

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: 25/00813/FUL

Highway Reference Number: 2025/0813/04/H

Application Address: Land Adjacent To 6 Meadow Lane Stanton Under Bardon Coalville
Leicestershire LE67 9TL

Application Type: Full

Description of Application: Erection of 27 dwellings with associated access, parking, landscaping and drainage

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/O Agent

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Stanton-under-Bardon

Road Classification: Adopted Unclassified

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

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 27 dwellings with associated access, parking, landscaping and drainage located at land adjacent to 6 Meadow Lane, Stanton Under Bardon, Coalville, Leicestershire, LE67 9TL.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Application Form;
- Location Plan, drawing number P25-1507_DE_01-001A;
- Transport Statement dated 11 July 2025;
- Planning Statement dated September 2025, ref 5975LE.R002.B;
- Design and Access Statement dated July 2025;
- Presentation Layout, drawing number P25-1507_DE_01-003A;

- Planning Layout, drawing number P25-1507_DE_01-002A; and
- Refuse Strategy Layout, drawing number P25-1507_DE_01-007A.

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

The proposed site access is from Main Street, an unclassified road subject to a 30mph speed limit. This access was approved under application 22/00527/OUT which sought the approval of an outline application for proposed development of up to 50 dwellings (all matters reserved, except access). Planning permission was granted by the LPA on 26 June 2024. The access drawing was subsequently amended under application 24/00858/NMA. The site access measures 4.8m wide with 2m footways at either side according to the drawing described as Site Access Plan 24005-BMC-24-XX-DR-C-SK01A.

The Applicant is now proposing a further 27 dwellings to be accessed from the internal road of application 22/00527/OUT.

In accordance with [Table 14](#) of the LHDG, an access width of 5.5m is required for 25 dwellings or more, therefore the LHA request that the Applicant seeks to widen the access and carriageway width to 5.5m from Main Street through to the new development site.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there has been one recorded collision within 500m of the proposed site access. This was classed as serious in severity. This took place during wet and dark conditions; therefore, the LHA consider there are no patterns of PICs that are likely to be exacerbated by the proposed development.

Trip Generation

The Applicant has provided a trip generation for the proposed development using the agreed trip rates for the adjacent consented planning application. This is shown in Table 10 below taken from the Transport Statement:

Table 10 – Proposed Development Trip Rates and Trip Generation

Peak Period	Trip Rate (per dwelling)		Vehicle Trips		Total
	In	Out	In	Out	
AM	0.183	0.521	5	14	19
PM	0.519	0.259	14	7	21

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

Table 10 indicates that a proposed development of up to 27 dwellings is forecast to generate approximately 19 two-way trips in the AM peak and 21 two-way trips in the PM peak. This is accepted by the LHA.

Junction Capacity Assessments

The Applicant commissioned an Automatic Traffic Count (ATC) on Main Street approximately 30m south of the Old Thatched Inn to establish traffic flows and speeds within the vicinity of the site access for a 7-day period between Tuesday 17th June and Monday 23rd June 2025. The LHA can confirm that a survey permit was issued by Leicestershire County Council for the traffic survey.

Given the scale of development proposed and the anticipated amount of traffic likely to be generated, a capacity assessment of the site access is not considered necessary by the LHA, however, the capacity assessment that has been undertaken by the Applicant clearly demonstrates the junction would continue to operate with considerable spare capacity.

Internal Layout

The Applicant has indicated that they wish for the main internal development roads to be put forward for adoption.

The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG), which is available at <https://www.leicestershirehighwaydesignguide.uk/>.

The Applicant is advised that any review of the site layout provided by the LHA prior to determination of this planning application does not prejudice any future S38 application made to the LHA post granting of planning consent. Furthermore, adoptability of a site cannot be formally established until such time as S38 technical approval has been obtained through the S38 technical appraisal process with the LHA following the grant of planning permission. A site layout design submitted as part of a planning application which addresses all comments below does not guarantee a successful S38 application.

