

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: 25/01029/PIP

Highway Reference Number: 2025/1029/04/H

Application Address: Paddock House Ashby Road Stapleton Leicester Leicestershire LE9 8JF

Application Type: Full

Description of Application: Permission in Principle for the erection of a single C3 self-build dwelling, associated amenity space and parking.

GENERAL DETAILS

Planning Case Officer: Sullevan Archer

Applicant: Mr Tony Coombs

County Councillor: Mallory ED - Mark Bools CC

Parish: Peckleton

Road Classification: Class A

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).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Permission in Principle for the erection of a single C3 self-build dwelling, associated amenity space and parking.'

The proposals are at Paddock House, Ashby Road, Stapleton, Leicestershire, LE9 8JF.

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.

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;
- Supporting information dated 6 October 2025;
- Visibility Splays, drawing number 8768-03-01 Rev B; and
- Design and Access Planning Statement dated October 2025.

Site Access

Whilst the LHA acknowledge that this is a 'Permission in Principle' application, the LHA must be satisfied that a safe and suitable site access can be achieved and that the general principle of the development would not result in severe harm to the highway network, contrary to Paragraph 116 of the National Planning Policy Framework (NPPF) (2024).

Access to the proposed dwelling is proposed to be off Ashby Road, an adopted, 'A' classified road that is subject to a 40mph speed limit. Approximately 230 metres to the north the speed limit for Ashby Road changes to 50mph and approximately 200 metres to the south Ashby Road becomes subject to a 30mph speed limit as the road enters the settlement of Stapleton.

Whilst the LHA understand that as part of a future 'Technical Detail Consent (TDC)' application subject to permission in principle being permitted, technical details regarding the site access will be determined later in the planning process.

It appears the proposed dwelling would share an access with the host dwelling. As such, the access should accord with [**Table 13**](#) of the LHDG. The LHA have been unable to adequately scale from the submitted drawing titled 'Visibility Splays', drawing number 8768-03-01 Rev B. However, the LHA considers an access width 4.25m for a minimum distance of 5m behind the highway boundary can be achieved. It is however noted this may require some changes to the current site access arrangements. It should also be noted that if boundary walls are to be relocated as part of the access amendments, if bounded by a wall, fence, hedge, line of trees or similar, 0.5m should be added each side of the access.

It is noted that the dwelling would access onto Ashby Road (A447) which is part of the 'Resilient Network' of which information can be found [here](#).

It should also be noted that the LHA have considered the proposed development against the guidance in '[**Highway Development Management Policy Two: access to the existing highway network**](#)' of the LHDG, given the access is onto an A road subject to a 40mph speed limit. This states:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'

The Applicant has submitted drawing titled 'Visibility Splays', drawing number 8768-03-01 Rev B which demonstrates visibility splays of 2.4m by 120m in both directions. This would be adequate for 85th percentile speeds of 44mph in line with [**Table 6**](#) of the LHDG.

In order to facilitate a wider access, it is noted that the Applicant would be required to remove a section of grass verge. There may be statutory undertaker apparatus located within the verge / footway fronting the site; should an application be forthcoming and the LPA minded to grant the

proposals, the Applicant would need to undertake surveys and potentially works to relocate any services if found. Any additional cost that arises because of this, would be entirely at the Applicant's expense.

The access should be surfaced with tarmacadam, concrete or similar hard bound material (not loose aggregate) for a distance of at least 5m behind the highway boundary.

Highway Safety

There has been one Personal Injury Collision (PIC) recorded within 500m of either direction of the access within the last 5 years, this was classed as slight in severity. The LHA therefore consider that the proposals would not exacerbate the likelihood of further incidents from occurring.

Whilst this application seeks 'Permission in Principle', however, the acceptability of the proposals would be contingent on the delivery of a safe and suitable access as required by the NPPF (2024) to ensure that new highway safety issues would not be introduced to the vicinity.

Off-Site Implications

The Applicant is proposing a footway link from the site access running to the south to tie into the existed footway. Whilst the proposed footway may not accord with the LHDG in terms of width, it would tie in with the existing highways infrastructure within the vicinity of the site. This will be considered in greater details as part of the future TDC stage. The Applicant should note that any works to the public highway would need to be submitted with a Stage 1 Road Safety Audit.

It is also noted there is street furniture within the grass verge, this may require re-location. If so, this would be entirely at the Applicants expense.

Internal Layout

Whilst the LHA notes the internal layout of the site is not being considered at this time, the Applicant should note the following.

Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three bedrooms and three spaces for a dwelling with four or more bedrooms as per [Table 28](#) of the LHDG.

Spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc as per [Figure 44](#) of the LHDG.

Should garages be provided they would need to be to the dimensions set out in the section of the LHDG titled [Garages and Gated Accesses](#) of the LHDG in order to count as a parking space.

Turning provision should also be incorporated within the site to enable vehicles to enter and exit in a forward direction, in the interest of highway safety.

Summary

The LHA is generally satisfied that an indicative safe and suitable site access is most likely achievable as part of a future technical details consent stage, should planning consent be granted.

Notwithstanding the above, the LHA acceptability of a development in principle should not prejudice the LHA's future decision regarding a forthcoming TDC application.

Date Received	Case Officer	Reviewer	Date issued
3 November 2025	Neal Chantrill	GG	24 November 2025