
From: highways@planning.leics.gov.uk
Sent: 24 September 2025 13:05
To: Ashleigh Gade; Planning Folder New
Cc: charles.whitford@leics.gov.uk
Subject: Response To Application Number 25/00727/FUL at Pippin Cottage Leicester Lane Desford Leicester Leicestershire LE9 9JJ
Attachments: Response_2025-4315-04-HCON.pdf

Categories: Sonia

Please find attached my representation in response to the above planning submission.

On behalf of
Leicestershire County Council
County Hall
Glenfield
Leicestershire
LE3 8RJ

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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: 25/00727/FUL

Highway Reference Number: 2025/0727/04/H

Application Address: Pippin Cottage Leicester Lane Desford Leicester Leicestershire LE9 9JJ

Application Type: Full

Description of Application: Demolition of existing dwelling and erection of one self-build dwelling

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr James Slavin

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

Parish: Desford

Road Classification: Class B

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), subject to the conditions and/or planning obligations outlined in this report.

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:

'Demolition of existing dwelling and erection of one self-build dwelling.'

The proposals are at Pippin Cottage, Leicester Lane, Desford, Leicestershire LE9 9JJ.

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

- Application Form;
- Site Location Plan;
- Proposed Floor Plans, drawing number 21026-02A; and

- Existing & Proposed Site Layouts Proposed Garage, drawing number 21026-01C.

Site Access

Whilst there is an existing access at this site, the Applicant proposes to close this access and create a replacement access slightly to the southeast of its current location on to Leicester Lane. Leicester Lane at the location of the replacement access is an adopted, classified B road subject to a 40mph speed limit.

The Applicant is proposing an effective access width of 3m this would accord with [**Table 13**](#) of the LHDG.

The Applicant has not provided a detailed, scaled visibility splay. [**Table 6**](#) of the LHDG states visibility splays of 2.4m x 73m for the 85th percentile speed of the road should be provided. The LHA have undertaken their own assessment and finds that in excess of 2.4m by 73m can be achieved in both directions of the proposed access which are fully within the highway. As such, this is acceptable to the LHA.

The LHA have reviewed the drawing 'Existing & Proposed Site Layouts Proposed Garage', drawing number 21026-01C and note the proposed access gate set back and hard-surfacing requirements do not meet the LHDG standards, this is not the case on the existing site layout drawing. As per the section of the LHDG titled '[**Garages and gated accesses**](#)', where an access is to be gated, the gates should be set back 5m from the highway boundary where they open inward and 6m where they open outwards. For the record, the highway boundary includes the carriageway, grass verges and any footways in these site specific-circumstances.

It should also be noted that hard surfacing should be provided using tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least five metres behind the highway boundary.

However, notwithstanding the above, the LHA believe the gate setback distance and hard surfacing can be secured via conditions.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) database and identified no recorded PICs within 500m of the access in either direction within the last five-year period.

The LHA are therefore of the opinion that there are no existing highway safety issues that would likely be exacerbated by the proposals.

Off-Site Implications

The Applicant is proposing to re-locate street furniture in the form of speed roundels. Whilst this may be acceptable to the LHA, this would be entirely at the Applicants expense. The Applicant may also be required to enter into a Section 278 agreement for off-site works.

Internal Layout

The Applicant is proposing to replace the existing two-bedroom dwelling with a five-bedroom dwelling. [**Table 28**](#) of the LHDG states that dwellings with four or more bedrooms should provide three off-street parking spaces.

The Applicant has demonstrated on the drawing titled 'Existing & Proposed Site Layouts Proposed Garage', drawing number 21026-01C a double garage and a large courtyard area to the front of the proposed dwelling. The LHA are satisfied that there is adequate parking and turning within the site for three vehicles in accordance with Table 28 of the LHDG in terms of quantum of parking spaces, [**Figure 44**](#) of the LHDG in terms of parking space dimensions and the section of the LHDG titled '[**Garages and gated accesses**](#)' in terms of internal dimensions.

For the reasons set out above, the LHA would not seek to resist the proposals subject to the following conditions.

Conditions

1. Notwithstanding the submitted plans, no part of the development hereby permitted shall be occupied until such time as the access arrangements as shown on Existing & Proposed Site Layouts Proposed Garage, drawing number 21026-01C have been implemented in terms of access location, effective access width and radii.

REASON: To ensure that vehicles entering and leaving the site may do so in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Existing & Proposed Site Layouts Proposed Garage, drawing number 21026-01C &. Thereafter the onsite parking and turning provision shall be kept available for such use in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

3. The new vehicular access hereby permitted shall not be used for a period of more than four months from being first brought into use unless any existing vehicular access on Leicester Lane that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework (2024).

4. The development hereby permitted shall not be occupied until such time as the access drive has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least five metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

5. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of six metres of the highway boundary, nor shall any be erected within a distance of five metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>

Date Received **Case Officer**
9 September 2025 **Neal Chantrill**

Reviewer
BD

Date issued
24 September 2025