

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: 26/00195/FUL

Highway Reference Number: 2026/0195/04/H

Application Address: Land At Inglenook Farm Leicester Road Barwell Leicester Leicestershire LE9 8BD

Application Type: Full

Description of Application: Erection of two holiday lodges and associated works

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr P Siagal

County Councillor: Mallory ED - Mark Bools CC

Parish: Barwell

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) has been consulted by the Local Planning Authority (LPA) on an application for the erection of two holiday lodges and associated works located at land at Inglenook Farm, Leicester Road, Barwell, Leicester, LE9 8BD.

The LHA is aware of the site history below:

- Ref 23/00535/FUL - Erection of 9 accommodation pods, 4 holiday lodges, management building with associated internal access roads, parking, landscaping and surface water balancing.
The LHA advised approval subject to conditions on 18 September 2023.
The LPA refused planning permission on 30 November 2023 due to the proposal '*would have a significant adverse impact on the intrinsic value, beauty, open character and landscape character of the countryside and visual appearance of the Green Wedge*' and

‘insufficient evidence has been submitted with the application to substantiate that the proposal would not harm protected species.’

The Applicant appealed but this was dismissed on 20 September 2024.

The LHA has reviewed the following documents as part of this response:

- Application Form;
- Location Plan;
- Proposed Site Layout;
- Proposed Floor Plan & Elevations – Lodge A and B; and
- Existing Site Layout Plan.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](#)) within this report. These are identified in bold, underlined and in blue text.

Site Access

Access to the proposed development would be via an existing agricultural access from Leicester Road, which is a classified C road subject to a 40mph speed limit. The Applicant is not proposing any amendments to the existing access arrangements.

The LHA note that as part of planning application 23/00535/FUL to ascertain the required visibility splays at the access the Applicant undertook two automatic speed surveys approximately 100m either side of the site access, between Thursday 20th April 2023 and Wednesday 26th April 2023. The resultant 85%ile speeds of the surveys are shown in Table 1 below:

ATC location	Northbound	Southbound
North of Site	44.0mph	46.4mph
South of Site	45.4mph	46.5mph

85%ile speeds, Leicester Road.

The LHA undertook a site visit on 26 March 2026 and visibility splays of 2.4m by 165m north and 2.4m by 231m south were recorded. This is in accordance with [Table 6](#) of the LHDG whereby visibility splays of 2.4m by 160m would be required for measured 85%ile speeds. Therefore, the LHA is satisfied that the required visibility is achievable at the proposed access.

Although pedestrian visibility has not been demonstrated, the LHA are satisfied that this can be achieved and will seek to secure by way of condition.

The LHA also measured the existing access width where it meets the carriageway to be 3.5m, consisting of three dropped kerbs. There is an existing gated access measuring approximately 6m wide, setback approximately 5m from the carriageway.

In accordance with [Table 13](#) of the LHDG, an access that serves two to five dwellings should have a minimum access width of 4.25m for a minimum distance of 5m behind the highway boundary. A minimum dropped crossing of 8 dropped kerbs measuring 7.3m should also be provided which the LHA will seek to secure by way of condition.

The LHA is satisfied the existing access width at the gates will allow for two-way vehicular movements. Should the gates remain, these should be located 5m behind the highway and 6m if they open outwards.

The access drive would need to be hard bound (not loose aggregate) for a minimum of 5m from the highway boundary and drainage would need to be provided to prevent surface water from flowing into the highway should the site drain towards the highway.

Should planning permission be granted, the Applicant would still need to apply to the LHA for a vehicle crossover (dropped kerb) permit. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>. The Applicant should note that the approval of planning permission does not guarantee permission for the required works permit.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500m of the proposed access. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Internal Layout

The Applicant is proposing two, two-bed holiday lodges each with one parking space. In accordance with [Table 28](#) of the LHDG, a dwelling with up to three bedrooms would ordinarily have a minimum of two parking spaces. However, the LHA has reviewed the Proposed Site Layout Plan and is satisfied that there is sufficient space within the site to accommodate two parking spaces for each lodge and turning facilities to enable vehicles to access and egress the site in a forward gear.

Transport Sustainability

The LHA advise the proposals are situated an approximate 500m walk from bus stops served by regular buses between Leicester and Nuneaton, which may be of benefit to visitors. It is also noted that cooking facilities would be provided within each unit.

Conditions

1. Notwithstanding the submitted plans, the proposed access shall have a width of a minimum of 4.25 metres for a distance of at least 5 metres behind the highway boundary and shall be surfaced in a bound material with a 7.3 metre dropped crossing. The access once provided shall be so maintained at all times.

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).

2. 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).

3. No part of the development hereby permitted shall be occupied until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian 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 gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access within 5m of the highway if they open inwards and 6m if they open outwards.

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 Proposed Site Layout. Thereafter the onsite parking and turning provision shall be kept available for such uses 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).

Informative

Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Date Received
10 March 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
27 March 2026