

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: 25/00718/FUL

Highway Reference Number: 2025/0718/04/H/R1

Application Address: Land Adj 52 Main Street Peckleton Leicester Leicestershire LE9 7RE

Application Type: Full

Description of Application: Re-consultation. New gateway and access

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Mr Christopher Whitby

County Councillor: Mallory ED - Mark Bools CC

Parish: Peckleton

Road Classification: Class C

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 re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks a:

'New gateway and access.'

The proposals are at land adjacent to 52 Main Street, Peckleton, Leicestershire, LE9 7RE.

The LHA previously responded to the LPA on 19 September 2025 seeking clarification around the access arrangements.

In response to the LHAs previous observations the Applicant has provided the following document:

- Revised Site Location Plan published on 22 September 2025.

Site Access / Trip Generation

The site is on the southern extent of Main Street approximately 17m to the east of the junction of Main Street / Desford Lane. Main Street is an adopted classified C road subject to a 30mph speed limit. The LHA notes the speed limit changes from 30mph to the national speed limit approximately 60m to the east of the proposed access.

Within the previously submitted 'Gateway-Rationale' document, the Applicant is seeking a second point of access adjacent to the existing field access. This is due to the field being sub-divided into two plots and the Applicant has no access to the field from Main Street. The Applicant currently accesses the field via the residential access to the side of the dwelling, over the Applicants lawn and through a small field. This is proving to be difficult due to the overhanging nature of the eaves of the dwelling.

Having reviewed the drawing titled 'Revised Site Location Plan' published on 22 September 2025 to the LPAs website the LHA make the following comments.

It appears that the Applicant is proposing to provide hard surfacing at the proposed access which then adjoining the existing field access point adjacent to the public highways as demonstrated below in Figure 1.



Figure 1 – Proposed access point

The Applicant has indicated within their 'Gateway-Rationale' document that vehicles are already crossing the grass verge to gain access to the field. This is evidenced within Figure 2 below.



Figure 2 – Vehicle tracks crossing the grass verge

It should be noted it is an offence under Section 184 of the Highways Act 1980, to cross a kerb, verge or footway in a motor vehicle except at a crossing point that has been approved by Leicestershire County Council (LCC).

Having scaled from the drawing titled 'Revised Site Location Plan' published on 22 September 2025, the access is approximately 3.5m in width. The access width should be in accordance with the standard drawing '[Agricultural Field Access – Details](#)', drawing number SD/1100/09. This demonstrates a 4m access width, as such a revised, scale drawing should be submitted demonstrating this.

Whilst the Applicant has not provided any detailed visibility splay drawings, the LHA have undertaken their own assessment and find that 2.4m by 43m can be achieved at the site access in both directions totally within the highway extent. This accords with [Table 6](#) of the LHDG for the 85th percentile speed of the road. Whilst the LHA notes the speed change from the national speed limit to 30mph approximately 60m to the east of the access, the LHA considers there is adequate time for vehicles to reduce speed before the visibility splay commences.

The LHA would normally expect a gate set back distance of 11m behind the highway. Having scaled from the drawing titled 'Revised Site Location Plan' published on 22 September 2025 the gates would be setback approximately 9m. Whilst this is a shortfall of 2m, given the existing nature of the adjacent access, the LHA finds this acceptable in these site-specific circumstances

As previously alluded to, the Applicant proposes to tie into the existing field access. However, accesses should meet the highway at a 90-degree angle, this information can be found [here](#).

This could also lead to vehicles meeting at the access with large slow-moving vehicles reversing back into the highway which is a classified C road. The Applicants own information demonstrates that vehicles currently do not always utilise the existing hardstanding currently in situ. As such the

Applicant should provide an access in accordance with the drawing titled 'Agricultural Field Access – Details', drawing number SD/1100/09 and Figure 3 below which has been provided for reference

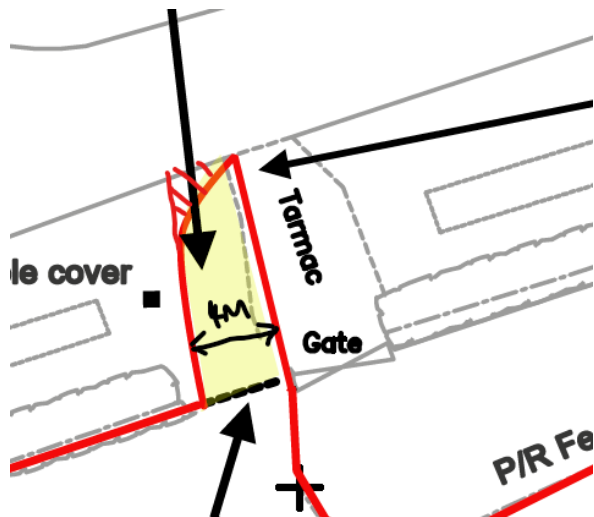


Figure 3 – Access for reference.

The proposals show that the Applicant intends to remove a section of grassed highway verge. Whilst this may be acceptable there may be statutory undertaker apparatus located within the verge fronting the site; the Applicant will need to undertake surveys and potentially works to relocate these services if found. Any additional cost that arises as a result of this would be entirely at the Applicant's expense.

It is noted that there appears to be utility services located within the grass verge which may form part of the proposed access arrangements; the Applicant is advised that if any such services are required to be diverted or strengthened as a result of the proposal, it will be at the full expense of the Applicant.

Highway Safety

There have been no Personal Injury Collisions (PIC's) recorded within 500m in either direction of the proposed access onto Main Street within the last five years.

However, the acceptability of the proposals would, however, be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2024).

Date Received **Case Officer**
22 September 2025 **Neal Chantrill**

Reviewer
GG

Date issued
6 October 2025