

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: 25/00700/FUL

Highway Reference Number: 2025/0700/04/H

Application Address: 215 Leicester Road Field Head Markfield Leicestershire LE67 9RF

Application Type: Full

Description of Application: Full planning application for works to include, resurfacing and the installation of lighting and CCTV monitoring cameras to the existing access track from Leicester Road to the adjacent land (which is subject to a planning application for residential development under CBC reference: P/22/1031/2) for pedestrians and cyclists with retained vehicular access for the existing residential property

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: C/O Agent

County Councillor: Groby & Ratby ED - Cllr Ozzy O'Shea

Parish: Groby

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 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) have been consulted by the Local Planning Authority (LPA) on an application for 'works to include, resurfacing, the installation of lighting and CCTV monitoring cameras to the existing access track from Leicester Road to the adjacent land (which is subject to a planning application for residential development under CBC reference: P/22/1031/2) for the use of pedestrians and cyclists, with retained vehicular access for the existing residential property' at Existing access track between 215 and 217 Leicester Road, Markfield.

The LHA note that this forms one of two cross-boundary applications, the other being P/25/1333/2.

The LHA advise that it has previously responded to planning application P/22/1031/2 within Charnwood Borough and note that it commented in observations that:

'Section 2.20 of the submitted Transport Assessment states 'The access will become a pedestrian and cycle only link to create a direct route between the site and Markfield, in addition to the vehicular access.' As per the LHA's previous observations, ordinarily a new pedestrian and cycle link should comply with LTN 1/20 requirements and should ideally be 3.0m wide. Appropriate signage should also be provided once the link is completed, and measures may be required to prevent inappropriate vehicle use.'

However, the LHA also note that access to 215 Leicester Road is provided by this route and therefore, the vehicular access must be protected.

The LHA note the comment that 'the access is 3.4m wide at its narrowest, which is an appropriate width for a pedestrian cycle connection'. The LHA note that as per Manual for Streets (MfS) Paragraph 7.2.3 single lane widths should be no more than 3.5m and that widths between 2.75m and 3.25m should be avoided in most cases, since they could result in drivers trying to squeeze past cyclists.

It is noted that the existing access route falls outside of the red line application boundary, however following dialogue with the LPA, the LHA have agreed conditions to secure this route. The conditions are listed within the relevant section below.'

Those advised conditions were as follows:

'4. Notwithstanding the submitted plans, the access fronting Leicester Road shall have a width of a minimum of 3.4 metres, a gradient of no more than 1:20 for a distance of at least 5.0 & metres behind the highway boundary and shall be surfaced in a bound material with a 3.7 metres (4 dropped kerbs) dropped crossing. The access once provided shall be so maintained at all times.'

REASON: To ensure a safe and suitable form of access to the site in the interests of general highway safety and in accordance with the National Planning Policy Framework (December 2023).

'5. Notwithstanding the submitted plans, a minimum 3.0 metres shared pedestrian/cycleway shall be provided connecting the site's internal layout and the access fronting Leicester Road. Control measures (i.e. gates, barriers, bollards, chains or other such obstructions) shall be erected between the internal layout and the access fronting Leicester Road so as to prevent vehicular traffic from the development utilising the Leicester Road access.'

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (December 2023) and in the interests of general highways safety as a more traffic-intensive use of this access would be inappropriate due to the limitations of the vehicular access.'

In responding to this application, the LHA have reviewed the following documents:

- Pegasus Group cover letter dated 16th June 2025;
- Nineteen47 'Site Location Plan (Ped Cycle Link) Charnwood' drawing (reference n1745 001 Rev. A) dated 5th June 2025;

- ADC Infrastructure 'Pedestrian and Cycle Link to Leicester Road' drawing (reference 1970-ADC-HGN-XX-DR-CH-0100 S1 Rev. P02) dated 23rd July 2025

Pedestrian Cycle Connection

The LHA welcome the submission of ADC Infrastructure drawing reference 1970-ADC-HGN-XX-DR-CH-0100 S1 Rev. P02 which shows a private drive with a minimum width of 3.42m serving the existing property (215 Leicester Road) and providing a shared surface pedestrians and cyclists associated with planning application P/22/1031/2.

The LHA note that no detail has been provided regarding the kerbing and will therefore seek to condition the same wording as per application P/22/1031/2.

The LHA also note that no bollards have been provided to prevent vehicular traffic or slow cycle traffic between the pedestrian cycle connection and internal layout of application P/22/1031/2. The LHA advise that this should be provided as per the LHA' standard drawing 'Staggered barriers on footpaths' (reference SD/1100/27) dated April 2024. As per the above, the LHA will seek to condition the same wording as per application P/22/1031/2

Conditions

1. Notwithstanding the submitted plans, the access fronting Leicester Road shall have a width of a minimum of 3.4 metres, a gradient of no more than 1:20 for a distance of at least 5.0 & metres behind the highway boundary and shall be surfaced in a bound material with a 3.7 metres (4 dropped kerbs) dropped crossing. The access once provided shall be so maintained at all times.

REASON: To ensure a safe and suitable form of access to the site in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. Notwithstanding the submitted plans, a minimum 3.0 metres shared pedestrian/cycleway shall be provided connecting the internal layout of Charnwood Borough Council planning application P/22/1031/2 and the access fronting Leicester Road. Control measures (i.e. gates, barriers, bollards, chains or other such obstructions) shall be erected between the internal layout of application P/22/1031/2 and the access fronting Leicester Road so as to prevent vehicular traffic from the development of application P/22/1031/2 utilising the Leicester Road access.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024) and in the interests of general highways safety as a more traffic-intensive use of this access would be inappropriate due to the limitations of the vehicular access.

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/>

- It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk
- The existing boundary hedge/tree line directly bordering the development is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuing that it is cut back so as not to interfere with the public highway (whether or not a fence is installed in front of it).

Date Received
1 August 2025

Case Officer
Dan Green

Reviewer
RD

Date issued
20 August 2025