

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: 25/01169/FUL

Highway Reference Number: 2025/1169/04/H/R1

Application Address: Peggs Close Earl Shilton Leicestershire

Application Type: Full

Description of Application: Re-consultation. Erection of 10 houses and 8 flats with associated parking and landscaping

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr Gary Upton

County Councillor: Earl Shilton ED - Martin Richard England CC

Parish: Earl Shilton

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 Policy TR6(4) of the National Planning Policy Framework (2026), 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 re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

‘Erection of 15 houses and 6 flats with associated parking and landscaping.’

The proposals are at Peggs Close, Earl Shilton, 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.

For reference the application description is now for 10 houses and eight flats, this is an overall reduction of three dwellings from the previous scheme to which the LHA provided observations to the LPA on 19 January 2026.

Within the LHAs previous observations it was requested that the Applicant re-consider plot revisions in relation to both accesses and internal layouts

In response to the LHAs previous observations provided to the LPA on 19 January 2026, the Applicant has provided the following documents:

- Planning Statement Rev A
- Plots 17 and 18 Floor Plans
- Plots 9 to 16 Floor Plans
- Plots 5 to 8 Floor Plans
- Plots 1 to 4 Floor Plans
- Proposed Landscaping Plan, drawing number 2724 / P 104 Rev A
- Proposed Site Plan, drawing number 2724 / P 102 Rev E
- Design and Access Statement dated Rev A and
- Parking Provision document

Site Access / Off-site works

The Applicant has amended the scheme significantly including reducing the number of dwellings and accesses.

Having reviewed the drawing titled 'Proposed Site Plan', drawing number 2724 / P 102 Rev E, the LHA finds that access arrangements for all plots are in accordance with [Table 13](#) of the LHDG in terms of access width.

The LHA stated previously that certain plots were in close proximity to street lighting and a bus shelter which may require relocating. Having reviewed the drawing titled 'Proposed Site Plan', drawing number 2724 / P 102 Rev E the accesses for plots 1 to 4 and plot 17 are again within close proximity to existing street lighting and a bus shelter. Again, the LHA are satisfied that this can be dealt with at the detailed design stage, this would be entirely at the Applicants expense.

The visibility splays for the two off-street parking spaces to the southwest of the site onto Candle Lane would not be in accordance with [Table 6](#) of the LHDG. However, the LHA note that due to the junction of Candle Lane / Astley Road speeds are likely to lower. As such, the LHA are satisfied no further information is required in this respect for these plots.

Any access that becomes redundant as a result of these proposals would be required to be reinstated; this can be secured via condition.

Internal Layout

The proposed site is a mixture of one-, two-and three-bedroom dwellings. The quantum of off-street parking spaces should be provided in accordance with [Table 28](#) of the LHDG. However, the Applicant is proposing that for all the one-bedroom dwellings, one off-street parking space would be provided.

The LHA have previously taken into consideration the sites proximity to the town centre with all the amenities it has to offer, and regular access to bus services to the surrounding settlements and the city of Leicester. As stated within the LHAs previous observations these proposals offer a greater provision of off-street parking than the existing development which is to be demolished. As such,

the LHA are satisfied no further information is required in relation to the quantum of off-street parking.

The LHA are satisfied that all off-street parking and turning spaces are in accordance with [Figure 44](#) of the LHDG.

The LHA note that the off-street parking for certain plots could be considered remote. Should the occupiers choose to park within the highway out of convenience, noting the extant shortfall of off-street parking of 22 spaces, it would be difficult for the LHA to demonstrate this as a reason for refusal at an appeal.

The Applicant has demonstrated on the drawing titled 'Proposed Site Plan', drawing number 2724 / P 102 Rev E a cycle store. Whilst this is welcomed by the LHA, further details should be provided, this can be secured via condition.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, material storage and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements, parking and turning facilities as shown on Proposed Site Plan', drawing number 2724 / P 102 Rev E have been implemented in full and shall be kept available for such use(s) in perpetuity.

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 (2026).

3. The development hereby permitted shall not be occupied until such time as the access drive and any turning space for plots 1 to 4 has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2026)

4. The new vehicular accesses hereby permitted shall not be used for a period of more than 4 months from being first brought into use unless any existing vehicular access on Peggs Close that become redundant as a result of this proposal have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework (2026).

5. The development hereby permitted shall not be occupied until such time as secure and under cover cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use(s) in perpetuity

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2026).

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.
- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>

Date Received
6 August 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
26 August 2026