

VILLAGES TOGETHER LATE WRITTEN REPRESENTATION

Submitted with permission for consideration by Hinckley & Bosworth Borough Council Planning Committee

Planning Committee meeting — Tuesday 25 August 2026



‘A Coalition of 60 Parish Councils in Leicestershire & Rutland’

Lagan Homes Outline Planning Application for 470 Homes, Ratby, Ref 24/00914/OUT.

Presented by Philip Tenwick – Founder, on behalf of Ratby, Groby, Kirby Muxloe, Desford, Leicester Forest East and Markfield Parish Councils.

Late Written Representation

Villages Together has been granted permission to submit this written representation for consideration by Members in advance of the Planning Committee meeting. As Villages Together has not been permitted a separate opportunity to address the Committee orally, we respectfully ask Members to give this document careful consideration as part of their determination of the application.

This representation is not submitted simply to provide additional background information. It seeks to convey the **serious and shared concerns of the parish communities affected by the cumulative scale of development across this area**, including Groby, Kirby Muxloe, Leicester Forest East, Markfield and Desford, together with the direct implications for Ratby and the surrounding villages.

Those concerns extend well beyond opposition to one individual planning application. The affected communities are increasingly concerned that **successive major residential, commercial, employment and leisure developments are being considered individually while their combined consequences are being experienced collectively** on the same constrained roads, junctions, pavements and local infrastructure.

Residents and parish representatives are already reporting the consequences of congestion, rat-running, constrained village roads and pavements, school-time traffic, HGV and commercial movements and pressure on local infrastructure. Their concern is that further substantial development may be permitted **without a sufficiently comprehensive assessment of whether the cumulative burden can safely and sustainably be accommodated**.

Villages Together therefore asks Members to approach this submission not simply as commentary upon the application before them, but as a **formal request from the affected communities for the Committee to satisfy itself, on the evidence, that existing residents will not be exposed to unacceptable cumulative highway, pedestrian-safety, emergency-access and infrastructure consequences.**

The communities represented in this submission are not arguing against necessary development in principle. They are asking for something fundamental: **that development should not be permitted to outpace the roads, infrastructure and public services required to accommodate it safely.**

Introduction:

Villages Together is a coalition of some 60 parish councils in Leicestershire and Rutland who meet quarterly with representatives of HBBC, Blaby and Charnwood LPA's, the Directors of Highways and Members of the County council cabinet.

Villages Together was formed because local voices matter, because cumulative impact matters, and because decisions affecting our communities are strongest when they are informed by collaboration rather than isolation. We are not resisting change, we are not against new housing, we are insisting on *better* change, shaped with villages rather than imposed upon them.

The issues we face are not emerging risks—they are present and escalating realities. Residents across our villages are already being placed in harm's way, even before many consented developments have been built and long before the hundreds of additional applications currently awaiting determination are decided.

The volume, scale, and nature of planning applications now being submitted are unprecedented. Yet they continue to be assessed using planning frameworks and assumptions that are demonstrably out of date. This is not a minor technical flaw—it is a fundamental failure of the system to reflect current conditions.

Critically, there remains no effective cumulative assessment of the combined impact on:

- **Traffic**
- **Infrastructure**
- **Noise Pollution**
- **Air Quality**
- **Public Safety**

Applications are still being justified in isolation and by using traffic data that is often more than 12 years old and modelling tools designed around the behaviour of drivers on major highways—not the constrained, unsuitable village routes that are now carrying ever-increasing volumes of traffic. When this is combined with infrastructure that has no realistic capacity for expansion, the outcome is entirely predictable.

Accident data compounds the problem. Recorded collisions, injuries, minor incidents, and near misses significantly understate what residents experience daily, creating a false sense of safety that does not withstand even basic scrutiny.

Village roads have become de facto rat-runs, carrying traffic volumes they were never designed to accommodate. In many cases, there is no feasible or deliverable engineering solution capable of making these routes safe. Approving further development in these circumstances cannot be justified as responsible or proportionate decision-making.

This is not a single-village issue, nor a collection of isolated hotspots. It is a systemic, county-wide problem.

Once these developments are approved, the consequences are permanent. The harm cannot be mitigated after the fact, and it cannot be undone.

At this point, continued reliance on outdated data, incomplete assessments, and procedural compliance in place of real-world evidence is a choice.

