

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00539/FUL

Highway Reference Number: 2026/0539/04/H/FSA

Application Address: Land North Of Pipe Lane Orton On The Hill Leicestershire

Application Type: Full

Description of Application: Full planning application seeking planning permission for the erection of one detached dwelling, formation of access from Pipe Lane and associated works.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mrs Pauline Rosa Taylor

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Twycross

Road Classification: Adopted Unclassified

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), on a full planning application seeking planning permission for the erection of one detached dwelling, formation of access from Pipe Lane and associated works. The proposals are located at Land North Of Pipe Lane Orton On The Hill Leicestershire.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Application form (dated 10/06/2026)
- Planning, Design and Access Statement (Prepared by Chartered Town Planning Consultants dated June 2026)
- Proposed Site Plan and Parking Plan (Drawing number 1800-0510-02 dated 18/03/2026)
- Proposed Plans and Elevations (Drawing number 1800-0509-02 dated 18/03/2026)
- Site Location and Block Plan (Drawing number 1800-0202-01 dated 04/03/2026)

The LHA acknowledges the relevant planning history at the site which is noted below:

- 24/00270/FUL - Land North Of Pipe Lane Orton On The Hill Leicestershire. The Application was dismissed at Appeal by the Planning Inspectorate on 1st August 2025. The LHA referred the Application to Standing Advice.

Officers from the LHA conducted a site visit to the development site on 10th July 2026.

Site Access

It is proposed to create a new vehicular access onto Pipe Lane, which is an adopted unclassified road subject to a 30mph speed limit.

Should planning permission be granted, the Applicant would still need to apply to the LHA 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.

[Table 13](#) of the LHDG states that for accesses serving one dwelling, the access should have a minimum of 2.75m.

The LHA are satisfied from the Proposed Site Plan and Parking Plan that the access width is in accordance with [Table 13](#) of the [Leicestershire Highways Design Guide \(LHDG\)](#).

It is noted that there is a telecommunications pole along the frontage of the site which has not been demonstrated on any submitted drawings. Should the Applicant require this to be relocated, the Applicant is advised that any costs associated with this, and any other statutory undertaker apparatus or street furniture, would be entirely at the Applicant's expense.

Visibility splays

Although the Applicant has included the vehicular visibility splays on the Proposed Site and Parking Plan, the LHA have conducted their own assessment to determine the maximum achievable visibility in accordance with [Table 6](#) and [Figure 7](#) of the LHDG. For roads with an 85th percentile vehicle speed between 26 to 30mph, Table 6 states that there should be a visibility distance of 2.4 metres x 43 metres. However, due to the nature of Pipe lane leading to a cul-de-sac and the presence of the sharp bend approximately 20 metres west of the proposed access, the LHA believe that the 85th percentile speeds would more realistically be around 11 to 15mph. Therefore, the LHA would expect minimum visibility splays of 2.4 metres x 17 metres

The LHA have calculated the maximum achievable visibility from the access to be approximately 2.4 metres x 7 metres to the western direction and 2.4 metres x 67 metres to the eastern direction (see photographs below). The LHA note that the visibility to the western direction is substandard as the splays cross through third party land. Where visibility splays cross third-party land, the Applicant has no control over the splays remaining available in perpetuity. Consequently, this is not acceptable to the LHA as the splays cannot be guaranteed to remain achievable and therefore this would be detrimental to highway safety and contrary to Paragraphs 115 and 116 of the NPPF (2024).

Notwithstanding this, the LHA believe that the proposed access can be relocated to the centre of the frontage in order to achieve the required visibility splays. As such, the LHA requests that the Applicant submit a revised drawing demonstrating the changes to the access location with the inclusion of the visibility splays stated above.

The splays should be free of any obstruction above 0.6m from the ground and should be contained solely within land under control of the Applicant or the LHA. LCCs formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk.

Whilst pedestrian visibility splays have not been demonstrated on a scaled drawing, the LHA is satisfied that 1 metre by 1 metre splays could be achieved in both directions of the site access in accordance with [Table 13](#) of the LHDG.

Retaining wall

It is noted from the Planning, Design and Access statement:

“To enable the erection of the proposed dwelling and associated parking area there is a requirement for some excavation of the slope to create suitable platforms.”

The LHA welcome the inclusion of the retaining walls that the Applicant has proposed on both sides of the access and the LHA are satisfied that the proposed arrangement should be suitable to manage the level difference at the tie-in with the highway. Details of the retaining wall will need to be reviewed by Leicestershire County Council at detailed design.

It should be noted that 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 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/>.

Gradient

To accord with [Table 13](#) of the LHDG, the access should preferably not have a gradient exceeding 1:20 for the first 5 metres, and should never exceed 1:12. The LHA notes from the proposed site plan that the access has an approximate gradient of 1:19 for the first 5m behind the highway boundary and therefore is satisfied that the gradient does not exceed 1:12 in accordance with [Table 13](#) of the LHDG.

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 can either be submitted for consideration under the current application or, alternatively, following any grant of planning permission by way of condition.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and there have been no recorded PICs in the vicinity of the proposed site access within the last five years.

Internal Layout

It is noted from the submitted Application form that the Applicant is proposing a three-bedroom dwelling.

[Table 28](#) of the LHDG states that for dwellings with up to three bedrooms, two off street parking spaces should be provided.

The LHA is satisfied from the Proposed Site and Parking Plan that the Applicant has provided sufficient off-street parking in accordance with [Table 28](#) of the LHDG.

Date Received
23 June 2026

Case Officer
Ania Mokrani

Reviewer
BD

Date issued
17 July 2026