

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: 26/00368/FUL

Highway Reference Number: 2026/0368/04/H

Application Address: Groby Park Farm Bradgate Hill Groby Markfield Leicestershire LE67 9RH

Application Type: Full

Description of Application: Erection of an agricultural workers dwelling

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Stephan Fletcher

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC/ Groby & Ratby ED - Ozzy O'Shea JP CC

Parish: Groby

Road Classification: Class A

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), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Erection of an agricultural workers dwelling.'

The proposals are at Groby Park Farm, Bradgate Hill, Groby, Leicestershire, LE67 9RH.

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.

The LHA have reviewed the following documents as part of these observations:

- Application Form
- Site Location Plan
- Proposed Site Plan, drawing number 101910/FLETCHER/001/PL02 Rev 1
- Design and Access Statement dated January 2026 Version 1
- Proposed Garage, drawing number 101910/FLETCHER/001/PL06 and
- Proposed Building Plans, drawing number 101910/FLETCHER/001/PL05 Rev 1

Proposals

These proposals seek to utilise the existing access onto Bradgate Hill (A50) which is a dual carriageway with no access amendments proposed. The access is situated on the western extent of Bradgate Hill, where traffic runs in a northwestern direction from the City of Leicester towards Junction 22 of the M1. Bradgate Hill at the location of the site access is an adopted, classified A road subject to a 40mph speed limit.

The LHA have scaled from the drawing titled 'Site Location Plan' and note the access width is approximately 5m. Whilst the LHA have no specific guidance for this type of access, which is shared with agricultural use, the LHA are satisfied that the access is suitable for the scale of development.

The Applicant has not provided any visibility splay drawings, however, there are average speed cameras located within the vicinity of the site access. As such, the LHA state that the visibility splays to the southeast (Vehicles travelling in a northwestern direction) can be achieved entirely within the highway extent in accordance with [Table 6](#) of the LHDG for the recorded 85th percentile speed of the road.

Since Bradgate Hill is a classified A road and subject to a 40mph speed limit, the LHA have taken into consideration HDM Policy 2 which can be found within the section of the LHDG titled '[access to the existing highway network](#)'.

HDM Policy 2 replaced policy IN5 of the previous version of the LHDG. HDM Policy 2 states that:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'

The policy context goes on to state:

'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk-based approach to assessing the impact of proposals on new connections or alterations to the existing road network. The council encourages early engagement to discuss issues related future accesses onto the network. In consideration of safety and efficient operation, the council will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and accident records alongside other relevant transport information provided by the developer. Where necessary data is unavailable this must be provided to the council by the developer. Please refer to the council's Data Collection section. Where access is acceptable to the council in principle, the council will expect its layout to comply with LHDG design guidance. The council will advise refusal of any planning application that raises severe

concerns regarding road safety. Approval for a new access (and any associated development) will also depend on the planning authority where planning permission is required.'

For clarity, the highway at this location is on Leicestershire's Resilient Network and the Major Road Network. Having reviewed all the information provided, the LHA are satisfied the access is safe and suitable for the scale of development in these site-specific circumstances.

Having said the above in relation to 'Policy 2', the Applicant has stated within their 'Design and Access Statement (DAS)' that:

'The whole farming enterprise has a standard labour requirement of approximately 8.51 full-time equivalent workers. Of this, the dairy enterprise and the associated young calf-rearing operation account for 5.82 full-time equivalent workers. The essential need for the worker, Edward Fletcher, to be retained at Groby Parks Farm arises directly from the essential operational demands of these enterprises. His presence on site is required to ensure the effective day-to-day management of the dairy herd and the welfare of the calves, both of which necessitate a worker being readily available at most times of the day and night.'

The DAS then goes on to state:

'Presence on site is critical to the effective running of these enterprises. He must remain within sight and sound of the calving cows and young calves in order to respond promptly to emergencies, many of which arise outside normal working hours. The proposed dwelling would therefore ensure that the farm retains the necessary on-site labour to safeguard animal welfare and maintain the proper functioning of the enterprise.'

The LHA would not dispute the above reasoning. Given this, the LHA consider that given the above, the proposals are likely to reduce the number of trips that access and egress the site.

The Applicants are proposing the erection of a three-bedroom single storey dwelling and a separate double garage within the site, approximately 500m away from the public highway.

Having reviewed the drawing titled 'Proposed Site Plan', drawing number 101910/FLETCHER/001/PL02 Rev 1 the LHA are satisfied the proposals are in accordance with [Table 28](#) (quantum of parking spaces) and [Figure 44](#) (parking space dimensions and on-site turning) of the LHDG.

The LHA have reviewed the drawing titled 'Proposed Garage', drawing number 101910/FLETCHER/001/PL06 and are satisfied that it complies with the section of the LHDG titled ['Garages and gated accesses'](#)

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) database and have found one PIC which occurred within 500m of the proposed access in all directions during the previous five-year period, this was classed as slight in severity and involved a broken-down vehicle.

Given the above, and that the proposals are likely to lead to a reduction of trips to the site, the LHA do not consider the proposals are likely to exacerbate the existing highway situation.

Public Right of Way (PRoW) R21

The application site includes the long driveway to the farm site from the A50 access. Beside the A50 access is the end of PRoW R21 which leads from the edge of Groby village. Groby Park Farm is already a sizable site, and any construction vehicle movements are unlikely to add significantly to the traffic to / from the A50 access. So, any impacts upon the public footpath are likely to be limited. The submitted Location Plan clearly shows the footpath, but its existence is not mentioned in any of the other submitted documents. As implied by the first of the informatives to Applicant below, the developer is advised to ensure drivers of any construction vehicles are aware that they may encounter members of the public walking the footpath when they turn off or onto the A50.

For the reasons set out above, the LHA would not seek to resist the proposals subject to the following condition.

Condition

1. 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 101910/FLETCHER/001/PL02 Rev 1. Thereafter the onsite parking and turning provision shall be kept available for such use 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).

Informative

If Planning Permission is granted, the following notes should be drawn to the applicant's attention:

- 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.
- 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.
- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- 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.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.

- 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.
- 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
24 April 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
15 May 2026