

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00574/PIP

Highway Reference Number: 2026/0574/04/H

Application Address: Land South West Of Leicester Road Leicester Road Barwell Leicester Leicestershire LE9 8BD

Application Type: Full

Description of Application: Permission in Principle for the erection of up to 9 no. C3 dwellings land rear of 156 Shilton Road, Barwell, LE9 8BN and associated amenity space and parking.

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr Sam Hollows

County Councillor: Mallory ED - Mark Bools CC

Parish: Barwell

Road Classification:

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) on a Permission in Principle application for the erection of up to nine C3 dwellings and associated amenity space and parking located at land to the rear of 156 Shilton Road, Barwell, LE9 8BN and associated amenity space and parking.

The LHA is aware of the relevant site history below:

- 21/00365/FUL - Proposed stable block.
The LHA advised approval subject to conditions on 24 August 2021.
The LPA granted planning permission subject to conditions on 15 October 2021.
- 22/00802/FUL - Proposed construction of stables and dropped kerb to land rear of 156 Shilton Road (Retrospective).
The LHA advised approval subject to conditions on 9 September 2022.

The LPA granted planning permission on 14 November 2022.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form;
- Site Location Plan; and
- Planning Statement June 2026.

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 LHDG is available for reference at the following link:

<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

Whilst the LHA acknowledge that this is a Permission in Principle application, the LHA must be satisfied that a safe and suitable 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).

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

Access to the site is proposed off an existing point of access on to Carrs Hill, a C classified road subject to a 40mph speed limit. The Applicant is proposing to utilise the existing access with no amendments.

The Applicant is proposing a maximum of nine dwellings. The LHA conducted a site visit on 7 July 2026 and measured the access to be 6 metres at its widest point behind the footway. This widens to 7 metres where the gates are located approximately 16.5 metres from the carriageway.

This is in accordance with **Table 13** of the LHDG whereby an access serving between six to 25 dwellings should have a minimum effective width of 4.8 metres for a minimum distance of five metres behind the highway boundary. However, this access width appears to be wider than the red line boundary demonstrated on the location plan. The Applicant should note that any proposed development would need to demonstrate the Applicant's control of all the land needed for a vehicular site access. This is further explained in the 'Public Rights of Way' section below.

The LHA measured visibility splays of 2.4 metres by 119 metres southwest and 2.4 metres by 111 metres northeast to the roundabout. This is in excess of the requirements as set out within **Table 6** of the LHDG and are therefore acceptable.

Highway Safety

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

Internal Layout

The Applicant is proposing a maximum of nine dwellings on the site. There is no further information about how many bedrooms each dwelling would have. However the LHA would advise the Applicant that parking provision should be provided in accordance with [Table 28](#) of the LHDG and designed in accordance with [Figure 44](#) of the LHDG.

For a dwelling with up to three bedrooms, a minimum of two parking spaces is required and three parking spaces for a dwelling with four or more bedrooms. Spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip where bound by a wall/hedge/fence or other similar obstruction. Garage dimensions should also be in accordance with the LHDG. 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.

Due consideration should be given to waste collection provision as refuse vehicles are unlikely to access the site given that it is located more than 25 metres from the highway boundary. Further information can be found via <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>.

The Applicant should note that where a development is situated more than 45m from the highway, the Applicant must cater for emergency vehicles by constructing the drive and any turning areas so they can cater for a commercial or service vehicle. The minimum width for access should be at least 3.7m (between kerbs) beyond the initial access width of 4.25m and fire vehicles should not have to reverse more than 20m. The Applicant should ensure that the proposed development must be in line with British Standard BS5906, 2005 and Building Regulations Approved Document B, Fire Safety 2006.

If the internal layout of the site is likely to be put forward for adoption, the LHA would expect the internal road network to be fully designed in accordance with [Policy 5](#) of the LHDG and must serve / front a minimum of six residential dwellings.

