

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: 26/00792/P3CQ

Highway Reference Number: 2026/0792/04/H

Application Address: Shackerstone Fields Derby Lane Shackerstone Leicestershire

Application Type: Change of Use

Description of Application: Notification to determine if Prior Approval is required for the change of use of existing steel framed barns to 10 dwellings in the form of studios

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Wright

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Shackerstone

Road Classification: Adopted Unclassified

The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) - Schedule 2, Part 3, Class Q:

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

'Notification to determine if Prior Approval is required for the change of use of existing steel framed barns to 10 dwellings in the form of studios.'

The proposals are at Shackerstone Fields, Derby Lane, Shackerstone, Leicestershire.

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
- Visibility Splays, drawing number 1796 P10
- Site Location Plan and Visibility Splays, drawing number 11472-GCA-XX-XX-DR-D-2200-S3-P01
- Proposed Floor & Roof Plan, drawing number 1796 P08 and
- Proposed Site Plan, drawing number 1796 P07.

The LHA undertook a site visit on 28 September 2026.

Site Access / Trip Generation

The Applicant is proposing to utilise the existing accessing into Derby Lane, the site access is situated on the western extant of Derby Lane approximately 1.8km from the junction of Derby Lane / Main Street. Derby Lane is an adopted, unclassified road subject to the national speed limit. It should also be noted that Derby Lane is rural in nature and single track.

The access is approximately 24m wide where it meets the carriageway and narrows to approximately 8m running into the site. Whilst it is unknown whether agricultural trips via the access will continue, the LHA considers the access suitable for the scale of the development in terms of effective width.

Whilst the Applicant has provided visibility splay drawings, these have not been drawn in accordance with [Table 6](#) and [Figure 7](#) of the LHDG. The LHA undertook their own visibility splay assessment during their site visit. These were found to be approximately 2.4m by 125m to the northwest and 2.4m by 100m to the southeast. Whilst these are insufficient for the posted speed limit of the road, given the rural, single-track nature of the road, the LHA during their site visit accept that speeds are likely to be lower than the posted speed of the road.

The LHA utilised their 'Stopping Site Distance' calculator and find that the visibility splay to the southeast (Vehicles travelling northwest) was adequate for vehicles travelling 39mph and 45mph to the northwest (Vehicles traveling southeast). Therefore, the LHA finds the visibility splays acceptable in these site-specific circumstances.

Whilst there are gates, these are demonstrated as set back 11m from the carriageway, it would appear from the information available to the LHA that in these site-specific circumstances, the grass verge to the front of the site are not part of the highway. As such, these are acceptable to the LHA when also taking into consideration that Derby Line is a lightly trafficked road.

The LHA have also taken into account that the extant use of the barn would create trips in its own right, and that the proposals are likely to lead to a reduction of large, slow-moving vehicles accessing and egressing the site.

Given the above, the LHA finds the access suitable for the scale of development.

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) data within 500m of the site access in either direction, no recorded PICs were found within the last five-year period.

The LHA are satisfied that there is no evidence to suggest that the development proposal would exacerbate the current highway situation.

Internal Layout / Transport Sustainability

The Applicants are proposing to convert a barn to 10 x one bedroom studio flats. The LHA are satisfied that the off-street parking spaces as demonstrated on the drawing titled Proposed Site Plan, drawing number 1796 P07 comply with [Figure 44](#) of the LHA in terms of width, length and aisle width.

However, [Table 28](#) of the LHDG states that for dwellings with up to two bedrooms, two off-street parking spaces should be provided. Given the rural nature of the site and that the dwellings would be reliant on vehicles, the LHA would request the Applicant re-assesses the off-street parking provision.

Other Considerations

Whilst not a material consideration for the LHA, given the site would be private it is unlikely that refuse vehicles would access and egress the site. The Applicant should demonstrate a bin collection point on a revised, scaled drawing. The Applicant should ensure that the bin collection point is not within the public highway or visibility splays.

Date Received
15 September 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
1 October 2026