

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: 25/00374/OUT

Highway Reference Number: 2025/0374/04/H

Application Address: Land Adjacent Home Farm Bradgate Hill Groby Leicestershire LE6 0FT

Application Type: Outline (with access)

Description of Application: Erection of two custom-build dwellings (outline application with all matters reserved except landscaping and access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Sahota

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) have been consulted on an application for the 'erection of two custom-build dwellings (outline application with all matters reserved except landscaping and access)' on Land Adjacent to Home Farm Bradgate Hill Groby Leicestershire LE6 0FT.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form.
- Marrons Planning Statement.
- Magna Transport Note. Reference 24/463/A Dated April 2025.

The LHA note the relevant planning history at the site below.

- 15/00743/FUL | Conversion of agricultural buildings to 3 dwellings and extensions and alterations to 2 existing dwellings | Home Farm Markfield Road Groby Leicester Leicestershire LE6 0FT. Permitted November 2016.

Site Access

The Applicant proposes to utilise the existing access located on Markfield Road, which is a A-classified road subject to a 40mph speed limit. The LHA has therefore considered Policy 2 in formulating this response. (<https://www.leicestershirehighwaydesignguide.uk/highway-development-management/highway-development-management-policies/hdm-policy-2-access-existing>).

It is understood the existing access currently serves the five dwellings permitted under 15/00743/FUL.

As to be in accordance with guidance set out in Table 13 of the Leicestershire Highway Design Guide (LHDG) which is available at <https://www.leicestershirehighwaydesignguide.uk> an access serving 6-25 dwellings is required to be 4.8m wide for a minimum distance of 5m behind the highway boundary.

The LHA have reviewed drawing 24-463-SK01 A (Proposed Site Access & Visibility Splays) within the Transport Note and note a width in excess of this guidance, which is therefore acceptable to the LHA.

The site access operates as a left-in, left-out nature due to Markfield Road being a two-lane dual carriageway with a central reservation. Given the nature of the road, visibility to the southeast only is required to be demonstrated.

The Applicant has undertaken a speed survey to determine the recorded 85th percentile speeds and demonstrate appropriate vehicular visibility at the site access in accordance with the LHDG.

The Applicant has provided a speed survey that shows 85th percentile speeds of 38.2mph south eastbound and 40.5mph north westbound. The survey was conducted in October 2024 for one week. The LHA confirm that the Applicant obtained the appropriate permit prior to undertaking the survey.

Given these recorded speeds the 120m visibility splays shown to the south east on drawing 24-463-SK01 A would be acceptable and the LHA will seek to secure this by way of condition.

The Applicant has advised that existing bin collection points for dwellings permitted under 15/00743/FUL will be used for this development.

Highway Safety

There have been no Personal Injury Collisions (PICs) within 500m of the site access, along the northwest bound lane of the dual carriageway, in either direction within the most recent five-year period for which data is available.

The LHA is satisfied that the proposals, if permitted, would not increase the likelihood of such incidents from occurring.

Internal Layout

Whilst the internal layout is not to be considered as part of this outline application the Applicant should note Table 28 of the LHDG, shown below.

Table 28: Residential Parking Standards

Use Class	Number of Bedrooms (Class C3) or Number of Residents (HMOs)	Minimum Required Number of Parking Spaces (excluding visitor parking)
C3 (a), (b), (c) dwelling	Up to 3 bedrooms	2 per dwelling
C3 (a), (b), (c) dwelling	4 or more bedrooms	3 per dwelling
C4 - Houses in Multiple Occupation (HMO)	Up to 6 residents	3 per dwelling minimum where planning permission is required, but up to 6 desired.
Suis Generis – HMO with more than six residents	More than 6 residents	1 per resident (E.g. 12 residents require 12 parking spaces)

In accordance with the LHDG parking spaces should be 2.4m x 5.5m, add 0.5m if bounded by a wall, fence, hedge, line of trees or other similar obstructions on 1 side, 1m if bounded on both sides.

If garages are to be used as part of parking provision, measurements should align with the LHDG, as set out below.

Garages should have the following minimum internal dimensions.

- Standard single = 6m x 3m, with minimum door width of 2.3m.
- Additional accessibility requirements = 6m x 3.3m with minimum door width of 2.8m.
- Double = 6m x 6m, with minimum door width of 4.2m.

Trip Generation

The LHA note the previous extant use of the whole site was as farmland, which would have generated trips in its own right, including slow-moving vehicles.

The LHA is therefore satisfied that this proposed development of two dwellings is unlikely to cause a significant increase in trip generation when compared with the previously permitted land use.

Transport Sustainability

The site is located on the outskirts of the village of Groby. Which offers access to some key services such as shops, schools and opportunities for leisure.

There is a bus stop approximately 30m from the site, offering regular services to Leicester. Another bus stop, located approximately 140m from the site, offers services to Coalville.

The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 120 metres have been provided to the southeast of the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

2. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Proposed Site Access & Visibility Splays drawing number 24-463-SK01 A have been implemented in full.

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).

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).

4. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) 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 (2024).

Date Received
6 May 2025

Case Officer
Amy Stone

Reviewer
BD

Date issued
27 May 2025