In order to aid the design process, the LHA have reviewed the following submitted drawing(s):

- Presentation Layout, drawing number P25-1507_DE_01-003A;
- Planning Layout, drawing number P25-1507_DE_01-002A; and
- Refuse Strategy Layout, drawing number P25-1507_DE_01-007A.

Adoptability of a site is not a material planning consideration. The comments below are therefore broken down into 'material planning considerations', which are required to be addressed pre-determination of this application, irrespective of adoptability, and 'adoptability' comments, which the Applicant may choose to address during the planning process in order to work towards a layout that meets the requirements for a S38 application.

Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found within the LHDG at <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private/technical-approval-roads-remain>.

Material Planning Considerations

The LHA consider that the internal layout does not accord with the LHDG and the site is therefore not suitable for planning permission as currently proposed. The Applicant should therefore consider the following points:

- As part of planning application 22/00527/OUT, a 4.8 m wide carriageway serves 50 plots. The carriageway from the access at Main Street through to the site will need to be widened to 5.5m if a further 27 plots are to be added.
- The existing neighbouring site alignment as shown on The Planning Layout, drawing number SUB/PL/001 Rev L has what looks to be a private drive for plots 38 to 32, to which the new development parcel is showing access from this drive. This drive will need amending to become an adoptable road for access into the new development. Furthermore, the turning head located opposite plot 39 on the existing site can be removed as it will no longer be required due to the new development providing turning heads. Given that layout has planning permission under 24/00828/REM the Applicant will need to vary the conditions for the planning layout for that site.
- The new site access from the neighbouring approved site should be designed as a residential access road from a single point of access as per the LHDG with 2m wide footpaths on either side of the proposed development road.
- The Applicant has not indicated the width of the proposed road on drawing P25-1507-DE-01-002 Rev A, but this must be a minimum of 5.5m wide with a 2m footpath on each side of the access road incorporating pedestrian crossing points at junctions and on the proposed Public Right of Way (PRoW) pedestrian footpath line.
- The adopted road will need to be one continuous layout including consistent 2m wide footways and not shaped around the shallow bend arraignment opposite plots 25/26 and the narrow strip footpaths from plot 26 to the start of the site and plots 1 and 2.
- The short section of proposed highway opposite plots 1 and 2 serves no highway purpose and should have a minimum of 6 plots served directly from it if it is to be adopted. The Applicant should either redesign the road layout between plots 1 to 7 to provide an adopted road layout or remove the short section of proposed highway opposite plots 1 and 2 as it serves no highway purpose and provide a vehicle crossover access to the private road/drive. A turning facility will need to be provided at the end of the private road/drive.
- The stub section on the turning head opposite plots 17 looks too long and serves no highway purpose, this should be reduced back as per the LHDG to the tangent points.
- The design speed of the proposed road from the existing site to the proposed new development and into the development site should be as set out in accordance with the LHDG [speed control on internal development roads](#) section. This should have a design speed of 20mph. The Applicant will need to consider speed control features from the access point on Main Street through the approved layout and into the proposed site to prevent vehicles from going more than the design speed of 20mph.
- 25m [forward visibility](#) will also need to be demonstrated. This will need to fall fully within the extents of the public highway.
- Visibility envelopes and [bend widening](#) as per the LHDG will be required to be implemented as part of the design

The Applicant is advised that the above matters are expected to result in changes to plot positions; should the application be determined with the site layout as currently presented and the Applicant subsequently wishes to put forward the roads for adoption under S38, this could result in the requirement for a non-material amendment or S73 variation of condition application being required to be submitted to the LPA to meet the required LHDG standards.

The following elements of the proposals do not accord with the LHDG, however, as these are not expected to alter plot positions, it is expected that these can be addressed as part of a future S38 technical appraisal process:

- Some bin collection points are currently shown away from the public highway on the private drives; these should be adjacent the highway.

