

**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.

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**APPLICATION DETAILS**

Planning Application Number: 25/00775/OUT

Highway Reference Number: 2025/0775/04/H

Application Address: 223A Main Street Thornton Coalville Leicestershire LE67 1AH

Application Type: Outline (with access)

Description of Application: Outline planning permission for the demolition of all existing buildings and structures and erection of a self-build dwelling (All matters reserved except access and layout)

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**GENERAL DETAILS**

Planning Case Officer: Matt Jedruch

Applicant: Mr Iain Long

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

Parish: Bagworth & Thornton

Road Classification: Class C

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**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:

*'Outline planning permission for the demolition of all existing buildings and structures and erection of a self-build dwelling (All matters reserved except access and layout).'*

The proposals are at 223A Main Street, Thornton, Leicestershire, LE67 1AH.

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 Site Layout received by the LPA on 14 August 2025;
- Planning Statement dated 16 June 2025; and
- Visibility Splay Plan received by the LPA on 14 August 2025.

### **Site Access / Trip Generation**

The LHA have been asked to comment on this outline application for the demolition of all existing buildings and structures and erection of a self-build dwelling (All matters reserved except access and layout).

The Applicant is proposing to utilise the existing access onto Main Street. Main Street is a classified C road subject to a 30mph speed limit.

The existing access onto Main Street currently serves 223A, 225 and 227 Main Street in addition to the existing buildings located within the application site to the rear of these properties. No access amendments are proposed.

The LHA notes that the Applicant states within the 'Planning Statement' that under planning applications submitted under 91/00656/4 – Erection of a stable block and 98/00261/FUL - Formation of all-weather riding surface, which establishes the current extant use of the site. The Applicant then goes on to state that the three stables and tack room have no restriction on use and could lawfully be occupied by three separate individuals, this matter is not contested by the LHA.

The LHA have reviewed the drawing titled 'Visibility Splay Plan', received by the LPA on 14 August 2025, this demonstrates an effective access width of 7.2m where the access meets the public highway, narrowing to 5.4m approximately 8m back from the public highway.

The LHA notes from the 'Site Location Plan' that a portion of the land to the rear of 223a Main Street is demonstrated as being within a blue line (land also under the Applicants control) and as such retains its extant land use. As such, whilst the LHA have no specific guidance for this type of development, an access in accordance with [Table 15 and Figure 16](#) of the LHDG would normally be required. However, as alluded to above the fallback position would be that the three stables and tack room have no restriction on use and could lawfully be occupied by three separate individuals giving rise to vehicular and pedestrian movements more than a single dwelling. Taking this into consideration, the LHA find the access arrangements acceptable in these site-specific circumstances. That said, given the area of land within the blue line, any further development on this site overall is likely to require further analysis on the impact on the highway.

Visibility splays should be in accordance with [Table 6](#) of the LHDG for the measured 85<sup>th</sup> percentile speed of the road. The Applicant has stated within their 'Planning Statement' that a speed survey was undertaken which was carried out by Leicestershire County Council (LCC) which identifies vehicle 85<sup>th</sup> percentile speeds northwest bound of 19.7mph and southwest bound speeds of 19.9mph.

The survey in question was undertaken by LCC at the location of the existing site access and was undertaken for a period of seven days between 23 June 2025 and 30 June 2025 (permit number 250619-0856100109-29570). The data on file demonstrates 85<sup>th</sup> percentile speeds northwest bound of 19.7mph and southeast bound 20mph. Table 6 of the LHDG states that for these speeds' visibility splays of 2.4m by 25m should be provided in both directions. The Applicant has

demonstrated on the drawing titled 'Visibility Splay Plan' received by the LPA on 14 August 2025 splays of 2.4m by 24.7m to the northwest of the access, and 2.4m by 24.4m southeast of the access. However, the LHA have taken the following into consideration:

- It is an established access;
- The fallback position could generate more trips than a single dwelling; and
- No recorded Personal Injury Collisions (more detail given below in this report).

For the reasons given above, and the shortfall being considered di minimis, the LHA consider the vehicular visibility splays acceptable in these site-specific circumstances.

Pedestrian visibility splays of 2m by 2m would normally be required in this location. However, as alluded to above, it would be difficult for the LHA to demonstrate the proposals could lead to an intensification of use of the access contrary to paragraph 116 of the National Planning Policy Framework (NPPF) 2024, and is therefore considered an existing situation.

Hard surfacing would also normally be expected to be provided at the site access, however, again it would be difficult for the LHA to demonstrate the proposals could lead to an intensification of use of the access contrary to paragraph 116 of the NPPF and is therefore considered an existing situation.

### **Highway Safety**

The LHA has reviewed its Personal Injury Collision (PIC) database and identified no PICs recorded within 500m either side of the access in 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.

### **Trip Generation**

The LHA would find it difficult to demonstrate the proposals for a single dwelling to replace the existing stables on the site could lead to an increase in trips to the site given the fallback position of three x stables, tack room and a menage in the event of an appeal.

### **Internal Layout**

The 'Application Form' states the proposals are for a single two-bedroom dwelling. The Applicant has demonstrated on the drawing titled 'Proposed Site Layout' received by the LPA on 14 August 2025 two off-street parking spaces, this accords with [Table 28](#) of the LHDG.

The LHA have been unable to scale from the drawing titled 'Proposed Site Layout' received by the LPA on 14 August 2025, therefore the parking space dimensions cannot be confirmed. However, the LHA are satisfied there is adequate space within the site for the provision of two off-street parking spaces in accordance with [Figure 44](#) of the LHDG in terms of parking space dimensions and turning. This can be secured via condition.

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

## **Conditions**

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements and vehicular visibility splays of 2.4 metres by 24.7 metres to the northwest and 2.4 metres by 24.4 metres to the southeast of the access as shown on Visibility Splay Plan received by the LPA on 14 August 2025 have been implemented in full. These shall thereafter be permanently maintained with nothing within the splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, and to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. Notwithstanding the submitted plans the development hereby permitted shall not be occupied until such time as the Applicant provides two off street parking spaces within the site. These spaces shall be a minimum of 5.5 metres (Length) and 2.4 metres in width. 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).

**Date Received**  
**9 September 2025**

**Case Officer**  
**Neal Chantrill**

**Reviewer**  
**DH**

**Date issued**  
**25 September 2025**