

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: 26/00426/FUL

Highway Reference Number: 2026/0426/04/H

Application Address: 203 Markfield Road Groby Leicester Leicestershire LE6 0FT

Application Type: Full

Description of Application: Excavation to the front of the property and installation of retaining wall, dropped kerb and hardstanding for vehicle parking. Installation of step lift and ramped access to the property.

GENERAL DETAILS

Planning Case Officer: Faizal Jasat

Applicant: Mr David Cooper

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

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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the excavation to the front of the property and installation of retaining wall, dropped kerb and hardstanding for vehicle parking. Installation of step lift and ramped access to the property. The site is located at 203 Markfield Road, Groby.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Application Form
- ABC drawing number 6010/2 Rev. A (Proposed Drop Kerb and Hardstanding)
- ABC drawing number 6010/3 Rev. A (Proposed Drop Kerb and Hardstanding)
- ABC drawing number 6010/4 Rev. A (Proposed Drop Kerb and Hardstanding)

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/ Highway Safety

Details of the proposed driveway are provided on ABC drawing number 6010/ 3. Access to the site is off Markfield Road, an A classified dual carriageway (A50) subject to a 40mph speed limit. The route forms part of both the Department for Transport's Major Road Network¹ and Leicestershire County Council's Resilient Network². Given this, the LHA has considered the proposals in line with [Policy 2](#) (Access to the Existing Highway Network) of the LHDG.

This section of the A50 is currently covered by average speed cameras in both directions and the LHA is aware there is good compliance with the speed limit. Based on [Table 6](#) of the LHDG, for a road where measured speeds are between 36 and 40mph and where there is a high amount of HGV traffic, a visibility splay of 2.4 x 73m would be required to the southeast of the access. The Applicant has detailed a 2.4 x 120m visibility splay could be achieved within the full extents of the public highway on ABC drawing number 6010/4 Rev. A. It is noted however that this appears to be measured to the centre of the two westbound lanes of the dual carriageway. Nevertheless, the LHA visited the site on 25th June 2026 and is satisfied that visibility of at least 2.4 x 73m could be achieved to the southeast fully within the extents of the public highway.

The LHA would usually expect 2m x 2m pedestrian visibility splays to be provided given the access is on to a shared use footway/ cycleway, however the splays have not been detailed on the drawing. In addition, the gradient of the driveway has not been detailed on a drawing and whilst this appears to be proposed as a level driveway, the LHA advised the gradient must not exceed 1:20 for the first 5.5m. The LHA advises pedestrian visibility, and gradients could be secured by appropriately worded conditions. The submitted drawing states that the access would be made up of permeable block paving and that drainage would be provided at the highway boundary. This is welcomed by the LHA. Turning is not provided within the site to allow for vehicles to ingress and egress in a forward gear.

The property is the one of the only existing dwellings along this section of the A50 which does not already have a driveway access. Despite the absence of turning provision, this is not uncommon for other private drives for existing properties on both sides of this section of the route. Drivers travelling along the route will also be aware they are travelling through a residential area with the potential for turning traffic on to and off private drives.

Given all the above, the LHA consider it would be unreasonable to resist the proposals due to the absence of turning provision, or on the grounds of highway safety under the site-specific circumstances.

The Applicant has detailed four dropped kerbs on the drawing, however the dropped kerbs for the access would need to be in accordance with [Table 13](#) of the LHDG, which is a minimum of seven dropped kerbs (6.4m). It is also noted there are also service chambers within the footway which may require strengthening or lowering to accommodate a vehicular access. All associated costs would be at the full expense of the Applicant.

¹ <https://maps.dft.gov.uk/major-road-network/index.html>

² <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>

The LHA advise that aside from the requirement for planning permission, any new vehicular access and works within the public highway requires separate approval from the LHA prior to undertaking works in the highway. Further information can be found using the [Leicestershire County Council Vehicle Access \(Dropped Kerbs\) Information Pack, available at: Vehicle access \(dropped kerbs\)](#).

Highway Safety

Based on available records to the LHA, there have been three Personal Injury Collisions (PIC's) within 500m either side of the site within the last five years. These were all recorded as slight. Two of the PIC's occurred on the westbound carriageway and were failure to stop/ rear end shunt type incidents, while the third occurred at a gap in the central reservation where a vehicle intended to undertake a U turn.

Given this, there is no evidence that existing private driveways along either side of Markfield Road are a causation factor for the PIC's.

Internal Layout

The LHA advises that the parking area is sufficient to accommodate one vehicle and meets or exceeds the [design principles for off-street parking](#) section of the LHDG.

Construction

Whilst not a material planning consideration, the site fronts one of the key routes between Leicester and the M1 J22. The works will require the existing raised kerbs within the highway to be dropped and may also require contractors to work within the shared use footway/ cycleway during construction. 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.

There are No Waiting at Any Time parking restrictions in force along this section of the A50 which should prevent inappropriate parking during construction.

Conditions

1. Notwithstanding the submitted plans, the proposed access shall have a gradient of no more than 1:20 for a distance of at least 5 metres behind the highway boundary and shall be surfaced in a bound material with a 6.4 metre dropped crossing. The access once provided shall be so maintained at all times.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. No part of the parking area hereby permitted shall be first used until such time as 2.0 metre by 2.0 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. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

Informative

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. 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.

Date Received
3 June 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
3 July 2026