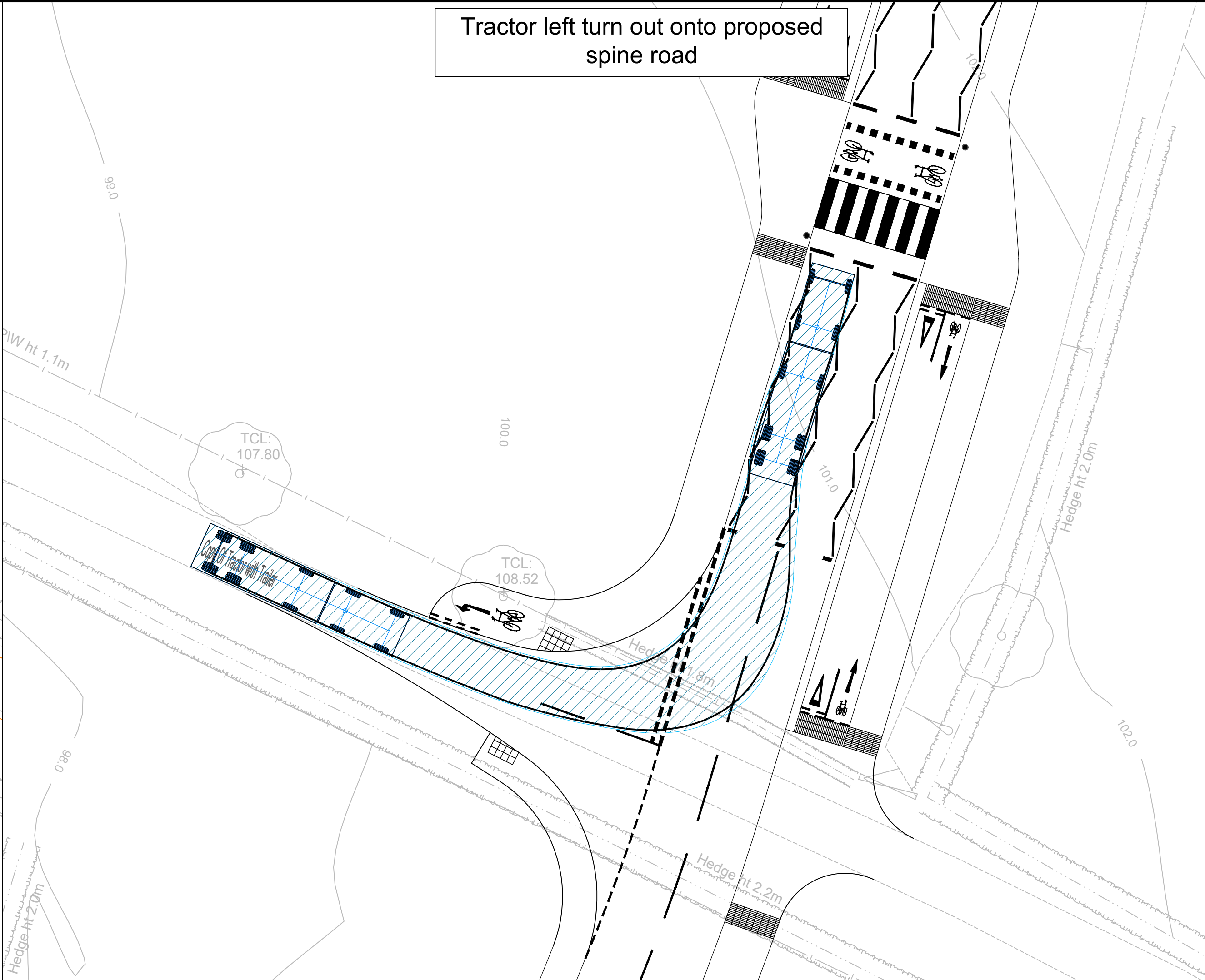
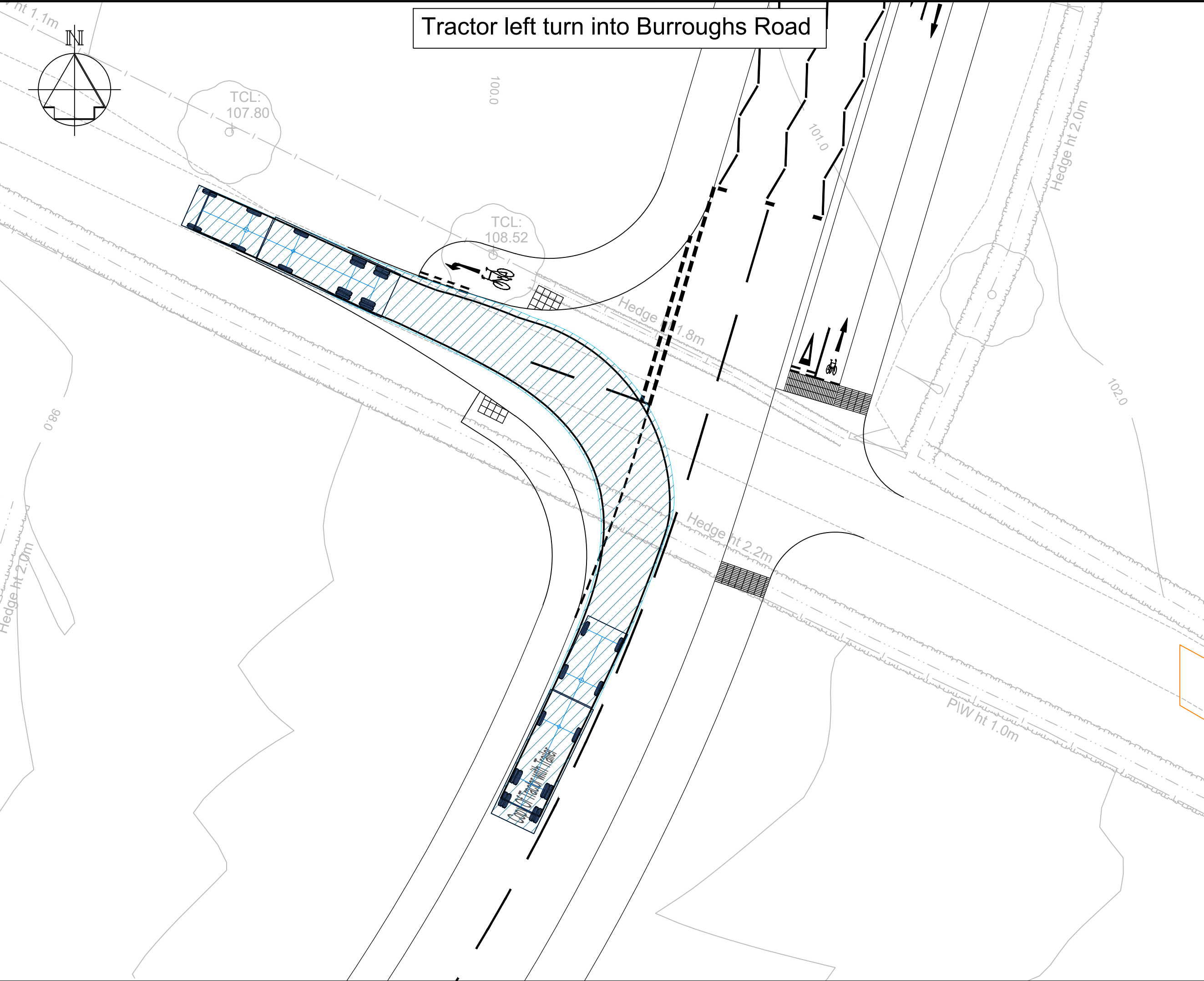
**VEHICLE TRACKING
REFUSE**