And so, the question that must be confronted—by you all here today—is this:
is this the legacy you are prepared to stand behind?

The Situation:

The Ratby Cluster (Ratby, Groby, Kirby Muxloe, Markfield, LFE & Desford) sits within a constrained rural highway network framed by the M1, M69, A50, A47 and A46.

Multiple developments — individually policy-compliant — are collectively altering:

- Traffic loading
- Junction resilience
- Road safety exposure
- Daily lived experience
- Flood risk
- Pollution Levels.

Even before the majority of homes are even approved, built and occupied.

This is not a challenge to growth!

It is a request to ensure cumulative impact is properly captured and aligned with the Government's "Place Before Movement" principle.

CUMULATIVE MAJOR RESIDENTIAL DEVELOPMENT AROUND RATBY

5-mile study area, 75+ dwellings and cumulative highway considerations

21 August 2026

Executive summary

The principal verified/working schedule contains seven major schemes of 75 dwellings or more within the approximately five-mile study area, totalling 1,263 dwellings, with emerging proposals of a further 940 homes in Kirby Muxloe and Desford. If we also include the 300+ Homes already approved and being built on Desford Lane and Markfield Road this will bring the total to a staggering 2503 homes in and around Ratby and the Surrounding villages. This includes two live applications and five permitted/committed schemes. Two further emerging proposals are shown separately.

- 24/00914/OUT at Burroughs Road, Ratby is an approximately 470-dwelling mixed-use outline application and remains a major live proposal.
- 25/01213/OUT south of Sacheverell Way, Groby is an outline application for up to 180 dwellings and is a current live proposal.
- The 225-home Desford Lane scheme is no longer a live outline application: the appeal was allowed and reserved matters were subsequently approved/progressed.
- The 93-home Markfield scheme is cross-boundary and has planning permission; a 2026 reserved-matters application is recorded.
- The 390-home Bloods Hill and 550-home Bosworth Academy/Desford proposals are emerging and are deliberately excluded from the 1,263 cumulative total.

