

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: 25/00078/FUL

Highway Reference Number: 2025/0078/04/H

Application Address: Island Lane Farm Ashby Road Stapleton Leicester Leicestershire LE9 8JE

Application Type: Full

Description of Application: New showroom facility with office space

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Ryan Phillips

County Councillor: Ross Hills

Parish: Peckleton

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) are in receipt of a consultation from Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for a new showroom facility with office space at Island Lane Farm, Ashby Road, Stapleton.

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

- RM James drawing number PL01 Rev. B (Location and Block Plans);
- RM James drawing number P02 Rev. A (Proposed Plan and Streetscene Elevation); and
- Design and Access Statement (D&AS) dated 24th January 2025 and authored by RM James

The LHA understands the proposals would increase the internal B8 floorspace of the site by 96sqm, from 795sqm to 891sqm.

Site Access / Highway Safety

The D&AS details the existing site is accessed from the west side of Ashby Road and provides separate access for the dwelling and the business. The dwelling is accessed via a driveway located to the south of the site and the business is accessed via a driveway to the north. Based on the submitted Location Plan, the LHA believes the dwelling is accessed from the northern access and the business is accessed via the southern access.

Ashby Road is an A classified road (A447) subject to a 50mph speed limit. The A447 is not weight restricted and this section does not benefit from street lighting.

The A447 forms part of Leicestershire County Councils (LCC's) Resilient Network, which is made up of routes in the County that are considered essential for economic activity and for key services in the event of extreme weather events, major incidents and other disruption. These roads are treated as a priority in the event of any such incidents, resources are focussed on keeping them available for use.

Based on available records to the LHA, six Personal Injury Collisions (PIC's) have occurred within 500m either side of the site access during the last five years. Of these, three occurred at the Ashby Road/ Bosworth Road junction, all of which involved right turning vehicles. Two of the PIC's occurred on the same day in mid March 2020 and were recorded as slight in severity, while the third occurred in September 2022 and was recorded as serious. LCC has installed a road safety scheme at the junction within the last two years due to an identified pattern of right turning PIC's at the junction, a number of which now occurred over five years ago. The site access is situated almost opposite the junction, less than 20m from the centre line of Bosworth Road.

The remaining three PIC's occurred in the vicinity of the petrol filling station and dwellings to the north of Ashby Road between January 2023 and December 2024. Two of the PIC's involved turning or slowing vehicles and were recorded as slight, while the third involved a vehicle and a pedestrian, which was recorded as serious in severity.

The LHA would draw the LPA's attention to the Highway Development Management (HDM) [Policy 2](#) in the Leicestershire Highway Design Guide ([LHDG] available at <https://www.leicestershirehighwaydesignguide.uk/>), 'access to the existing highway network', which replaces policy IN5 from the previous 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'.

Based on Paragraph 4.3 of the D&AS, the Applicant states the purpose of the proposed showroom is to increase the efficiency of existing operations and it is not expected that visitor numbers or staff levels will increase as a result. The Applicant does not propose any amendments to the existing site access.

The LHA wish to highlight however that given the location of the site access, which is in close proximity to a busy, unlit junction with a history of PIC's, the classification of the road which falls under LCC's Resilient Road Network, as well as the 50mph speed limit, concerns may have been raised from the LHA with respect to Policy 2 of the LHDG had the proposals been of larger scale or generated an increase in trips to/ from the site.

On the basis the Applicant states that the proposals are to increase efficiency of the site and would not intensify trips, along with the small scale (96sqm) of the proposals, the LHA accept that no improvements are required to the site access and the proposals are unlikely to generate a material increase in trips to/ from the site compared to the extant position.

Internal Layout

Details of parking and turning provision within the site are provided on RM James drawing number P02 Rev. A.

The D&AS states the existing parking provision to the north of the site is sufficient for a minimum of seven vehicles and allows for the turning of goods vehicles. The existing tarmac surface shall be extended (using similar surface materials and ground build-up) to allow for an additional three vehicles, including two disabled spaces, with the turning facility retained.

Based on [Table 29\(a\)](#) of the LHDG, the existing B8 development (795sqm) would require a total of eight car parking spaces and two HGV spaces. The additional 96 sqm, would require one additional car parking space and no additional HGV space.

Whilst it is stated seven parking spaces are currently available within the site, the submitted application form details 11 spaces are currently present and 14 would be proposed. Nevertheless, the LHA is satisfied that the proposed parking shown on RM James drawing number P02 Rev. A. would be acceptable for the overall scale of development.

Whilst there does not appear to be any dedicated HGV parking provided within the site, the LHA accept this is an existing situation and could not justify provision of any dedicated space given the small scale of additional floorspace proposed.

Transport Sustainability

The site is in a remote, rural area and is not well connected to pedestrian footways or public transport provision. Nevertheless, the LHA is satisfied for the LPA to consider transport sustainability alongside its other sustainability considerations for the site.

Public Rights of Way

Bridleway T67/3 routes along the access road to the site. Footpath T67/2 subsequently connects to the bridleway from the access road. The LHA are satisfied the proposals would not have an impact on either the bridleway or the footway.

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 RM James drawing number P02 Rev. A. Thereafter the onsite parking and turning provision shall be kept available for such use(s) 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

- 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.
- A Public Right 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.

Date Received
11 February 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
4 March 2025