Drawing Status

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Drawn	Name	Date	Status Code
Designed	S. PAOLI	02.05.24	S2
Eng Chk	S. PAOLI	02.05.24	Scale
Approved	L. THOMAS	02.05.24	Revision
	C. HOLLOWAY	02.05.24	P03

Drawing No.

109003 - PEF - ZZ - XX - DR - TP - 00003



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- G9. ALL TRACKING UNDERTAKEN AT 15KPH

Copy Of Tractor with Trailer

Overall Length	12.806m
Overall Width	2.750m
Overall Body Height	3.702m
Min Body Ground Clearance	0.438m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	5.400m

P03	UPDATED TRACKING	SP	LT	LT	28.04.25
P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP	LT	LT	24.01.25
P01	FIRST ISSUE	SP	LT	CH	02.05.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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RATBY PHASE
3 & 4
OUTLINE

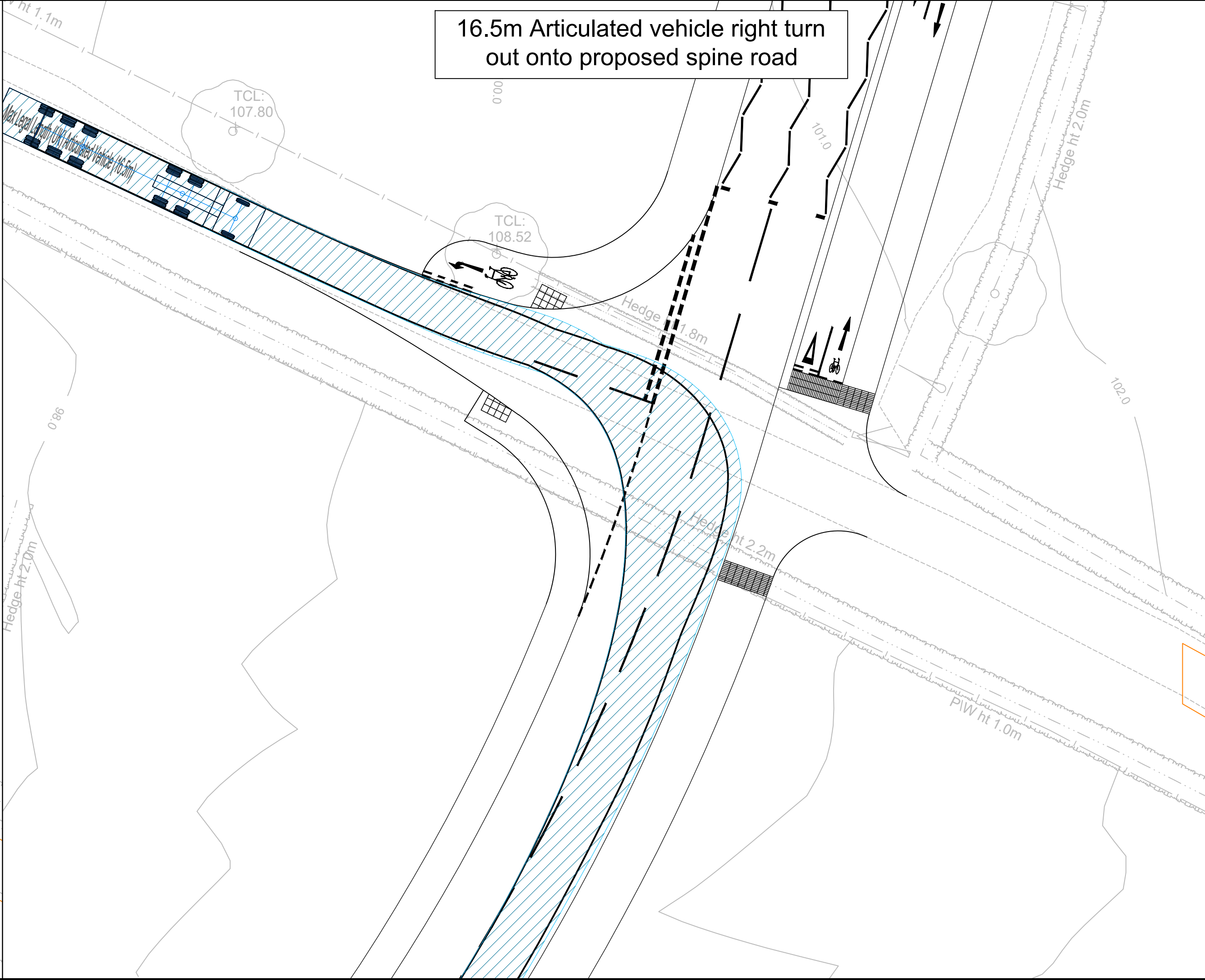
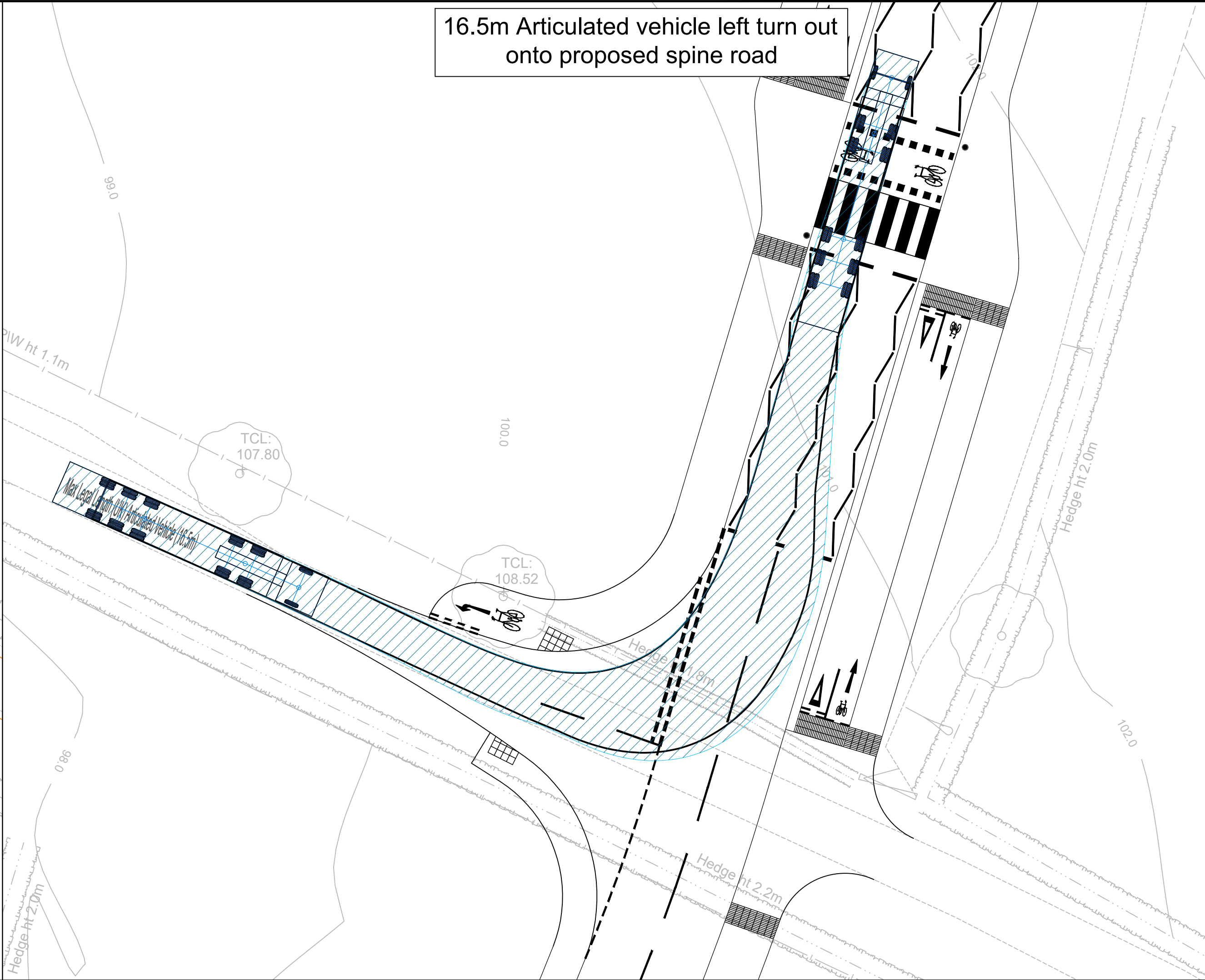
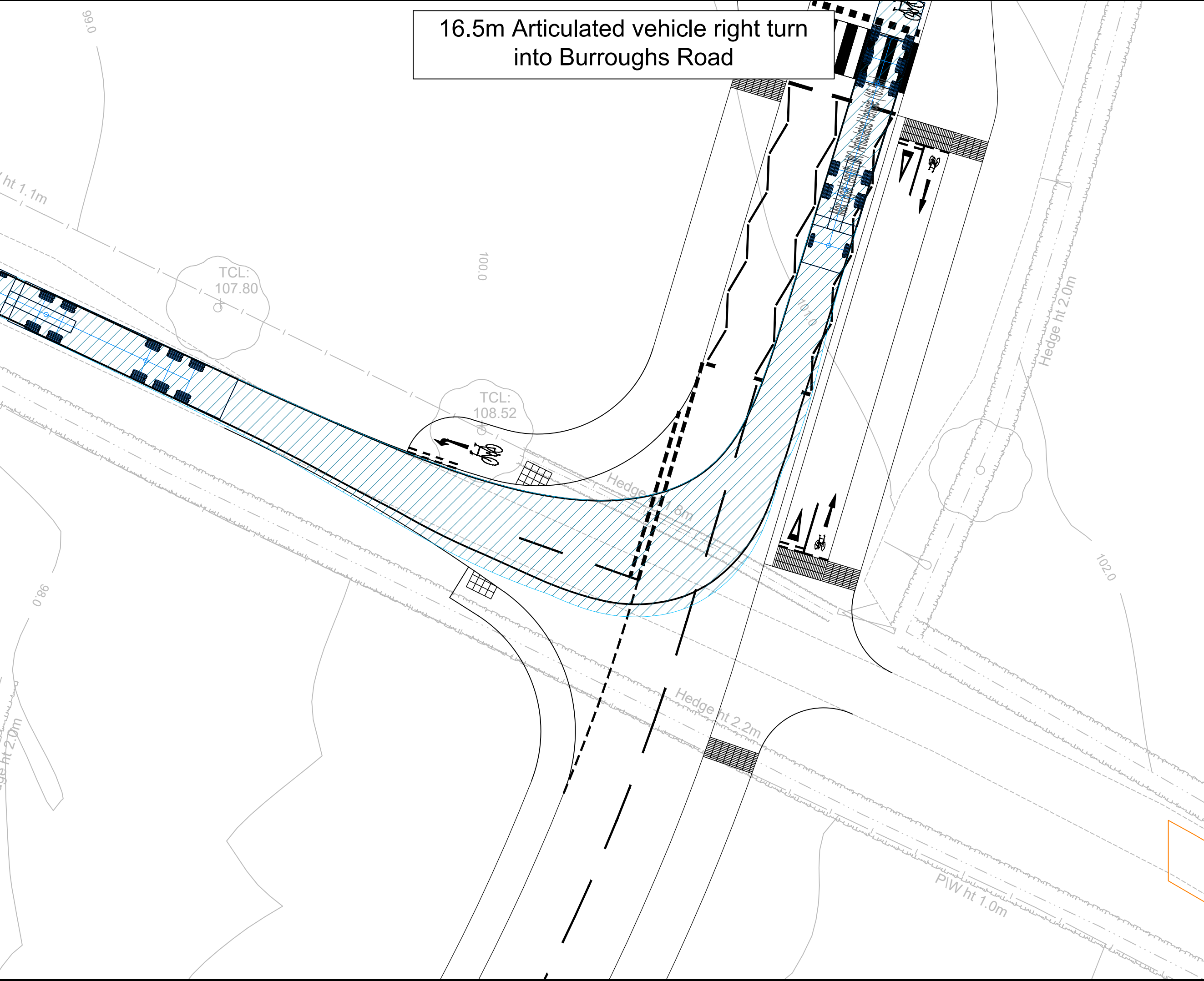
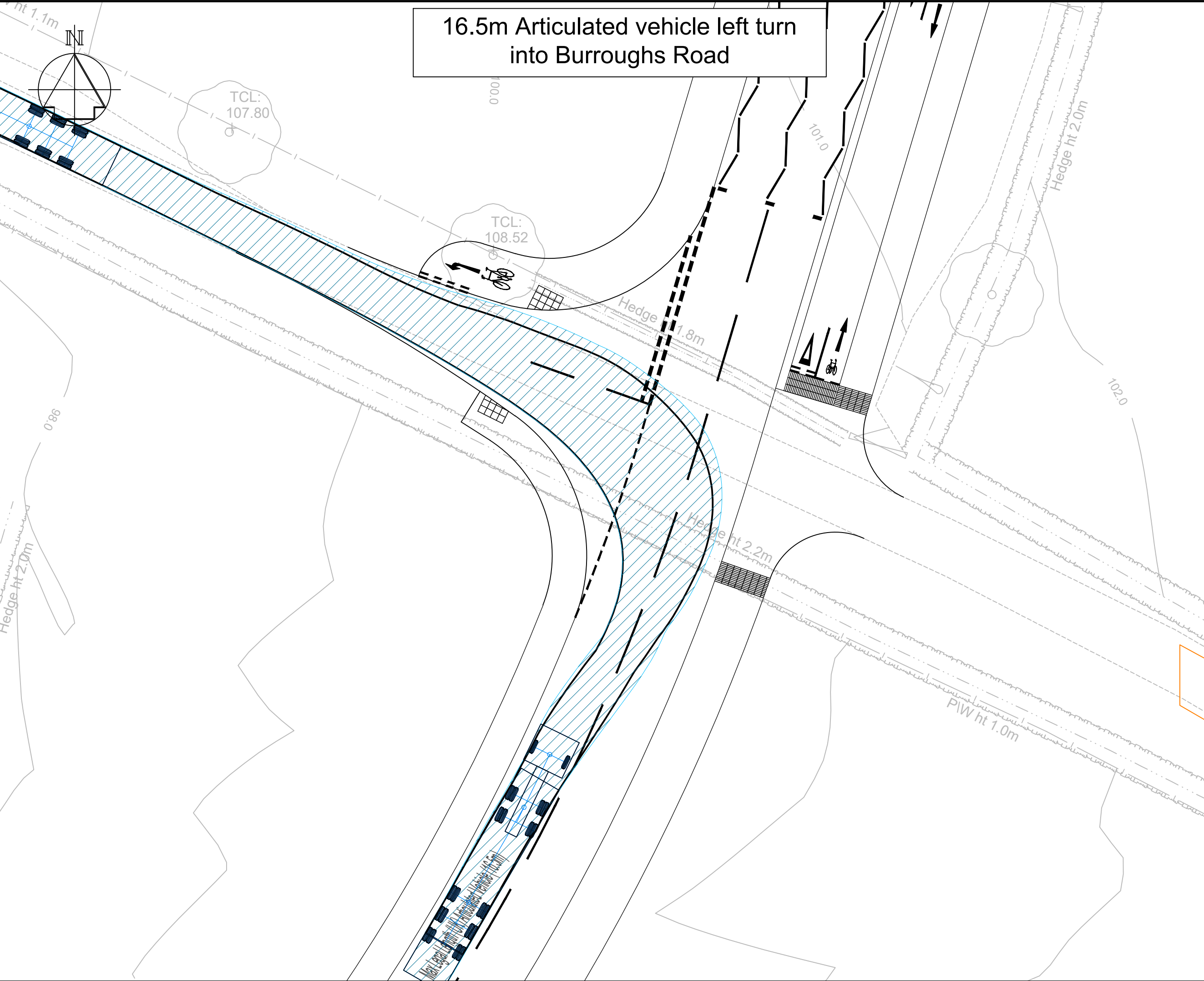
Drawing Title