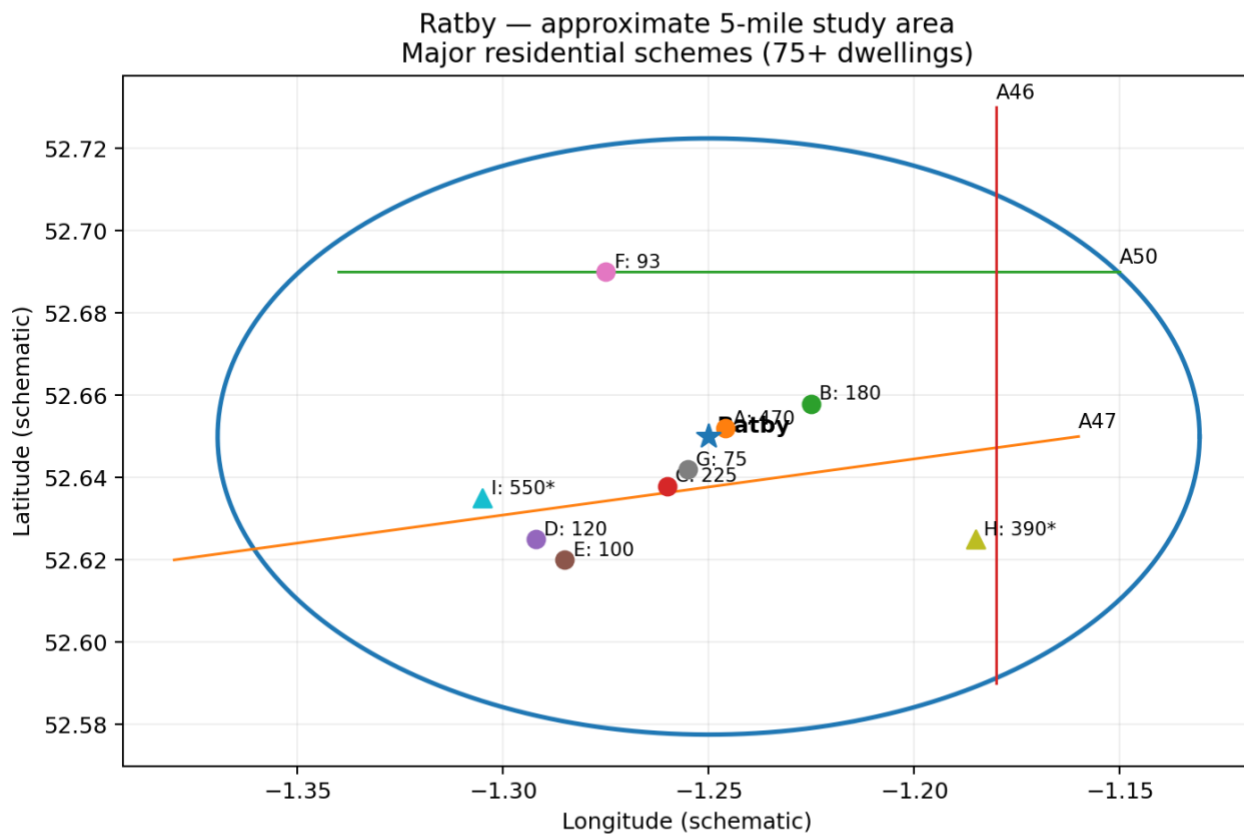


Figure 1. Schematic map for orientation only. Site positions and the five-mile circle are approximate, not cadastral/GIS measurements.

Updated cumulative map: residential plus commercial / employment / leisure development

