

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: 25/00803/FUL

Highway Reference Number: 2025/0803/04/H/R1

Application Address: Land Adjacent 3 Peckleton Lane Desford Leicestershire

Application Type: Full

Description of Application: Re-consultation. Erection of a self-build dwelling, demolition of existing garages and alteration of parking arrangements

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr And Mrs G Priestnall

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

Parish: Desford

Road Classification: Class C

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) have been reconsulted on an application for the 'Erection of a self-build dwelling, demolition of existing garages and alteration of parking arrangements' at Land adjacent 3 Peckleton Lane, Desford, Leicestershire.

The LHA previously responded to this application on 14th January 2026, advising that further information would be required to fully assess the impact of the proposed development on the highway network and sought clarity on the parking for the proposed new development and details of parking for the existing residential properties, namely 4, 6 and 8 High Street, who have an informal arrangement for parking which includes a small garage.

It was also requested that the Applicant submits a revised drawing with the proposed new access being relocated within the Applicants land.

A further amended location plan (01B) and existing block plan (02A) have been submitted, which shows the red line boundary contained in land within the Applicants control.

Site Access

As previously mentioned too accord with Table 13 of the LHDG <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>, the access should preferably not have a gradient exceeding 1:20 for the first 5 metres, and should never exceed 1:12.

The LHA requests that a topographical drawing is submitted which demonstrates that the proposed access would accord with this requirement.

It should be noted that whilst a 1:12 gradient is acceptable to Table 13, the LHA's 'Dropped Kerb' Information Pack refers to a maximum gradient of 1:20. The dropped kerb process is, however, separate from planning permission.

Furthermore, it is reiterated that there potentially could be a substandard depth of the parking area to the proposed dwelling (taking into account the previous 'Proposed Site Layout Plan, drawing number A25-002 103).

A revised planning layout has not been re-submitted, following the amendment to the 'Location Plan (01B)'. It is unlikely an application to extend the dropped kerb to allow for those parking spaces will be accepted, due to the substandard depth of the parking area.

Where the access driveway slopes towards the highway, measures must be in place to prevent surface water from draining into the public highway. The Applicant should therefore demonstrate that the proposed access would not result in surface water draining into the public highway. These details will need to be submitted with any further application.

In order to facilitate the proposed drop crossing, the Applicant would need to apply 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. This process comes with its own criteria which must be met in order to gain a successful permit application. It should be noted that it is unlikely that the Applicant would be issued a permit for a dropped kerb, due to the aforementioned reasons.

Parking for residential properties 4,6,8 High Street

It is noted that currently properties 4,6,8 High Street have an informal arrangement for parking, which includes a small double garage which is not currently used due to its size.

An existing access for the above is accessed via Peckleton Lane.

No additional details have been provided regarding the parking for these properties and as the previous proposals were for the demolition of the garages and to rationalise the parking for the

above properties it should be noted that parking provision should generally be provided as two parking spaces for a dwelling with up to three bedrooms and three parking spaces for a dwelling with four or more bedrooms with spaces measuring a minimum of 2.4 x 5.5m with an additional 0.5 metre strip where bound by a wall/hedge/fence or other similar obstruction. Garage dimensions should also be in accordance with Leicestershire Highway Design Guide (LHDG).

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>.

Conclusion

Notwithstanding the above points the LHA have no objections in principle to the proposed dwelling, however, would request that a revised 'Proposed Site Layout Plan' be submitted, taking into account the new red line boundary, to enable to fully assess the application and prevent future problems post planning with regards to parking and dropped kerb permits.

Date Received
9 February 2026

Case Officer
Emma Lennon

Reviewer
BD

Date issued
2 March 2026