

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: 26/00532/FUL

Highway Reference Number: 2026/0532/04/H

Application Address: The Manor Wood Lane Norton Juxta Twycross Leicestershire

Application Type: Full

Description of Application: Erection of 4 custom build dwellings

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr J Sahota

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 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) on an application seeking the erection of 4 custom build dwellings located at The Manor, Wood Lane, Norton Juxta Twycross, Leicestershire.

The LHA is aware of the site history below, although this is served by a different point of access:

- Ref. No: 20/01250/FUL - Conversion of agricultural buildings into 2 residential dwellings, refurbishment of farmhouse and erection of 4 new dwellings with associated access and landscaping.
The LHA advised approval subject to conditions on 28 May 2021.
The LPA approved subject to conditions on 12 July 2023.
- Ref. No: 25/00871/P3CR - Notification to determine if prior approval is required for the change of use of two agricultural buildings to two office units (Class E)

The LHA advised approval subject to conditions on 14 October 2025.

The LPA confirmed that Prior Approval is required and granted permission subject to conditions on 10 December 2025.

The LHA has reviewed the following submitted documents:

- Application Form
- Location Plan
- Site Demolition Plan, drawing number 002
- Proposed Site Plan, drawing number 004
- Proposed Site Plan named 'Landscape Strategy Plan' on LPA website
- Proposed Site Plan named 'Parking Plan' on LPA website
- Planning Statement
- Design & Access Statement

- Transport Note:
 - Appendix 1: Existing Site Access Visibility Splays, drawing number 25-740-SK01
 - Appendix 2: Swept Path Access Fire Tender/Refuse Vehicle, drawing number 25-740-TR02
 - Appendix 3: TRICS Houses

- House 3 and 4 Plans Elevations and sections, drawing number 06.01 - 06.09:
 - Ground Floor Plan, drawing number 06.01
 - Ground Floor Plan, drawing number 06.02
 - First Floor Plan, drawing number 06.03
 - First Floor Plan, drawing number 06.04
 - Roof Top Plan, drawing number 06.05
 - Roof Top Plan, drawing number 06.06
 - Section AA'; Section BB', drawing number 06.07
 - Front Side Elevation; Back Side Elevation, drawing number 06.08
 - Right Side Elevation; Left Side Elevation, drawing number 06.09

- House 1 and 2 Plans Elevations and sections, drawing number 05.01 - 05.08:
 - Ground Floor Plan, drawing number 05.01
 - Ground Floor Plan, drawing number 05.02
 - First Floor Plan, drawing number 05.03
 - First Floor Plan, drawing number 05.04
 - Roof Top Plan, drawing number 05.05
 - Roof top Plan, drawing number 05.05
 - Section AA'; Section BB', drawing number 05.06
 - Front Side Elevation; Back Side Elevation, drawing number 05.07
 - Right Side Elevation; Left Side Elevation, drawing number 05.08

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.

Site Access

Note - Given the scale of the development, the site will remain private and will not be considered for adoption. Further information regarding the LHA Adoption Policy can be found in [Policy 5](#) highway adoption of the LHDG.

The site is located on Wood Lane which is an adopted, unclassified single-track road subject to a 30mph speed limit and 7.5t weight restriction. The width of Wood Lane measures approximately 4 metres at the proposed access point.

The Applicant is proposing to utilise an existing agricultural access. The LHA conducted a site visit on 30 June 2026 and measured the access width where it meets the carriageway to be 13.5 metres. This narrows to 4.5 metres between two brick columns situated 17.5 metres behind the carriageway. The access width is in accordance with [Table 13](#) of the LHDG an access serving two to five dwellings should have a minimum access width of 4.25m for a minimum distance of 5m behind the highway boundary.

During the site visit, visibility splays of 2.4 metres by 79 metres were recorded to the west and 2.4 metres by 135 metres to the east. This is in excess of the requirements set out in [Table 6](#) of the LHDG where minimum splays of 2.4 metres by 43 metres are required for a road with measured 85th percentile vehicle speeds between 26 to 30mph. The LHA also welcome the '*Existing Site Access Visibility Splays, drawing number 25-740-SK01*' demonstrating the visibility splays.