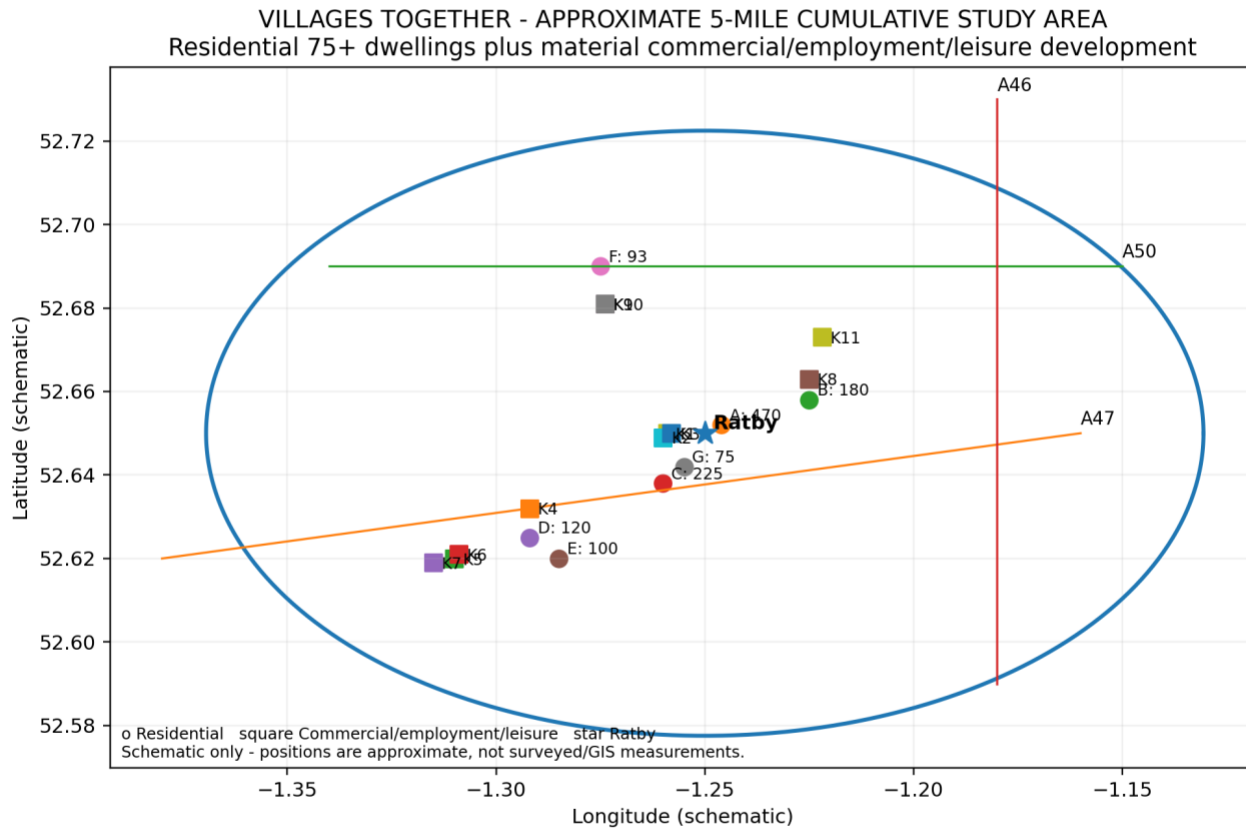


Figure 2. Combined cumulative-development schematic. Residential sites are shown as circles and commercial / employment / leisure sites as squares. Locations are approximate and the map is not a surveyed GIS plan.

Major development schedule

Ref	Site	Application	Homes	Position	Study-area note
A	Land west / Burroughs Road, Ratby	24/00914/OUT	470	Live outline application	Within ~5 miles
B	Land south of Sacheverell Way, Groby	25/01213/OUT	180	Live outline application	Within ~5 miles
C	Land off Desford Lane, Ratby	21/01295/OUT	225	Permission granted on appeal; reserved matters approved/progressing	Within ~5 miles

Ref	Site	Application	Homes	Position	Study-area note
D	Ashfield Farm, Kirkby Road, Desford	22/01227/OUT	120	Appeal allowed; reserved matters application/approval	Within ~5 miles
E	Land adjacent to Locky Farm, Hunts Lane, Desford	23/00061/OUT	100	Appeal allowed; reserved matters	Within ~5 miles
F	Land north-east of Ashby Road, Markfield	21/00787/OUT	93	Appeal allowed; reserved matters application	Within ~5 miles
G	Land south of Markfield Road, Ratby — Phase II	22/00648/OUT	75	Reserved matters approved	Within ~5 miles

Working cumulative total: 1,263 dwellings.

Emerging proposals — not included in the 1,263 total

Ref	Site	Stage/reference	Potential homes	Treatment
H	Land at Bloods Hill, Kirby Muxloe	25/09/EIASCO	390	Emerging/EIA stage; not included in 1,263
I	Land south of Bosworth Academy, Desford	Emerging proposal	550	Emerging; not included in 1,263

- Villages Together considers that the cumulative impact on existing residents must include these everyday physical realities: congestion, rat-running, narrow pavements, constrained carriageways, pedestrian and cyclist conflict, school-time pressure, HGV movements and the need for reliable emergency access. These matters should be addressed before further substantial development is treated as capable of being safely absorbed by the villages.
- Infrastructure resilience should therefore be assessed against real-world conditions, including peak school traffic, commuting, deliveries, construction activity, agricultural movements, parking, incidents and poor weather. The question is not simply whether the network can accommodate the average additional traffic, but whether it remains safe and functional when several pressures occur at the same time.
- Emergency access is another critical element of resilience. A network does not have to be permanently stationary for emergency access to become a concern. A queue, parked vehicle, roadworks, breakdown or collision at the wrong location can materially reduce the available road width and delay an ambulance, fire appliance or police vehicle. Adding substantial numbers of homes to an already constrained network increases the importance of demonstrating adequate spare capacity and alternative routes.
- The same constrained network is also used by HGVs, delivery vehicles, agricultural vehicles and construction traffic. The interaction between large vehicles and pedestrians or cyclists on narrow village roads creates a particular safety concern. It is not sufficient to establish that an HGV can physically negotiate a road or junction; the Committee should consider whether the resulting environment is safe and comfortable for people who live, walk and cycle there.
- School traffic is an especially important part of this cumulative picture. At school start and finish times, ordinary residential traffic is joined by parents dropping off and collecting children, school buses, pedestrians and cyclists. These short but intense periods of activity can create conditions that are materially different from the average traffic conditions used in some modelling exercises.
- Pedestrian safety must therefore be considered in terms of the actual village environment, rather than solely through vehicle-flow statistics. A technically acceptable traffic model does not

remove the physical constraints of a narrow pavement, a parked vehicle, a blind bend, a narrow carriageway or a pedestrian having to step close to moving traffic.

- The physical limitations of the existing highway network are equally important. In places, roads are narrow and constrained, while pavements are narrow to the point that two pedestrians can struggle to pass one another safely. This is particularly significant for parents with pushchairs, children walking to school, older residents and people with mobility difficulties. Increasing traffic on such streets can make walking feel unsafe and can discourage residents from making journeys on foot.

