

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: 25/01157/OUT

Highway Reference Number: 2025/1157/04/H/R1

Application Address: Land Opposite Industrial Estate Hill Lane Markfield Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for the erection of up to 67 dwellings (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Richard West

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

Parish: Markfield

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 re-consulted by the Local Planning Authority (LPA) on application 25/01157/OUT which seeks permission for the erection of 67 dwellings at Hill Lane, Markfield. At this stage all matters are reserved other than those pertaining to the site access.

Throughout this response reference is made to the Leicestershire Highway Design Guide (LHDG) which is available at <https://www.leicestershirehighwaydesignguide.uk/>. The LHA conducted a site visit on 13th April 2026.

Through the previous response issued 28th January 2026, the LHA requested the Applicant to make the following amendments to the proposals/ submit the following additional information.

- Demonstrate that suitable intervisibility can be provided at the proposed site access to prevent conflict between larger and smaller vehicles.
- Annotation of the submitted swept path analysis drawings to confirm vehicle tracking has been undertaken at a forward vehicular speed of 15kph.
- Swept path analysis for an 18.55m long HGV at the amended Hill Lane/ Ashby Road junction.

- Amend the proposed 30mph supplementary plate as it is not to the requirements of TSRGD.
- Re-location of the 40mph zone/ gateway feature to the south of the Hill Hole nature reserve car park or provision of additional traffic calming measures if the feature is to remain in the location proposed.
- Extension of the centre lining on Hill Lane to either the gateway feature or to a point where the carriageway width is less than 5.50m.
- Removal of the junction of Hill Lane and the private road serving dwellings on Ashby Road and replacement with a continuous (dropped) kerb line and footway.
- Confirmation of the carriageway width where an uncontrolled pedestrian crossing is proposed to provide access to the bus stop to determine the safe crossing distance and visibility lines.
- Provide cross section drawings of the carriageway, footway widths and a ditch profile, including widths, depths and slopes where the proposed footway runs parallel to an existing watercourse.
- Amendments to drawing No. T25596 001 to show carriageway and lane widths where Hill Lane is narrowed because of the new footway.
- Formalisation, through white lining, of the existing on-street parking at the top of Hill Lane.
- Submission of a Local Roads Risk Assessment Process (LRRAP) for all existing and proposed hazards along Hill Lane particularly the water course and embankment.
- Submission of a Stage 1 Road Safety Audit (RSA1) along with a Designer's Response to any problems identified and amended drawings as required.
- Improvements to Public Footpath R17 to provide an all-weather surface with street lighting constructed to an adoptable standard.
- Submission of the junction modelling, actual model files along with scaled junction geometry drawings.
- Submission of an amended Travel Plan (TP) with measures that could be put in place to encourage sustainable travel. An additional TP target was also requested.

The Applicant has subsequently submitted the following additional documentation in support of the application.

- Hub Transport, 'Technical Note 1' (TN), created 25th March 2026;
- Ophir, 'Site Layout Coloured', drawing No. GDA05 PL002 Rev. E;
- PJS, 'Footway General Arrangement', drawing No. PJS26-0020 DR-0001 Rev. A; and
- Hub Transport, 'Travel Plan Rev. A', created 19th March 2026.

Site Access/ Off-Site Implications

The Applicant proposes the formation of a new access leading on to Hill Lane which is an adopted, unclassified road subject to the national speed limit. The access is to be located 30.0m south of and opposite the access serving Hill Lane industrial estate.

The LHA again confirm that in terms of geometry, the access has been designed in accordance with Table 3 and Table 9 of the LHDG and provides suitable vehicular visibility splays. The LHA provide the following comments regarding the newly submitted drawings.

Site Access

- Drawing No. T25596.001 Rev. A shows the provision of 1.50m by 17.0m visibility splays in either direction for pedestrians seeking to cross the internal road close to the site access. Paragraph 1.9 of the TN states that the splay lengths accord with Manual for Streets guidance for 15mph design speeds. The LHA advise that a splay length of 17.0m would be suitable for internal roads with a design speed of 15mph. Given the crossing is at the main site junction the

design speed for the internal road is 20mph and therefore, in accordance with Table 6 of the LHDG, splay lengths of 25.0m should be provided/ demonstrated. The LHA welcome this drawing shows that the centre line markings on Hill Lane will be extended to a point where the carriageway width is less than 5.50m.

- The LHA welcome that drawing No. T25634.002 Rev. A shows intervisibility of 30.0m for the proposed junction which is suitable to allow vehicles to identify other oncoming vehicles. The LHA however note that the splays will fall within private land and therefore cannot be secured in perpetuity. Whilst not for consideration at this stage the LHA note, as shown in drawing No. GDA05 PL002 Rev. E, that the private drives on either side of the internal road are located too close to the site access. The Applicant is advised these should be located at least 10.0m from where the junction radii commence. This arrangement would not be acceptable even if the site is not put forward for adoption as it could impact the existing highway network.

