

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: 25/00800/FUL

Highway Reference Number: 2025/0800/04/H

Application Address: Lodge Farm Broad Lane Stanton Under Bardon Markfield Leicestershire LE67 9TB

Application Type: Full

Description of Application: Change of use from agricultural land to alternative education provision, erection of a mobile classroom and associated infrastructure (retrospective)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: E N Milner

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

Parish: Bagworth & Thornton

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 change of use from agricultural land to alternative education provision, erection of a mobile classroom and associated infrastructure at (retrospective) Lodge Farm, Broad Lane, Stanton Under Bardon, Markfield, Leicestershire, LE67 9TB.

The LHA are aware of the following relevant planning history:

- 19/01392/FUL | Change of use of existing building from B8 use (storage and distribution) to B2 use (general industrial); erection of new building for B2 use (general industrial) and temporary new office building (B1(a) (Personal Permission) – Permitted by the Local Planning Authority.

In support of this application the Applicant has submitted the following relevant documents:

- Application Form dated 22nd August 2025;
- Planning Statement by STAT Planning dated 12th August 2025; and
- Proposed Site Plan by DG (drawing number 24.4485.05).

Site Access

The site will utilise an existing access off Broad Lane, an unclassified road at a speed limit terminal point between 40mph and National Speed Limit (NSL). The site access appears to also serve commercial units approved under application number 19/01392/FUL and other uses including dwellings and forestry.

The LHA undertook a site visit dated 25th September 2025 to assess the existing access arrangements. It was noted that the site has recently installed gates behind the access. These gates are set back 19m from the highway boundary. Whilst the setback is not necessarily a concern, the LHA would appreciate further details on how the gated access will operate for staff, parents and taxi drivers to the school. This is to ensure that there will be no prolonged waiting at the access which may cause queuing onto the public highway.

The access was measured to be 6.5m wide which is an acceptable width to allow for two- way movements.

No details have been provided on the visibility at the site access. Given that the proposed development will intensify the existing access the LHA will require visibility to be achievable in accordance with Table 6 of the Leicestershire Highway Design Guide (LHDG), provided below for reference. The LHDG is also available for reference at the following link:

<https://www.leicestershirehighwaydesignguide.uk/>

Table 6: Visibility splays (Use figures for HGV and buses if these vehicles make up more 5% of actual or predicted total traffic flow)

Assessed likely vehicle 85th percentile vehicle speed (mph)	Measured 85th percentile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) Light vehicles	Visibility distance at junctions, bends and vertical crests (m) HGV
15	11 to 15	17 (a)	19 (a)
20	16 to 20	25 (a)	27 (a)
Speeds on new residential development roads should normally be controlled to 20mph or less (b)	21 to 25	33 (a)	36 (a)
	26 to 30	43 (a)	47 (a)
	31 to 35	54 (a)	59 (a)
	36 to 40	65 (a)	73 (a)
	41 to 44	120 (b)	120 (b)
	45 to 53	160 (b)	160 (b)
	54 to 62	215 (b)	215 (b)
	63 to 75	295 (b)	295 (b)

(a) Based on the Manual for Streets documents, 'adjusted for bonnet length'

(b) Based on DMRB, desirable minimum criteria for deceleration rate (0.25g) and reaction / perception time (2 seconds). The application of a higher standard value for deceleration rate and a lower standard value for reaction time would need to be based on a robust evidenced justification for the location under consideration to be agreed with the council.

Whilst undertaking a site visit on 25th September 2025, the LHA assessed the achievable visibility splays which measured 2.4m x 165m right of the access (north) and 2.4m x 105m left of the access (west) with no obstructions in excess of 0.6m in height or crossing third- party land.

Visibility splays are typically based upon measured 85th percentile speeds. No speed survey has been submitted as part of this submission, however the LHA observed passing speeds leading the site access and they were notably slower than the posted speed limits due to vehicles slowing for the bend. With this in consideration, the LHA consider the available visibility to be sufficient based on likely passing speeds.

Highway Safety

There have been three recorded Personal Injury Collisions (PICs) within 500m of the site access (all directions) in the most recent five- year period. All three of these PICs were classified as 'slight' in severity.

The LHA has considered the circumstances of each of the above PICs and whilst it does not believe there are any links to the causation factors, as previously stated it would appreciate confirmation from the Applicant that the gated access will not result in queuing on the public highway.

Trip Generation

The Applicant states within the Planning Statement that the proposed school will be for 15 students with a maximum of 10 staff on site at any one time. No formal assessment of trip generation has however been undertaken.

Typically, the LHA will require the assessment of junction capacity that are impacted by 30- or more two- way trips in either the AM Peak (08:00 – 09:00) or PM Peak (17:00 – 18:00) periods.

The LHA note that it is unlikely that all students will travel to the site individually either by private car or taxi, with many sharing or using a minibus. Additionally given the opening times of the school being between 09:00 and 15:00, many trips will occur outside of the network peak periods. Therefore, the LHA are satisfied that two- way movements generated by the site will be below the threshold to require further trip generation assessment in this instance.

Internal Layout

The Application Form states that the site will provide eight parking spaces. It is noted that this is below the quantum of staff on the site at anyone time. The Applicant states that staff will be encouraged to car share/ use sustainable modes of travel, or arrive with students on the minibus. Given the rural nature of the site, the LHA consider the reality of this in practice will be limited.

Though the LHA considers there to be a shortfall in parking for staff and visitors, the school is located significantly within the site from the public highway and believe there is ample additional space for parking, so do not believe there is any risk of displaced parking on the public highway.

The LHA have no further comments to make on the site layout details.

Transport Sustainability

The site is located 1km south of Stanton Under Barton and 1.5km west of Markfield. The nearest bus stop is located approximately 1km walk away from the proposed school outside South Charnwood High School. It is however noted that this offers a limited service and is a significant walking distance from the site.

The LHA are satisfied for the this to be considered in the wider site sustainability considerations.

Date Received
3 September 2025

Case Officer
Michael Biggin

Reviewer
RD

Date issued
02 October 2025