- Villages Together wishes to emphasise that these are not abstract or future-only concerns. Residents already experience significant congestion on the village road network daily. Existing roads are frequently used as rat runs when traffic seeks to avoid congestion on the principal routes, bringing additional vehicle movements into residential streets that were not designed for this level or mixture of traffic.

Resident safety and infrastructure resilience

- Villages Together therefore asks the Committee to consider whether the infrastructure is not merely technically capable of accommodating another development, but demonstrably safe and resilient for the existing communities that will experience the cumulative impact.
- A network may pass an individual modelling test while still lacking resilience when several developments operate together, particularly during school peaks, commuting periods, deliveries, incidents, roadworks, flooding or vehicle breakdowns.
- The safety issue includes pedestrians, cyclists, schoolchildren, residents with limited mobility, agricultural traffic, HGVs, construction vehicles and emergency services using the same constrained network.
- The cumulative concern is not limited to theoretical junction capacity. Existing village roads are already being asked to accommodate traffic patterns, vehicle types and volumes for which many were not designed.

Cumulative traffic and highway impact

- The cumulative issue is not simply the arithmetic number of houses. The Committee should be satisfied that the combined traffic generated by live and committed schemes has been assessed across the same local network, using consistent assumptions.
- For the 225-home Desford Lane, Ratby scheme (21/01295/OUT), the reserved-matters application was considered by Planning Committee in April 2025. The outline permission had previously been allowed on appeal.
- For the 120-home Ashfield Farm scheme (22/01227/OUT), the Planning Inspector allowed the appeal. The appeal decision identifies highway safety and the local road network as a main issue.
- The 100-home Lockey Farm scheme (23/00061/OUT) has also progressed through appeal and reserved matters. These two Desford schemes therefore form part of the committed development context when considering later applications.
- The 93-home Markfield scheme is cross-boundary. The 2026 reserved-matters application is recorded by the local planning authority. Its relationship to the A50/Markfield network should be considered in cumulative modelling where relevant.

- For the 470-home Burroughs Road proposal, the current application is still live. Its transport evidence should be tested against the latest committed-development list and the actual geographical scope of the highway assessment.
- Particular routes/junctions to examine include the A47 corridor, A50/Field Head area, A46/A50 strategic connections, Ratby village approaches, Groby/Sacheverell Way, and Desford approaches.

A review of the same approximate five-mile study area identifies the following material commercial, employment and leisure planning applications and committed schemes. Minor householder, advertisement and purely administrative applications are intentionally excluded. The purpose is to identify development with a material potential to affect the shared road network.

Villages Together considers that the cumulative assessment should not treat housing as the only source of future traffic. Commercial, industrial, employment and leisure developments can generate substantial vehicle movements in their own right, including employee commuting, HGVs, deliveries, service vehicles, customer traffic, event traffic and concentrated evening or weekend peaks.

Commercial, employment and leisure development - part of the same cumulative traffic picture

Ref	Site	Application	Proposal	Status	Potential network effect
K1	Holywell Farm, Desford Lane, Ratby	26/00631/FUL	2 light-industrial units	Pending	Commercial/service traffic on Desford Lane
K2	Ratby Sports Club, Desford Lane, Ratby	26/00305/FUL	2 artificial pitches, clubhouse, 3 padel courts, 500-person covered stand, parking	Pending / major	Leisure/event traffic, parking, servicing
K3	Alexandra Stone Works, Desford Lane, Ratby	26/00359/FUL	4 padel courts	Pending	Leisure traffic and parking
K4	Sports Club, Ratby Lane, Kirby Muxloe	26/0303/FUL	6 padel courts, canopy and associated infrastructure	Pending	Leisure traffic and parking
K5	Caterpillar UK, Peckleton Lane, Desford	24/00969/FUL	Staff car park expansion to 1,212 spaces (+332)	Approved	Employee traffic; 130 additional jobs referenced in committee report
K6	Caterpillar UK, Peckleton Lane, Desford	26/00610/FUL	Bulk-fluid tank farm and fire-sprinkler infrastructure	Pending	Industrial/service traffic
K7	Griffen Park, Peckleton Lane, Desford	21/00619/FUL	B2/B8 commercial development with ancillary offices, service yards and parking	Approved / operational	Employment/logistics/HGV traffic; A47/Dans Lane mitigation context
K8	Unit 2 Midland Distribution Centre, Markfield Road, Groby	20/01284/FUL	B2 workshops, offices, service yard, parking and new access	Approved	Industrial/service traffic
K9	Forest Hill Golf & Country Club, Markfield Lane, Botcheston	26/00201/FUL	Adventure golf course and associated structures	Granted	Leisure/visitor traffic
K10	Forest Hill Golf & Country Club, Markfield	25/00819/OUT	49-bedroom hotel, access, parking and facilities	Outline/pending record	Hotel/visitor/staff/service traffic