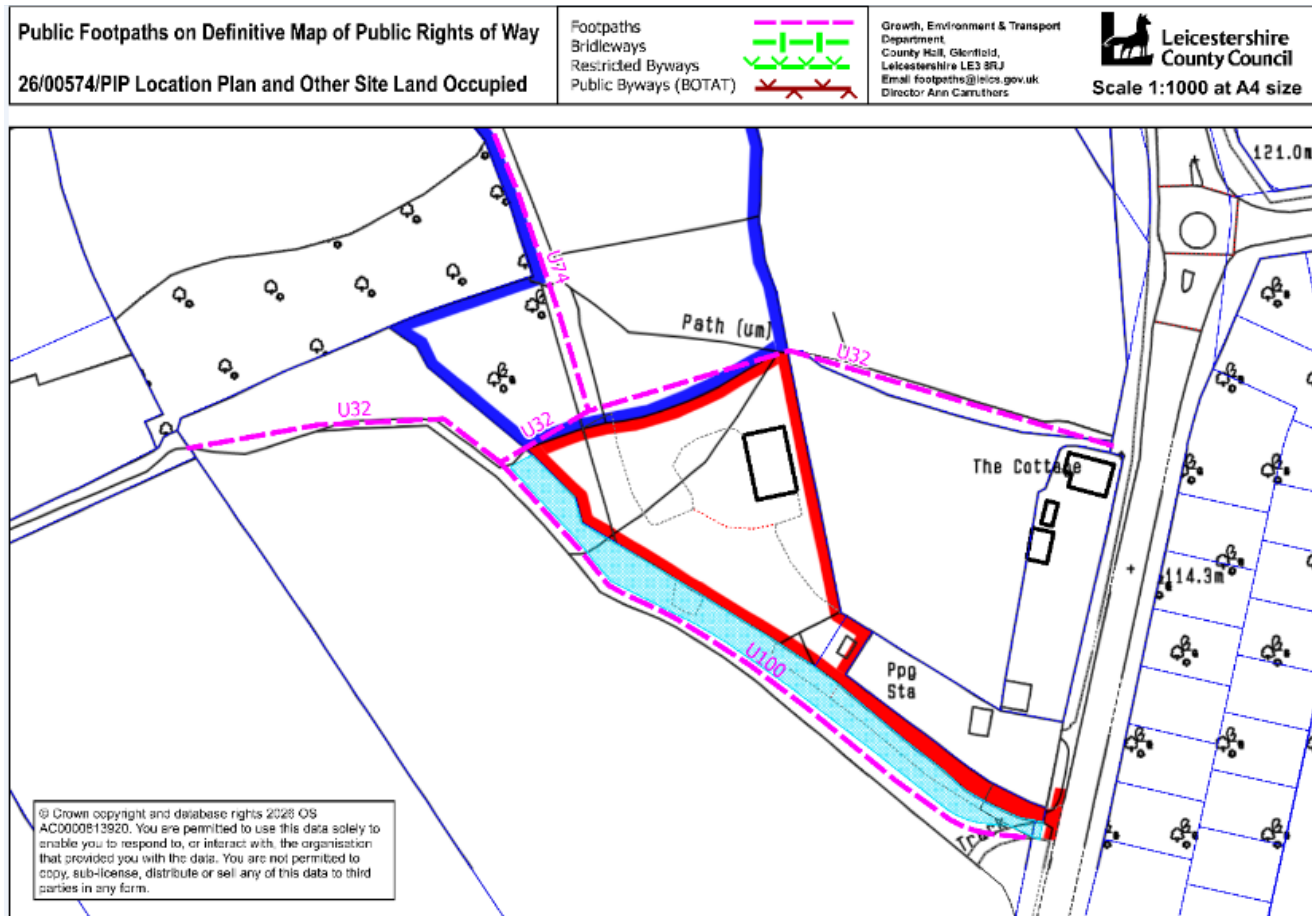
Transport Sustainability

The site is located on the outskirts of Barwell and Earl Shilton with the nearest bus stop approximately 400 metres away on Shilton Road and on Hinckley Road. These bus stops are regularly served by the Stagecoach 148 service to Leicester, Nuneaton and Coventry and the Arriva 158 to Leicester and Nuneaton.

The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Public Rights of Way (PRoW)

Public Footpath U32 runs along the outside northern edge of the site, and the southwestern side of the site adjoins Public Footpath U100 as shown on the plan below. This is an extract from the Definitive Map of public rights of way, the official record, which legally 'fixes' the status and exact location of every route it records.



Where Footpath U100 joins Leicester Road (on this section named as Carrs Hill) it overlaps with the site access drive entrance. The site access drive was widened in 2023 when bushes and trees on the southern edge were removed and replaced by post and wire fencing at medium height, see the photo below. This raises issues for the site and for the footpath.



The new fencing and the land it enclosed are beyond the limits of the red line application boundary, which comprises land titles LT336762 and LT341797. The extra land enclosed is tinted sky blue on

the plan above and forms part of land title LT542054 along with the land beneath the enclosed section of the public footpath and the field to the south. The Applicant should note that any proposed development would need to demonstrate control of all the land needed for a vehicular site access of a satisfactory width. At present, the red line boundary does not appear to reflect the current access arrangements as measured on the site visit.

When the fencing was installed in 2023 no footpath issue was identified at that time. However, a site survey would be required to ensure the new fencing did not actually make the footpath corridor narrower than the 3.0 metres which is the minimum allowed under the LHA's current policies. This is particularly important if the intention is to replace the existing fencing with any more solid or higher fencing or walls which would affect visibility along the public of way, or give the impression the route is narrower, any of which may discourage public use of the routes.

Summary

Based on the application as submitted, the LHA is generally satisfied that a safe and suitable access is most likely achievable as part of a future technical details consent stage, should planning permission be granted.

Date Received
2 July 2026

Case Officer
Emma Peacock

Reviewer
DH

Date issued
22 July 2026