Hill Lane

- The LHA confirm that drawing No. PJS26-0020 DR-0001 Rev. A demonstrates that the proposed footway can be accommodated where it runs alongside the existing ditch.
- The LHA also welcome the above drawing shows the existing junction serving the private drive to the rear of dwellings on Ashby Road will be replaced with a continuous kerb with a dropped kerb vehicular crossing as this will afford priority for pedestrians on the new section of footway.
- Drawing No. T25596.001 Rev. A shows that between the access serving the industrial estate and the junction of Hill Lane and Ashby Road the northbound lane width is to be 3.0m and the southbound lane width is to be 3.20m. Given this section of road serves an industrial estate the LHA would typically expect the overall carriageway width to be 6.75m in accordance with Table 4 of the LHDG for a minor industrial road. Beyond the industrial estate the LHA advise the proposed carriageway width of 5.50m is acceptable.
- The LHA welcome that drawing No. T25596.003 Rev. A shows that the existing on street parking on Hill Lane towards the Ashby Road junction will be formalised with white lining.
- As requested previously by the LHA, drawing No. T25596.006 Rev. A shows the proposed gateway feature and speed limit change will now be located just south of the entrance to Hill Hole nature reserve.

Ashby Road

- Drawing No. T25596.007 Rev. A identifies the location of the proposed crossing to serve the bus stop on the northern side of Ashby Road. Whilst the crossing width of 7.30m and pedestrian visibility splays are acceptable the LHA is concerned the crossing may clash with the existing bus stop. The LHA await the outputs from the requested RSA1 after which further comments shall be provided regarding this matter.
- The LHA confirm acceptance of the swept path analysis for the junction of Hill Lane and Ashby Road which is now annotated to state tracking has been undertaken at a 15kph forward vehicular speed. The LHA is satisfied there is suitable forward visibility where HGVs are required to cross into the opposite side of the carriageway so that other vehicles will be able to

stop in advance of the junction and wait while an HGV undertakes the required turning manoeuvre.

Other matters

- The LHA advise that matters pertaining to the 30mph supplementary plate, carriageway resurfacing and the design for the gateway feature will be considered and agreed at the detailed design stage of the planning process.
- The LHA again advise that the proposals will be required to be supported by an independent RSA1 and Designers Response. It is acknowledged that the Applicant seeks to agree the access arrangements and off-site highway works with the LHA prior to commissioning a RSA1.
- Submission of a Local Roads Risk Assessment Process (LRRAP) for all existing and proposed hazards along Hill Lane particularly the water course and embankment will also be required.
- The junction modelling, actual model files along with scaled junction geometry drawings should be forwarded to HDC@leics.gov.uk for review.
- The LHA welcome the Applicants confirmation that, as part of the planning application, a contribution towards the A511 Growth Corridor Scheme will be made. The LHA accept that capacity assessments of the Field Head Roundabout are not required to be submitted.

Public Rights of Way

Through the previous response the LHA asked the Applicant to consider resurfacing Public Footpath R17 as it represents the shortest route from the site to Markfield village centre. The LHA acknowledge, in Paragraph 1.36 of the TN, that the Applicant is proposing active travel improvements and that the proposals are not dependent on upgrades to Public Footpath R17.

The LHA welcome, as stated in Paragraph 1.38 of the TN, the Applicants willingness to contribute towards upgrades for Public Footpath R17 by way of a Section 106 Contribution. The LHA shall liaise with the LPA on this matter and provide a further update in due course.

Transport Sustainability

The development site is located on the northwest corner of the village of Markfield. The LHA has reviewed the amended Travel Plan (TP) created by Hub Transport Planning and provide the following comments for consideration.

The LHA acknowledge that the Applicant has made considerable progress with the TP however further information is required about the TP monitoring process. The TP should include how it will be monitored for example by travel surveys or automated turning count surveys. The first survey should be completed within three months of first occupation and repeated annually until the end of the monitoring period. Details of monitoring reports should also be included which should include a breakdown of all survey results, measures offered along with the percentage take up. Target reviews including achieved percentage modal shift should be included along with a forward plan for the next 12 months. The LHA expect monitoring reports to be presented annually for the duration of the monitoring period which can be extended to allow further measures to be put in place.

Once the TP has been resubmitted and approved, Leicestershire County Council will require a monitoring fee of £6,000.00 for the site.

Date Received
30 March 2026

Case Officer
Simon Herbert

Reviewer
DH

Date issued
14 April 2026