Ref	Site	Application	Proposal	Status	Potential network effect
	Lane, Botcheston				
K11	The Navigator Company, Plot 60 Roman Avenue, Glenfield	26/0227/FUL	Plant/compressor/extraction/electrical infrastructure	Pending	Industrial/service activity

Of particular significance is the Caterpillar UK staff-car-park expansion. The relevant committee material records 1,212 spaces, an increase of 332, and states that the expansion would support a new production line creating an additional 130 jobs. Griffen Park is also relevant because its planning history includes mitigation at the A47 / Dans Lane junction. These examples illustrate why employment, and commercial traffic should be considered alongside housing growth.

The combined picture is therefore not simply approximately 1,263 dwellings. It is residential growth plus additional employment, industrial, logistics and leisure activity, all drawing upon overlapping roads and junctions. Those movements may occur at different times, but can overlap with school peaks, commuting, deliveries, existing congestion and emergency movements.

The cumulative transport burden facing these villages cannot properly be measured by counting houses alone. The Committee must also account for the additional employment, industrial, logistics, commercial and leisure traffic generated by development within the same network, including HGVs, employee journeys, deliveries, servicing, customer movements and concentrated event and leisure traffic.

Appendix B - Commercial/employment/leisure traffic implications

- Industrial and logistics uses can generate HGV and service-vehicle movements that are qualitatively different from residential traffic.
- Employment sites can create concentrated commuter peaks and substantial parking demand.
- Leisure facilities can create sharp evening and weekend peaks, event-related surges and customer parking demand.
- Hotels and visitor attractions generate visitor, staff, delivery and servicing movements.
- These movements can overlap with school traffic and existing village congestion, and can use the same constrained roads and junctions as the residential schemes.
- The Committee should therefore consider whether the cumulative assessment captures residential, employment, industrial, logistics and leisure traffic together rather than treating each category separately.

Questions for the Planning Committee

1. Does the transport evidence use a single, up-to-date list of committed developments across Ratby, Groby, Desford, Kirby Muxloe and Markfield?
 2. Are the 470-home Ratby and 180-home Groby proposals assessed against consistent background traffic and committed-development assumptions?
 3. Have the cumulative effects on Ratby village roads and strategic junctions been adequately modelled?
 4. Do mitigation measures proposed by separate schemes work cumulatively, or are they being assessed in isolation?
 5. Does the highway study area extend far enough to capture the routes and junctions on which trips from the combined developments are likely to converge?
 6. Has the assessment clearly explained which emerging proposals have been excluded and why?
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The Final Question from Villages Together to the committee is as follows:

Before the committee can approve this planning application, we strongly believe it needs to be able to answer the following question and provide the necessary assurances to its residents -

How has the Council demonstrated that the villages and their existing residents can safely absorb the cumulative impact of all these developments — with adequate highway capacity, pedestrian and cyclist safety, emergency access, parking, public services and supporting infrastructure — rather than demonstrating only that each individual application can be mitigated when considered in isolation?

If the Council cannot satisfactorily answer this question, and cannot demonstrate through robust evidence that the cumulative impacts identified above can be safely and adequately mitigated, Villages Together respectfully submits that the Committee cannot reasonably conclude that the development is acceptable in planning terms. In those circumstances, Members should refuse the application unless and until the necessary evidence and mitigation are provided.

The burden should not fall upon existing communities to discover after development has taken place whether the infrastructure could cope. The evidence that it can cope — safely, sustainably and cumulatively — should exist before permission is granted.

Submitted respectfully by Villages Together

On behalf of the affected parish communities