

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: 26/00487/FUL

Highway Reference Number: 2026/0487/04/H

Application Address: Land Adjacent To 29 Elizabeth Road Hinckley Leicestershire

Application Type: Full

Description of Application: Erection of a detached dormer bungalow

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr John Roux

County Councillor: Cllr Michael Mullaney

Parish:

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 a full application for an erection of a detached dormer bungalow. The proposals are located at Land adjacent to 29 Elizabeth Road, Hinckley, Leicestershire.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Application form;
- Location and Block Plan, drawing number 182-02
- Planning statement dated May 2026
- Design and access statement dated May 2026
- Proposed layout and elevations, drawing number 182-01

The LHA note the following relevant planning history at the site:

19/00198/OUT – Erection of one dwelling (outline – all matters reserved). Refused by the LPA on 18th April 2019. Appeal APP/K2420/W/19/3239130 dismissed 19th March 2020.

22/00755/FUL – Proposed erection of a 'later living' retirement bungalow. Refused by the LPA on 5th May 2023.

25/00080/FUL – New build detached dwelling. Refused by the LPA on 31st March 2025. Appeal APP/K2420/W/25/3367497 dismissed 14th October 2025.

The LPA did not resist any of the previous applications on highways grounds.

Site Access

The Applicant proposes to create a new vehicular access onto Elizabeth Road, which is an adopted unclassified road subject to a 30mph speed limit.

It should be noted that officers from the LHA conducted a site visit at the proposed location on the 18th June 2026.



Figure 1 - Proposed Access from Elizabeth Road

Under previous application (25/00080/FUL) the site access was proposed from the east of the site, where it was noted by the Planning Inspectorate (under Appeal APP/K2420/W/25/3367497) the following:

Other matters

15. I note that the County Highway Authority recommends a requirement for visibility splays to serve the access/car parking. From my observations on site, it appears to me that a splay to the east might have to cross land at 29 Elizabeth Road which is not owned by the appellant. This matter could potentially have been dealt with by a negatively worded, 'Grampian' style condition if permission was granted.

Under this new proposal the Applicant is proposing access from the west of the site.

A site visit was undertaken by the LPA on 18th June 2026, where it was noted that the existing footway measured 1.83m wide. However, it also appears that visibility splays to the west might have to cross land at 62 Middlefield Lane, which is also not owned by the Applicant.

The LHA considers that further information is required to demonstrate whether safe and suitable access to the site can be achieved for all users in the context of Paragraph 115 of the National Planning Policy Framework (NPPF 2024).

Given that the proposals would be considered to intensify the site access (erection of one dwelling) unless demonstrated otherwise the Applicant will need to demonstrate a safe and suitable access to the site can be achieved. Vehicular visibility at the site access will need to be in line with Table 6 and Figure 7 of the LHDG as shown below:

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays-and-bend-widening>.

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.



The visibility splays should be free of any obstruction above 0.6m from the ground and should be contained solely within land under control of the Applicant or the LHA. LCC's formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk.

Guidance on how to construct visibility splays can be found in Figure 7 of the LHDG.

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>.

If splay lengths cannot be achieved for the speed limit of the road, then the Applicant may wish to commission a speed survey to demonstrate that the achievable splay lengths would be sufficient for the measured 85th percentile vehicle speeds. This would need to be carried out using an Automatic Traffic Counter – not Manual Speed Survey – to avoid influencing driver behaviour. Leicestershire County Council's (LCC) Network Data & Intelligence Team may already have data on record which can be purchased or alternatively would be able to provide a quote to undertake a survey if necessary. They can be contacted on ndi@leics.gov.uk. They would also need to be contacted to arrange the required permit for a traffic survey.

Splays should be measured from a 2.4m set back distance from the edge of the carriageway and drawn to a 1m offset of the nearside carriageway.

It is noted from our assessment that the visibility may be substandard due to encroachment through third party land to the west of the development (please see below photo).



Figure 2 - Visibility west of the proposed development

Should planning permission be granted, the Applicant would still need to apply to the LHA for a vehicle crossover (dropped kerb) permit. Further details of the requirements can be found at: <https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>.

The Applicant should note that the approval of planning permission does not guarantee permission for the required works permit.

Highway Safety

Seven Personal Injury Collisions (PICs) has/have been recorded in the locality in the last five years that occurred within 500 metres in either direction of the proposed access. These were classified as five 'slight' and two 'serious' in severity. The LHA has considered the circumstances of the above PICs and is satisfied that the development proposal would not exacerbate the likelihood of further such incidents occurring.

The acceptability of the proposals would, however, be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2024) to ensure that new highway safety issues would not be introduced to the vicinity.

Internal Layout

Residential parking should be provided in accordance with Table 28 of the LHDG <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/street-residential-car>. Two off-street car parking spaces should be provided for dwellings with up to 3 bedrooms. The LHA is satisfied that the proposals provide sufficient off-street parking.

Parking spaces should have the minimum dimensions of 2.4m x 5.5m (with 0.5 metres added to each side bound by a wall, hedge, fence, line of trees, etc) as per Figure 44 of the LHDG. <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/design-principles-street-parking>.

Date Received
9 June 2026

Case Officer
Emma Lennon

Reviewer
BD

Date issued
01 July 2026