

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: 25/00466/OUT

Highway Reference Number: 2025/0466/04/H

Application Address: 26 Shaw Lane Markfield Leicestershire LE67 9PU

Application Type: Outline (with access)

Description of Application: Outline planning permission for erection of two self-contained flats (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr Ross Webber

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

Parish: Markfield

Road Classification: Class A

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), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Outline planning permission for erection of two self-contained flats (All matters reserved except for access).'

The proposals are at 26 Shaw Lane, Markfield, Leicestershire, LE67 9PU.

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;
- Proposed Site Layout, drawing number 159-02 Rev A; and
- Design and Access Statement, received by the LPA on 5 May 2025.

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.

Site Access

The Applicants are proposing to utilise the existing access onto the northern extent of the eastbound carriageway of Shaw Lane (A511), it should be noted that Shaw Lane (A511) is a dual carriageway. The site is approximately 81m to the west of the roundabout where Shaw Lane (A511) / Copt Oak Road (B591) / Little Shaw Lane (A511) / Stanton Lane meet. Shaw Lane at the site access location has a 40mph speed limit.

Given the access is onto a A classified road the LHA would consider whether the proposals could be considered contrary to '[HDM policy 2: access to the existing highway network](#)' of the LHDG. The LHA will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.

The Applicant has not provided any detailed, scaled access drawing. The LHA have reviewed 'Proposed Site Layout', drawing number 159-02 Rev A which demonstrated an access width of approximately 3.8m in width, no other details have been provided.

[Table 13](#) of the LHDG states that an access that serves two to five dwellings should have a minimum effective access width of 4.25m for the first 5m. It also states that 0.5m should be added if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side, 1m if bounded on both sides. The LHA undertook a site visit on 11 June 2025 and believe this could be achieved within the site given that the on-site measurement of the existing access taken from the dwelling to the boundary wall was approximately 6.4m. As such the LHA requests a detailed, scaled access drawing demonstrating an access that accords with LHDG standards. This drawing is required so the LHA can condition the access to ensure a safe and suitable access is provided. The access width is required to ensure that due to the intensification of use of the existing access, vehicles can pass and re-pass within the access drive. This is to ensure that vehicles would not have to wait stationary within the highway given it is a highly trafficked classified A road which is part of the resilient network, on the the priority one gritting route, and also the major road and the strategic highway networks. <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>.

The Applicant has not provided any detailed, scaled visibility drawings. During the site visit undertaken, the LHA found that a visibility splay length of 2.4m by 160m to be achievable. [Table 6](#) of the LHDG states that visibility splays of 2.4m by 160m are suitable for 85th percentile speeds of up to 53mph. The LHA has taken into consideration that Table 6 of the LHDG also states for the posted 85th percentile speed of 40mph, visibility splays of 2.4m by 73m (HGVs) are required at the site access. Given that the posted speed of Shaw Lane changes from the National Speed limit to 40mph approximately 145m to the west of the site access, there is a distance of approximately 72m in which vehicles can slow down before reaching the location where the required visibility splays length commences. As such, the LHA finds the visibility splays suitable for the proposals.

The access drive will require will need to be surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least five metres behind the highway boundary. This can be secured via condition.

No gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access. This is because the access is onto the A511 which is part of the resilient network, within the priority one gritting route, and also the major road network and the strategic highway network.

Highway Safety

The LHA have reviewed their recorded Personal Injury Collision (PIC) data for the last five-year period for the A511 between the roundabouts to the east and west of the site. This shows there have been two PICs recorded as slight, however, the direction of one of the PICs is unknown as this information was not provided to Leicestershire County Council (LCC). There were also three PICs recorded as serious, one rear end shunt, one involving a pedestrian and one with the details unknown.

The LHA have investigated all the PIC's and cannot find any patterns or trends within the data. As such, the LHA would conclude the proposals are unlikely to exacerbate the current highway situation. However, the acceptability of the proposals would 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

Whilst the LHA are not assessing the internal layout at this time, if a Reserved Matters application is forthcoming the Applicant should take the following into consideration.

Parking provision should be provided on the basis of a minimum of two spaces for a dwelling of up to three beds and three spaces for a dwelling with four or more beds as per [Table 28](#) of the LHDG. This should include the host dwelling.

Parking spaces should measure a minimum of 2.4m x 5.5m with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc as per [Figure 44](#) of the LHDG.

The Applicant will need to ensure there is adequate turning within the site to enable vehicles to access and egress the site in a forward gear. Turning space is also demonstrated within Figure 44 of the LHDG.

Date Received
21 May 2025

Case Officer
Neal Chantrill

Reviewer
GG

Date issued
12 June 2025