Whilst pedestrian visibility has not been demonstrated on the above drawing, the LHA is satisfied from the site visit that pedestrian visibility splays of 1 metre by 1 metre is achievable.

The Applicant has demonstrated swept path within the internal site, but no swept path has been provided at the point of access from the highway. However, considering the extant use of the access accommodating large agricultural vehicles, the LHA is satisfied that the existing access arrangements can serve the proposed development.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500 metres of the site access. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Trip Generation

The Applicant has stated on the Application form that the site's previous use was agricultural as part of the wider farm holding. The two buildings to be demolished were used for agricultural storage purposes.

The Applicant has outlined the existing trip generation for the site within Section 4 of the Transport Note. The extant agricultural trips equate to approximately 788 agricultural vehicles arriving / departing the site i.e., 1,576 two-way agricultural vehicle trips on an annual basis, or up to five two-way HGV trips per day, including weekends. In addition to this, there were six staff members employed on ancillary duties, which would have generated up to eight two-way car trips.

Overall, the agricultural barns would have generated a combined 17 two-way vehicular trips daily, including weekends, which on a 10-hour basis equates to approximately two vehicular trips per hour.

Section 7 of the Transport Note considers the number of trips the proposed development is likely to generate. The Applicant has utilised the TRICs database to ascertain the likely number of trips the proposed development would generate. These are detailed below:

Table 7A Proposed Development - Trip Generation – Person Trips

Mode	Hour	Trip Rates		Trips (4 Units)		
		In	Out	In	Out	Two-way
All People	08:00-09:00	0.260	1.356	1	5	6
	17:00-18:00	0.932	0.219	4	1	5

Table 7A shows that the proposed development comprising four dwellings has a potential to generate six and five two-way people trips in the typical weekday peak hours.

The proposed trip rates would be significantly reduced compared to the extant use and therefore the LHA finds this acceptable.

Internal Layout

The Applicant is proposing four, six-bed dwellings, each with a garage and an additional three parking spaces on each driveway.

Plots one and two each have a double garage and plots three and four have a triple garage. The triple garage, as shown below, appears to have a brick column that would block the access for a third vehicle and can therefore only accommodate two vehicles.



However, the LHA note the additional three parking spaces on the driveways demonstrated on the 'Proposed Site Plan: Parking Plan'. Therefore, the LHA is satisfied that the number of parking spaces per dwelling is in accordance with [Table 28](#) of the LHDG whereby a dwelling with four or more bedrooms should have a minimum of three parking spaces. The LHA also find that the design of the parking spaces accords with [Figure 44](#) of the LHDG whereby spaces should measure a minimum of 2.4 x 5.5 metres with an additional 0.5 metre strip for each side bound by a wall / hedge / fence etc.

