



29th May 2026

Dear Louise

Ratby Parish Council Response to Pell Frischmann Technical Note 109003-PEF-ZZ-XX-T.TN-H-000019 (27 May 2026)

Application Reference: 24/00914/OUT – Land West of Ratby

Ratby Parish Council has reviewed the additional Transport Technical Note prepared by Pell Frischmann on behalf of Lagan Homes in response to concerns raised regarding the routing of heavy vehicles currently accessing land and businesses west of Ratby via Burroughs Road.

The Parish Council acknowledges the work undertaken to demonstrate, through vehicle tracking and swept-path analysis, that certain large vehicles can physically negotiate the proposed spine road and associated access junctions at Desford Lane and Markfield Road. We also acknowledge that the removal of some existing heavy vehicle turning movements at the Burroughs Road/Main Street junction may provide a degree of localised benefit at that location.

However, the Parish Council remains concerned that the Technical Note does not adequately address the wider highway and transport concerns previously raised and, in our view, does not provide sufficient evidence to support the conclusion that there are no highway-related barriers to development.

The principal issue is that the Technical Note focuses almost exclusively on vehicle manoeuvrability. It seeks to demonstrate that specific vehicle types can physically navigate the proposed junction arrangements. Whilst this may be relevant to the design of the proposed accesses, it does not address the broader questions of highway capacity, cumulative impact, operational performance, road function, long-term suitability or overall network safety.

The Parish Council's concerns have never been limited to whether a slurry tanker, agricultural vehicle or articulated HGV can physically complete a turning movement. Rather, our concerns relate to the impact of introducing a development of approximately 470 dwellings together with a new primary school onto an already constrained highway network and the consequences of rerouting heavy vehicles onto routes that will also be accommodating significant volumes of development-generated traffic.

Purpose, Function and Capacity of the Proposed Spine Road

The Parish Council is particularly concerned that the Technical Note fails to address the fundamental purpose, design standard, capacity and long-term function of the proposed spine road itself.

Whilst the document seeks to demonstrate that certain heavy vehicles can physically manoeuvre through the proposed junction arrangements, it does not explain whether the spine road has been designed, sized or justified to accommodate the volume and type of traffic that it is expected to serve throughout the lifetime of the development.

The Technical Note provides no clear explanation regarding:

- The intended function and classification of the spine road.
- The design capacity of the road and associated junctions.
- The anticipated volume and frequency of agricultural, commercial and heavy goods vehicle movements.
- The extent to which the route is intended to serve existing businesses and landholdings west of Ratby.
- Whether the road has been designed as a residential estate road, a distributor road or a wider strategic link within the local highway network.
- The cumulative impact of future development growth on the operation of the route.

The report appears to assume that the spine road provides an appropriate solution without first demonstrating that the road itself is designed and capable of fulfilling the role being proposed.

A fundamental question therefore remains unanswered:

Has the proposed spine road and associated junction infrastructure been designed and assessed to safely accommodate regular heavy vehicle movements alongside traffic generated by approximately 470 dwellings, a primary school and associated residential activity?

The Technical Note demonstrates that vehicles can physically complete turning manoeuvres. It does not demonstrate that the road itself is suitable for the role it is being asked to perform.

Heavy Vehicle Movements Through a New Residential Community

The Parish Council is also concerned that the report identifies the removal of heavy vehicle movements from the Burroughs Road/Main Street junction as a benefit whilst failing to assess the consequences of relocating those same vehicle movements directly through the centre of a substantial new residential development.

The proposal would potentially require slurry tankers, articulated HGVs, agricultural tractors and trailers, coaches and other commercial vehicles to utilise infrastructure that is also intended to serve:

- Approximately 470 new dwellings.
- A new primary school.
- Residential traffic throughout the day.
- Pedestrians and cyclists.
- Children walking and cycling to school.
- School drop-off and collection activity.

The Technical Note does not appear to assess:

- The interaction between heavy vehicles and residential traffic.
- Pedestrian and cyclist safety within the development.
- School travel safety implications.
- Residential amenity impacts arising from noise, vibration and disturbance.
- The suitability of routing agricultural and commercial traffic through a predominantly residential environment.
- The frequency and timing of such vehicle movements throughout the day and across different seasons.

The report appears to assume that relocating these movements automatically represents a highway benefit. However, whilst the proposal may remove an existing issue from one location, it does not assess whether it simply transfers that issue to another location where hundreds of new residents, including families and school children, will live, walk and travel on a daily basis.

Place Before Movement

The Parish Council is also concerned that the Technical Note fails to demonstrate how the Government's established principle of **"place before movement"** has been applied in developing the proposed highway strategy.

National planning and design guidance increasingly promotes the creation of places that prioritise people, communities, safety, accessibility and quality of life, with movement networks designed to support those objectives rather than dominate them. In this context, the starting point should be the type of place being created and how future residents, pedestrians, cyclists and school children will safely experience and use that environment.

The Technical Note focuses primarily on the ability of vehicles to manoeuvre through the proposed road network and junction arrangements. Whilst this may demonstrate that certain vehicle movements are technically achievable, it provides little consideration of:

- The character and function of the proposed residential neighbourhood.
- The experience of future residents.
- Pedestrian and cyclist safety.
- School travel and child safety.
- Residential amenity.
- Public realm quality.
- The compatibility of regular heavy vehicle movements with a predominantly residential environment.

