

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: 26/00691/FUL

Highway Reference Number: 2026/0691/04/H

Application Address: Ivy House Farm Broad Lane Stanton Under Bardon Markfield Leicestershire LE67 9TB

Application Type: Full

Description of Application: Change of use from paddock to create four padel courts (Class F2(c)) and cafe (Class E(b)), plus associated infrastructure and landscaping

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr H Cade

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

Parish: Stanton-under-Bardon

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 an application seeking the change of use from paddock to create four padel courts (Class F2(c)) and cafe (Class E(b)), plus associated infrastructure and landscaping located at Ivy House Farm, Broad Lane, Stanton Under Bardon, Markfield, Leicestershire, LE67 9TB.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form;
- Location Plan;
- Accompanying Highways Report dated July 2026;
- Planning Design and Access Statement dated July 2026;
- Existing Barn Plans & Elevations, drawing number 26-31.2;

- Existing Site Plan, drawing number 26-31.3 Rev E;
- Proposed Site Plan, drawing number 26-31.4 Rev C;
- Proposed Floor Plan, drawing number 26.31.5 Rev F; and
- Proposed Elevations and Section, drawing number 26.31.6 Rev B.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](https://www.leicestershirehighwaydesignguide.uk/highway-development-management)) within this report. These are identified in bold, underlined and in blue text. The LHDG is available for reference at the following link:
<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

The site is located on Broad Lane which is an adopted, unclassified road subject to a 40mph speed limit and 7.5t weight restriction. The Applicant is proposing a new access measuring 5.5m wide and a 6 metre junction radii.

Whilst the LHA do not have any specific guidance for padel courts, the LHA would consider [Table 15](#) and [Figure 16](#) of the LHDG the most appropriate. Therefore, the LHA is satisfied in principle the proposed access accords with the LHDG in terms of effective access width and radii.

The Applicant has stated that the access will be gated and:

‘...will be opened before the café or padel courts are open for use and then closed at the end of the day. When the café and padel courts are open and in use, the gates will be open and vehicular access into the site will not be impeded.’

The LHA has reviewed the ‘Proposed Site Plan’, drawing number 26-31.4 Rev C and is satisfied with a gate setback of 7.5m to ensure that the public highway is not obstructed if a vehicle is parked on the access in front of the gates.

The LHA carried out a site visit on 10 September 2026 and could only achieve a 1.6m setback distance from the carriageway and therefore could not accurately measure visibility splays. There is an existing fence in the location of the proposed access with foliage blocking visibility south-west and hedgerow is blocking visibility north-east. It appears that that hedgerow to the north-east sits within land controlled by the LHA.

The visibility splay demonstrated on the ‘Proposed Site Plan’ shows a 2.4m by 95m splay north-east and a splay of 2.4m by 100m south-west is stated within section 3.10 of the ‘Accompanying Highways Report’.

In accordance with [Table 6](#) of the LHDG, a road with measured 85th percentile vehicle speeds between 36mph and 40mph should have a visibility splay of 2.4m by 65m. The Applicant has submitted speed survey data for which a permit was obtained from the LHA. The speed survey took place between 16 May 2026 and 22 May 2026. The survey revealed the 85th percentile speed of vehicles approaching the site access from the north-east and heading in a south-west direction was 43.9mph and the 85th percentile speed of vehicles approaching from the south-west and heading in a north-east direction was 45.5mph.

In accordance with Table 6 of the LHDG, measured 85th percentile speeds between 41mph and 44mph should have a visibility splay of 120m and between 45mph to 53mph should have a visibility splay of 160m.

Within section 3 of the 'Accompanying Highways Report' the Applicant has utilised the guidance contained in Manual for Streets 2 (MfS2) for visibility splays for new accesses which states that measured speeds should be used to calculate the stopping distances of vehicles, using a 2 second reaction time and a 0.375g deceleration rate.

The Applicant has stated within section 3.10:

'Based on the calculation, and measured speeds, the access requires minimum visibility splays of 2.4 metres by 94 metres looking to the right (north) and 99 metres looking to the left (south). The proposed site plan has shown splays of 95 metres looking to the right and 100 metres looking to the left out of the site access.'

This assessment is not accepted by the LHA as MfS provides guidance on the use of calculated values for Stopping Sight Distances (SSD), for which clause 10.1.3 of MfS states are suitable for streets where the 85th percentile vehicle speeds are up to 60kph (37mph). Measured 85th percentile speeds for Broad Lane are 43.9mph and 45.5mph respectively. Therefore, the Design Manual for Roads and Bridges (DMRB) desirable minimum assessment for visibility splays should be applied and the LHA require a revised drawing with visibility splays as informed by the DMRB assessment.

Visibility splays should be demonstrated in accordance with [Figure 7](#) of the LHDG. The Applicant should note that splays should terminate in the carriageway at a point 1.0m from the nearside kerb edge; 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. Leicestershire County Council's (LCC) formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk if required.

It is also noted that the footway alongside Broad Lane terminates approximately 180m north-east of the proposed access and that there is no existing pedestrian link to the site. The LHA believes that the small grass highway verge in situ may not be a practical or safe route at all times from the existing footway. A footway could also tie in the site to existing bus stops further along the road.