The Applicant is advised to note the following points:

- The proposed development site must be more than the 1:20 and less than 1:100 longitudinal gradient as set out in LHDG.
- All trees adjacent to the highway will need root protection measures taken.
- No indications have been raised regarding any street lighting improvements or new additions have been made.
- No drainage information has been provided for comments
- No vertical level information provided for comments

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG) available at <https://www.leicestershirehighwaydesignguide.uk/>.

The LHA advise that currently the proposals would not be suitable for adoption. It should be noted that whether the road layout is adopted is not a material planning consideration and the LHA do not consider the road layout to be unsafe, therefore the LHA would not seek to resist the proposals. Given the neighbouring site is yet to be built out however, further information is required on carriageway widening at this stage, given this would impact the design of that site.

Parking Provision

The LHA have reviewed the parking and garage provision for each plot and considers the number of parking spaces on driveways and internal garage dimensions for each plot to be in accordance with the LHAs off-street residential parking standards guidance within the LHDG.

It is noted on the Planning Layout, drawing number P25-1507_DE_01-002A, that some parking spaces are too short in length and width. Minimum parking measurements according to [Figure 44](#) of the LHDG should measure 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge,

line of trees or other similar obstructions on 1 side, 1m if bounded on both sides. Tandem parking spaces should be provided at 6m in length per space, i.e. 12m length for two spaces. 1x1m pedestrian visibility splays should also be detailed where all private drives or shared private drives meet the highway.

Public Rights of Way (PRoW)

Footpath R19 runs inside the western edge of the site and Footpath R23 currently crosses diagonally through the site.

The National Planning Policy Framework (Dec 2024) paragraph 105 requires:

'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ... Also Planning Policy Guidance in Circular 1/09 establishes that the effect of development on a public right of way is a material consideration in the determination of applications for planning permission ...'

The submitted plans will necessitate the legal diversion of public right of way Footpath R23. That requires a separate legal order made by the Local Planning Authority (not the LHA), a separate application for which needs to be submitted. The legal order must be confirmed before the development is substantially complete, otherwise the legal powers will lapse.

Off-Site Implications

As part of Application 22/00527/OUT the Applicants capacity assessment of the Stanton Lane/ A511 Shaw Lane/ A511 Little Shaw Lane/ B591 roundabout (Flying Horse Roundabout) demonstrated that the junction is already operating at capacity and the proposed development would add additional traffic movements to the junction. The Applicant had identified within their Technical Note that Leicestershire County Council has developed a road improvement scheme for the roundabout, with the view of improving its performance.

Given this current application is an additional 27 dwellings served from the wider site, the LHA continue to advise that a holistic approach should be taken to relevant development where a material impact is demonstrated. The LHA considers it reasonable that this development will add additional trips to the junction and transport mitigation is necessary in accordance with the National Planning Policy Framework. The LHA would advise that a contribution of £4,884 per dwelling be secured towards improvements on the A511/A50 corridor as part of the extended Coalville Transport Strategy and in mitigating the otherwise severe off-site impact of this development. This is consistent with other developments within the nearby village of Markfield, whereby the LHA has advised approval, notably to residential developments on Ratby Lane (20/00848/FUL), London Road (20/01283/FUL), Hill Lane (21/00387/OUT) and Ashby Road (21/00787/OUT / P/21/1260/2).

Transport Sustainability

Stanton-under-Bardon does not benefit from an hourly bus service, however there is a four hourly service between Leicester and Coalville, with bus stops located approximately 400m from the development. It is possible to arrive at Leicester prior to 9:00 and depart Leicester after 17:00 using the bus service. The village is also served by a convenience store, a pub and has a Primary school.

Provision of one travel pack (£52.85 per pack) per dwelling would be required in order to

promote sustainable travel options to/ from the site, which could include cycling and car sharing, as well as two x six-month bus passes per dwelling at a cost of £605 per pass, which is consistent with the neighbouring site.

Closing

The LHA will be in a position to comment further once the Applicant has addressed the outstanding issued as stated above.

Date Received	Case Officer	Reviewer	Date issued
3 September 2025	Emma Peacock	BD	02 October 2025