VEHICLE TRACKING
TRACTOR WITH TRAILOR

Drawing Status				
PRELIMINARY				
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Designed	S. PAOLI	02.05.24	Scale	1:200
Eng Chk	L. THOMAS	02.05.24	Revision	P03
Approved	C. HOLLOWAY	02.05.24		

Drawing No.

109003 - PEF - ZZ - XX - DR - TP - 00004



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G9. ALL TRACKING UNDERTAKEN AT 15KPH

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

P03	UPDATED TRACKING	SP	LT	LT	28.04.23
P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP	LT	LT	24.01.23
P01	FIRST ISSUE	SP	LT	CH	02.05.24
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Architect/Client/Contractor

LAGAN HOMES

Project

**RATBY PHASE
3 & 4
OUTLINE**

Drawing Title

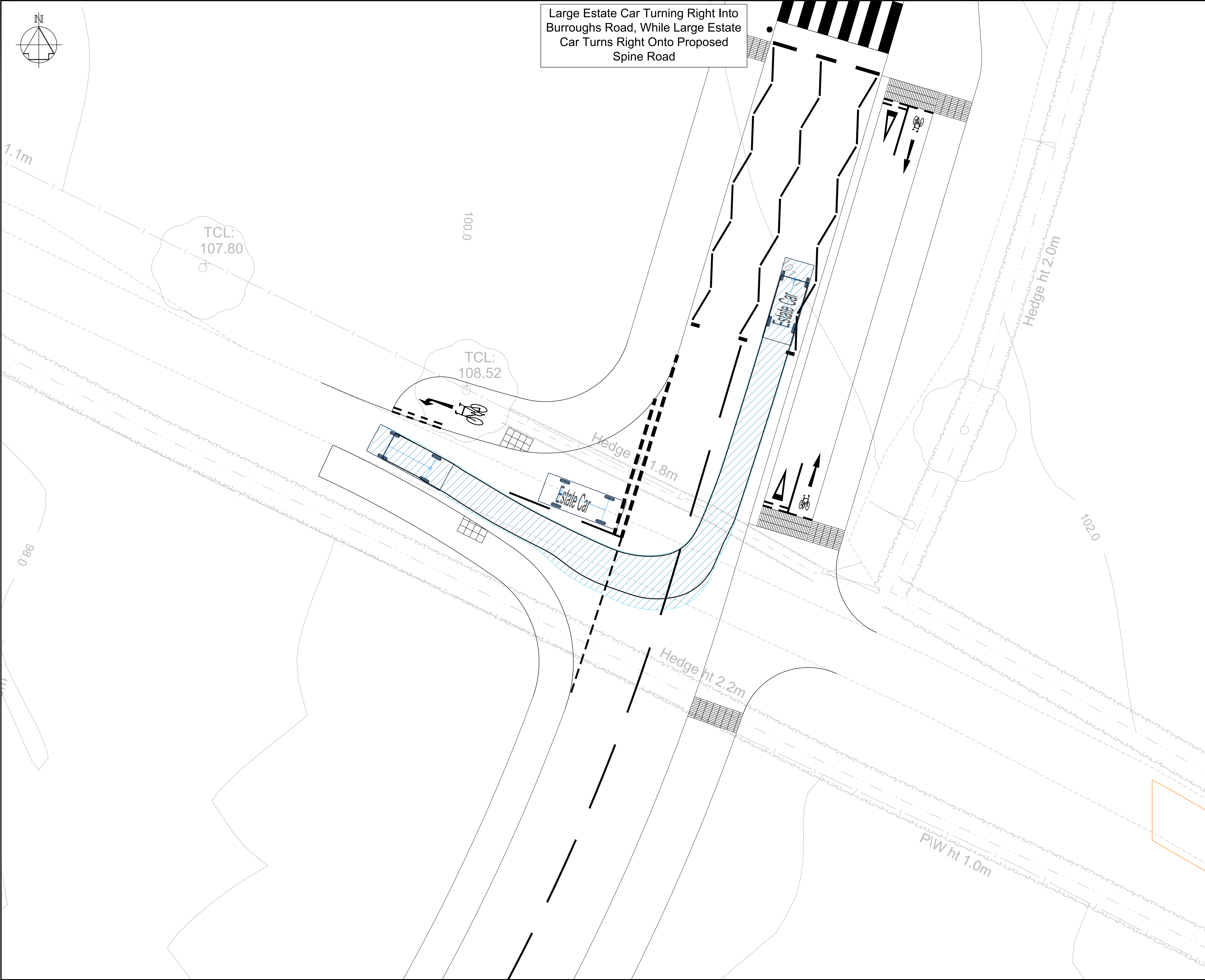
**VEHICLE TRACKING
16.5m ARTICULATED
VEHICLE**

