

Document Control	
Document Type	Highway Response
Site Location	Alexandra Stone Works LE6 6LE
Proposed Development	Proposed Mixed - Use Cafe
Client	
Planning Reference	26/00359/FUL
Status	Planning Application – Consultation Response
Date	12/06/26
Written By	CS
Checked By	CS

Introduction

This Highway Response (HR) has been produced to address the comments raised by Leicestershire County Council (LCC), the Local Highway Authority (LHA), in its consultation response (Ref: 2026/0359/H) dated 22-05-26.

LCC has reviewed the application and does not object to it, confirming that it meets all policy requirements, specifically NPPF paragraphs 115 and 116.

This Highway Response addresses the request for speed surveys, provided in *grey italics*, and the applicant's response is set out below.

Access

"Given the proposals are likely to result in an increase in traffic using the site access, the LHA advises that the Applicant should undertake an automatic (not handheld radar) speed survey to demonstrate whether appropriate visibility could be achieved in line with recorded speeds of passing traffic."

The existing operation of the junction has been thoroughly assessed by Exigo, and LCC agrees that the development would result in only a minimal change in trips at an existing junction with an acceptable safety record.

Exigo sets out the estimated trip generation, and LCC agrees that, at this scale of development, junction modelling to demonstrate traffic impact is not necessary, as reflected in the comment below:

"The LHA considers the proposed trip rates in Table 1 to be acceptable and accepts that given the level of traffic which could be generated during the peak hours, which would be below 30 two-way trips in both network peak hours, a trip distribution exercise and junction capacity assessments would not be necessary."

There is no uncharacteristic accident history related to this existing junction, which is used by vehicles of all types, including slower-moving HGVs, as agreed by LCC:

"The LHA considers that notwithstanding the PIC's at the Desford Lane junction, given the scale of the development the proposals are unlikely to exacerbate an existing highway safety issue."

Based on the above, the existing operation and safety record confirm that the junction

is safe and operates effectively. The effect of the development is agreed to be minimal; as such, the inclusion of speed survey data would not alter this conclusion. It is therefore considered that the junction operates in accordance with policy.

Conclusion

The policy test is set out in NPPF paragraphs 115 and 116. Specifically, paragraph 115(b) states that it should be ensured that "safe and suitable access to the site can be achieved for all users."

The proposal would use an existing access with an acceptable safety record. Traffic using the access would comprise light vehicles only, and the level of intensification would be slight, such that further assessment is not considered necessary. On that basis, speed surveys would not be necessary in this instance. It has already been demonstrated that the effect would be de minimis and that the junction is safe; the impact therefore would not be severe.

LCC's consultation response acknowledges that the relevant policy requirements have been addressed. LCC does not object to the application, and the inclusion of additional speed survey data would not alter the conclusion already reached, given that the operation of the existing junction would not materially change as a result of the proposed development.