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

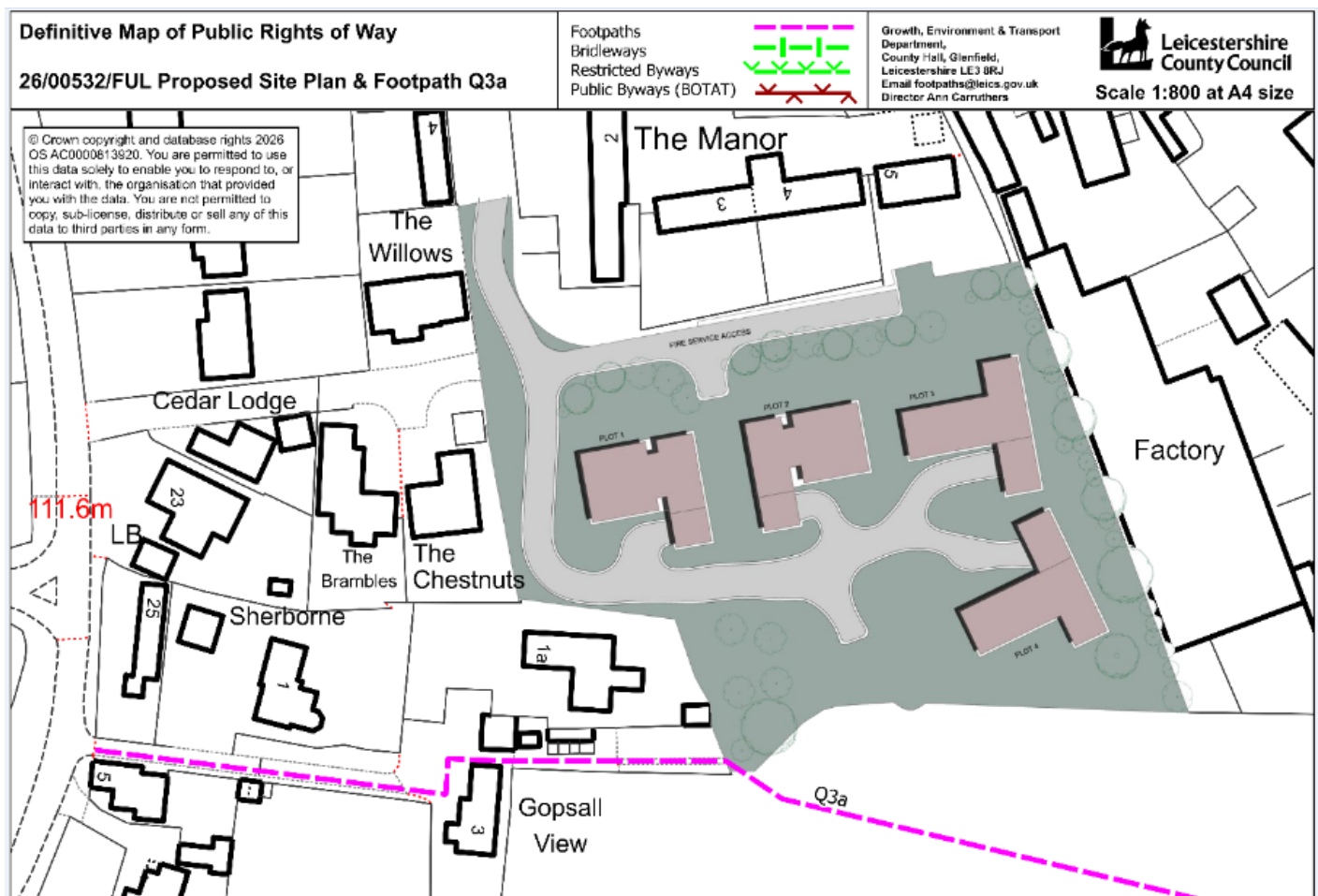
The LHA has reviewed the 'Swept Path Access Fire Tender/Refuse Vehicle, drawing number 25-740-TR02'. Although the internal site will remain private, the LHA is satisfied that refuse and emergency service vehicles.

Transport Sustainability

The LHA advise that Norton Juxta Twycross is not served by a regular bus service, however the Fox Connect Demand Responsive Transport service does operate in the area. The LHA does not however, consider the site to be in a particularly sustainable location in transport terms. Nevertheless, the LHA is satisfied for the Local Planning Authority to include this transport context in its wider sustainability considerations for the site.

Public Rights of Way (PRoW)

The application site adjoins public right of way Footpath Q3a as shown below by the coloured part of the Proposed Site Plan overlaid with the Definitive Map of public rights of way, the official legal record:



Please see conditions below regarding the PRoW.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: 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. No part of the development hereby permitted shall be occupied until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with 'Proposed Site Plan', drawing number 004. Thereafter the onsite parking (and turning) provision shall be kept available for such uses 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).

4. Prior to construction, any changes to the boundary area between the application site and the public right of way, must be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire Highways Design Guide see:
<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>.

REASON: in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 105 of the National Planning Policy Framework 2024.

Informatives

- a) Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.
- b) Public Rights of Way must not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- c) Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- d) If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.

- e) Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- f) No new gates, stiles, fences, or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way, and the County Council may be obliged to require its immediate removal.

Date Received
23 June 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
13 July 2026