Drawing Status

PRELIMINARY			
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Drawn	S. PAOLI	02.05.24	S2
Designed	S. PAOLI	02.05.24	Scale
Eng Chk	L. THOMAS	02.05.24	Revision
Approved	C. HOLLOWAY	02.05.24	P03

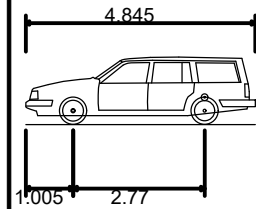
Drawing No.

109003 - PEF - ZZ - XX - DR - TP - 00005



Large Estate Car Turning Right Into
Burroughs Road, While Large Estate
Car Turns Right Onto Proposed
Spine Road

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Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Overall Body Height	0.189m
Min Body Ground Clearance	1.655m
Max Track Width	4.00s
Lock to lock time	4.950m
Kerb to Kerb Turning Radius	

P02	UPDATED IN-LINE WITH LCC HIGHWAY COMMENTS	SP	LT	LT	24.01.25
P01	FIRST ISSUE	SP	LT	CH	02.05.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

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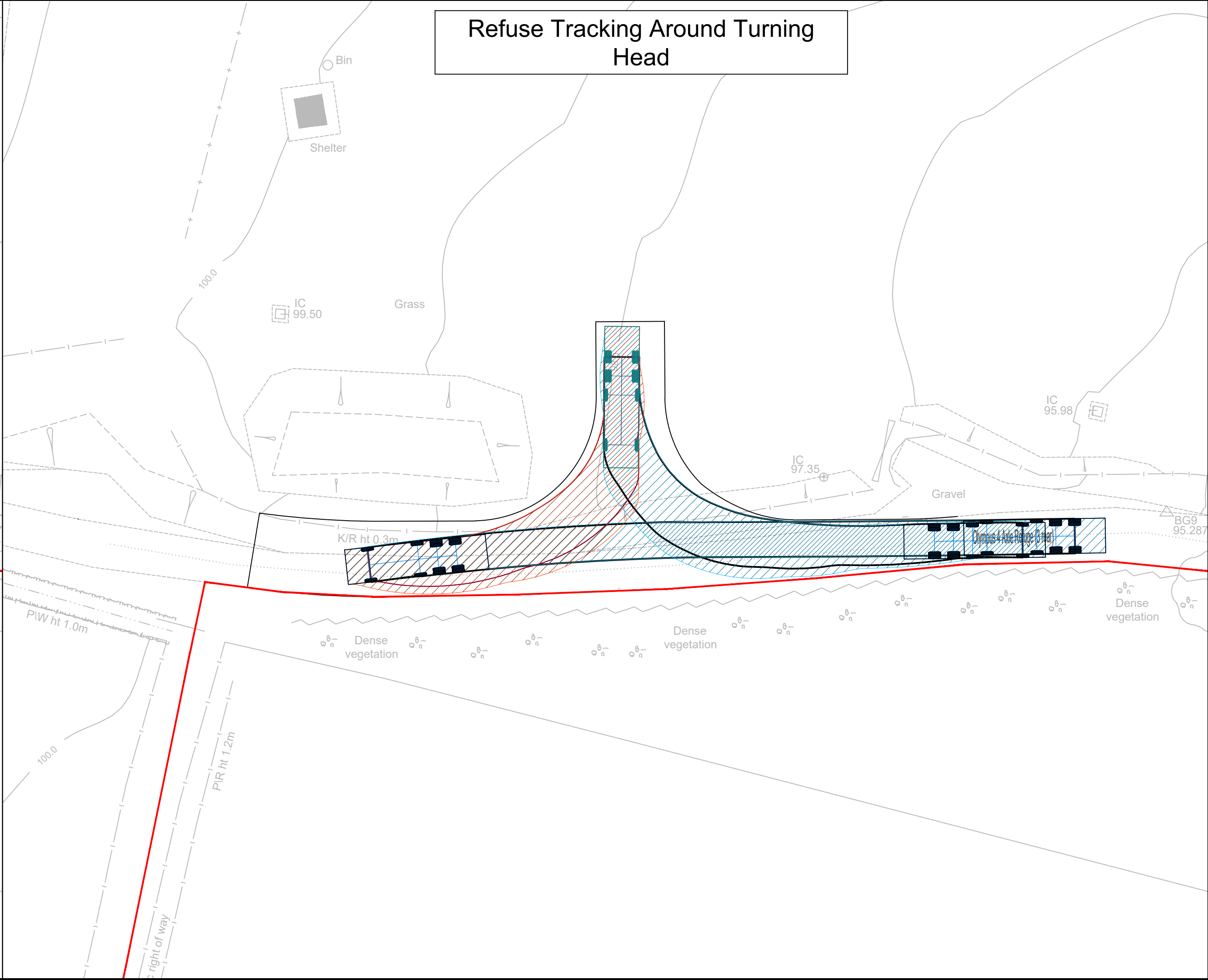
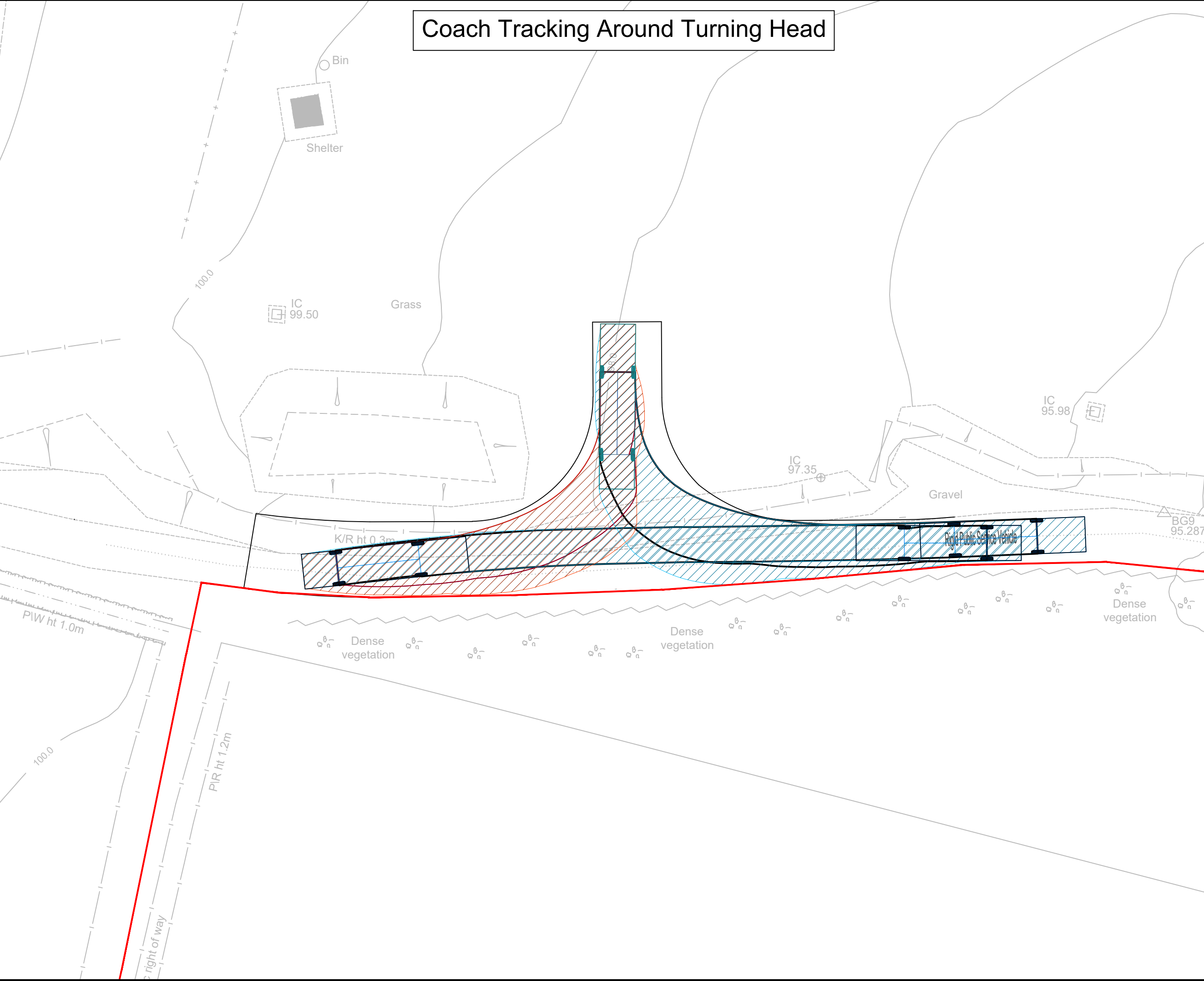
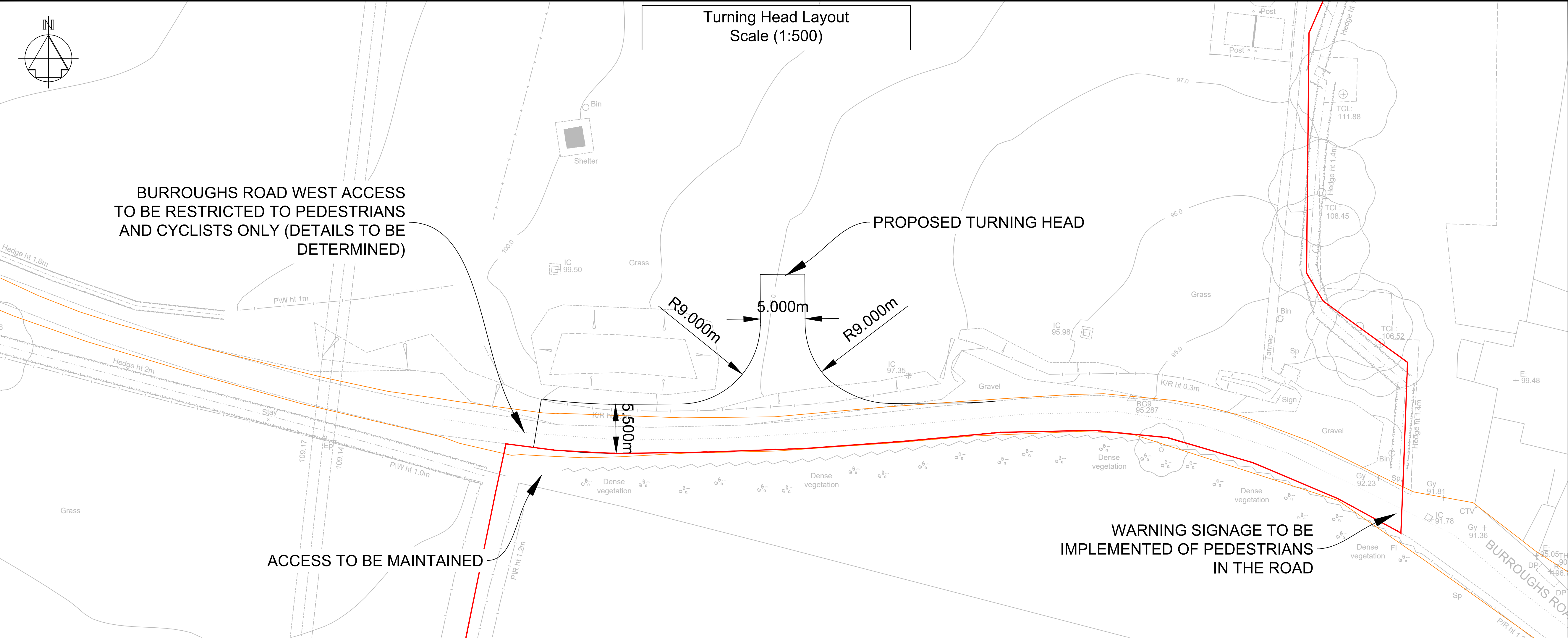
LAGAN HOMES