The report appears to assume that because agricultural vehicles, slurry tankers, articulated HGVs and coaches can physically use the proposed spine road, they should do so. However, no evidence has been provided to demonstrate that routing such vehicles through a major residential-led development supports the creation of a safe, attractive and sustainable neighbourhood.

The Parish Council considers that this is particularly relevant given that the development proposes approximately 470 dwellings together with a primary school. The assessment does not adequately explain how the proposed highway strategy balances the needs of vehicle movement against the creation of a high-quality residential environment where pedestrians, cyclists and children can move safely and comfortably.

Furthermore, whilst the Technical Note identifies existing conflicts associated with heavy vehicle movements within the village as justification for rerouting those movements, it does not assess whether those same conflicts may simply be transferred into a new residential community. The report therefore appears to focus on the movement of vehicles rather than the quality and function of the place through which those vehicles will travel.

The Parish Council therefore considers that insufficient regard has been given to place-making principles and that the Technical Note places undue emphasis on vehicle manoeuvrability whilst failing to demonstrate how the proposed highway arrangements contribute to the creation of a safe, sustainable and people-focused development.

Desford Lane Access and Toucan Crossing

The Parish Council is further concerned that the proposed principal access from Desford Lane is located in close proximity to the existing toucan crossing.

Whilst the Technical Note considers the geometric capability of the junction, it does not appear to assess the operational and safety implications arising from the interaction between the proposed access, increased traffic flows, heavy vehicle movements and pedestrian and cycle movements associated with the crossing.

Given that the development proposes approximately 470 dwellings together with a new primary school, the Parish Council considers it essential that the cumulative effect of junction traffic, crossing demand, queuing behaviour and vulnerable road user movements is fully assessed.

In particular, the Technical Note does not address:

- The impact of increased pedestrian and cycle movements generated by the development.
- The likely increase in crossing usage associated with residents, school children and other users.
- Potential queuing between the toucan crossing and the proposed junction.
- The interaction between heavy vehicles and vulnerable road users using the crossing.

- Whether the proximity of the crossing could affect the safe and efficient operation of the access junction.

The Parish Council considers that these matters require detailed assessment before any conclusion can be reached regarding the safety and suitability of the proposed access arrangements.

Operational Performance and Highway Safety

The Technical Note does not adequately assess:

- The operational performance of the proposed junctions under future traffic conditions.
- The interaction between heavy vehicles and development-generated traffic during peak periods.
- The impact of school-related traffic associated with the proposed primary school.
- Potential queuing, congestion and delays arising from the combined effect of residential, educational, agricultural and commercial traffic.
- The implications for pedestrian, cyclist and general road user safety.

The Parish Council is particularly concerned that the swept-path analysis presented within the Technical Note is undertaken largely in isolation and under idealised conditions. The report itself acknowledges assumptions that other vehicles are not manoeuvring simultaneously. Such analysis demonstrates theoretical vehicle movements but does not necessarily reflect real-world operating conditions during peak traffic periods.

The Parish Council therefore considers that the Technical Note demonstrates vehicle manoeuvrability rather than operational performance.

Cumulative and Cluster Development Impacts

The Parish Council remains concerned that the Technical Note fails to address the cumulative effects of multiple planning applications currently affecting Ratby and neighbouring communities.

This remains one of the most significant concerns expressed by residents, local councils and community groups. Individual transport assessments undertaken in isolation fail to reflect the reality of the unprecedented scale of development pressure currently facing the area and the resulting demands being placed upon the local highway network.

No meaningful assessment has been provided regarding:

- The combined effects of committed and proposed developments.
- The cumulative impact on local roads and junctions.
- The long-term consequences of clustered development across the wider area.
- Whether the proposed highway infrastructure has sufficient capacity to accommodate future growth beyond this individual application.

Conclusion

Ratby Parish Council considers that the Technical Note only partially addresses the concerns previously raised.

Whilst it demonstrates that certain large vehicles may be capable of physically negotiating the proposed highway arrangements, it does not provide sufficient evidence regarding:

1. The purpose, function, design standard and capacity of the proposed spine road.
2. The suitability of routing agricultural, commercial and heavy goods vehicles through a major new residential development.
3. The interaction between heavy vehicles and increased residential and school traffic.
4. The operational performance of the proposed junctions under future traffic conditions.
5. The safety and operational implications arising from the close proximity of the proposed Desford Lane access to the existing toucan crossing.
6. The cumulative impact of this development when considered alongside other existing, committed and proposed developments.
7. The long-term safety, sustainability and suitability of the proposed highway strategy.

The Parish Council therefore remains unconvinced that the evidence submitted demonstrates that the proposed highway arrangements are fit for purpose over the lifetime of the development.

Accordingly, Ratby Parish Council respectfully requests that Hinckley and Bosworth Borough Council and Leicestershire County Council Highways give limited weight to the conclusions of the Technical Note and seek further evidence addressing the wider operational, strategic and cumulative highway impacts associated with the proposal before any determination of the application is made.

Ratby Parish Council therefore maintains its objection to the application on highway and transport grounds and requests that these matters be fully considered as part of the ongoing assessment of the proposal.

Yours Sincerely

Phil

Philip Tenwick

Chair – Ratby Parish Council

CC:
Janna Walker
David Hunt
Ozzy O'Shea