The LHA acknowledge that an internal footpath within the site to link with South Charnwood High School is proposed but it is not clear how access to the school will be managed.

Whilst the proposals are acceptable in principle, in accordance with National Planning Policy Framework (2026) applications for development should ensure that a safe and suitable access to the site can be achieved for all users. Given the site location near to a school, revised proposals showing suitable pedestrian connectivity should therefore be submitted and should be accompanied by an independent Stage 1 Road Safety Audit, along with a Designer's Response to any problems raised and a revised site access drawing demonstrating revised visibility splays.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been two PICs within 500m of the proposed site access. Both were classed as 'slight' in severity. The LHA is satisfied that there are no patterns in the data which could be exacerbated by the proposed development.

Trip Generation

The LHA has reviewed the TRICS information within the submitted 'Accompanying Highways Report'. As TRICS does not contain any information relating to padel courts, the Applicant has used the information available for a similar leisure use of 5 a-side football pitches. In terms of the TRICS analysis for the proposed trip generation the LHA are satisfied with the selection criteria and methodology.

The proposed café will have a total internal floorspace of 253sqm with a public area of approximately 115sqm. The TRICs data for a café indicates that a café that has between 38sqm to 325sqm of floorspace has a potential to generate 9 and 5 two-way people trips in the typical weekday peak hours (9 between the hours of 8 & 9am; 5 between the hours of 5 & 6pm).

The busiest times were between 10am and 11am where the café has the potential to generate 16 two-way trips.

The TRICs data for the padel courts using trip rates for 5 a-side football pitches between 0.6 - 4.02 hectares indicates that they have a potential to generate 6 and 27 two-way people trips in the typical weekday peak hours (6 between the hours of 8 & 9am; 27 between the hours of 5 & 6pm). The highest potential trip rate would be between the hours of 8pm and 9pm, generating 55 two-way vehicle trips.

Given the level of traffic which could be generated during the peak hours would be below 30 two-way trips a trip distribution exercise and junction capacity assessments would not be necessary in these site-specific circumstances.

Subject to the demonstration of a suitable access, the LHA are satisfied the additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

Internal Layout

The 'Proposed Site Plan' demonstrates a total of 58 car parking spaces. The scheme also includes 5 secure cycle parking spaces and a separate delivery vehicle bay/parking space.

In accordance with [Table 29\(c\)](#) the minimum parking requirements for a café is one customer space per 4sqm public area plus one staff space per 10 tables or per 40sqm and available space off-highway for servicing / delivery vehicles. The Application Form states there will be three full-time and two part-time employees in the café totalling four full-time employees.

The proposed floor layout of the café will have a public area of approximately 115sqm. Therefore, the café requires 29 customer parking spaces and 3 staff parking spaces, totalling 32 parking spaces for the café.

The parking requirements for the proposed 4 padel courts is based on 2 people sharing a car. For the padel courts, the maximum usage would 16 players, with a potential of 16 players waiting to go on court. Therefore, the maximum usage would be 32 players, which gives a requirement for 16 car parking spaces. The Applicant has stated that there will be no separate staff employed for the padel courts, but the staff in café would oversee the smooth running of the courts.

The proposed café and padel courts require a total of 48 parking spaces with the proposed site layout providing a total of 58 parking spaces. Therefore, the LHA is satisfied with the proposed

parking provision. The LHA is further satisfied that parking provision has been designed in accordance with [Figure 44](#) of the LHDG.

The Applicant has added that the car park will be made available at school drop-off and pick-up times for parents of children at school in the hope that parents will use the café and padel courts. The TRICs report demonstrates that the potential trip rates for the café between the hours of 8am & 9am would be 9 and between the hours of 3pm and 4pm would also be 9. The potential trip rate for the padel courts between the hours of 8am & 9am would be 6 and between the hours of 3pm and 4pm would be 11. The LHA is satisfied that the site can accommodate any extra parking that may occur during school drop-off and pick-up times due to the lower number of trips to the site during these times.

The LHA is satisfied that there is sufficient room within the site for vehicles to access and egress the site in a forward gear.

The Applicant is proposing five cycle parking spaces to the front of the site. Cycle parking should be secure and under cover and designed in accordance with [Figure 43](#) of the LHDG.

The Applicant has stated within section 2.5 of the 'Accompanying Highways Report' that they are planning to link the site to an existing public footpath and to link the footpath with the school grounds of South Charnwood Borough High School:

'There is a public footpath (R28/1) that runs to the south east of the site and runs across land owned by the applicant. The proposal includes a link from the site on to the public footpath. Public footpath R28/1 connects to the wider public footpath network. The public footpath network would mean that pedestrians/walkers would have safe and largely traffic free routes to the site from Markfield, Thornton and Stanton under Bardon.'

The Headteacher of South Charnwood High School, Simon Andrews' has written a letter of support of the proposals within Appendix F of the 'Accompanying Highways Report'.

Transport Sustainability

The nearest bus stop to the site, is located outside South Charnwood High School approximately 150m to the north-east of the site. This stop is served by Arriva bus LC15 and provides six buses a day running a service between Leicester and Coalville.

The LHA is satisfied for the LPA to consider transport sustainability alongside its other sustainability considerations for the site.

Date Received
25 August 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
14 September 2026