Project
**RATBY PHASE
3 & 4
OUTLINE**

Drawing Title
**VEHICLE TRACKING
LARGE ESTATE
CAR**

Drawing Status	PRELIMINARY			
Drawn	Name S. PAOLI	Date 02.05.24	Status Code	S2
Designed	S. PAOLI	02.05.24	Scale	1:100
Eng Chk	L. THOMAS	02.05.24	Revision	P02
Approved	C. HOLLOWAY	02.05.24		

Drawing No.
109003 - PEF - ZZ - XX - DR - TP - 00006



GENERAL NOTES

G1. DO NOT SCALE THIS DRAWING.

G2. ANY DIMENSIONAL DISCREPANCIES SHOULD BE NOTIFIED TO THE ENGINEER IMMEDIATELY.

G3. ALL DIMENSIONS ARE IN MILLIMETRES - (mm)
ALL LEVELS ARE IN METRES - (m) AND ARE ABOVE ORDNANCE DATUM AT NEWLYN, CORNWALL UNLESS NOTED OTHERWISE.

G4. NORTH SHOWN INDICATIVE ONLY

G5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT; SPECIFICATIONS; DRAWINGS; DETAILS AND OTHER DESIGN INFORMATION.

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KEY:

SITE BOUNDARY ———

HIGHWAY BOUNDARY ———

Olympus 4 Axle Refuge (3 rear)

Overall Length	10,290m
Overall Width	2,530m
Overall Body Height	3,450m
Track Width	2,530m
Min Body Ground Clearance	0,250m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	11,200m

Rigid Public Service Vehicle

Overall Length	12,000m
Overall Width	2,550m
Overall Body Height	4,173m
Track Width	2,550m
Min Body Ground Clearance	0,344m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	10,500m

KEY:

SITE BOUNDARY ———

HIGHWAY BOUNDARY ———

P01	FIRST ISSUE	SP	LT	CH	28.05.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann

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LAGAN HOMES

Project

**RATBY PHASE
3 & 4
OUTLINE**

Drawing Title

**PROPOSED TURNING HEAD
WITH ASSOCIATED
TRACKING**

Drawing Status

PRELIMINARY

Drawn	Name S. PAOLI	Date 28.05.24	Status Code S2
Designed	S. PAOLI	28.05.24	Scale AS SHOWN
Eng Chk	J. FARRELL	28.05.24	Revision
Approved	C. HOLLOWAY	28.05.24	P01

Drawing No.

109003 - PEF - ZZ - XX - DR - TP - 00007