

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: 25/00180/FUL

Highway Reference Number: 2025/0180/04/H

Application Address: Heather Close Farm Markfield Lane Botcheston Leicester Leicestershire LE9 9FH

Application Type: Full

Description of Application: Extension of existing commercial building including parking and turning area, as well as landscape and biodiversity enhancements

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Andrew Pickup

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Class C

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 extension of an existing commercial building including parking and turning area, as well as landscape and biodiversity enhancements at Heather Close Farm, Markfield Lane, Botcheston. The proposed use class is E(g)(iii) and total new internal floorspace is 138.9sqm. The extension would be split into two units.

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

- Planning Statement (dated 17th February 2025);
- Andrew Large Surveyors Ltd. Proposed Elevations drawing;
- Andrew Large Surveyors Ltd. Proposed Site Layout drawing; and
- Speed Survey Data.

The LHA are aware of application reference 21/00657/FUL for a new commercial building elsewhere within the same business park, which was the same land use and similar in scale to the current proposals. That application was granted planning permission by the LPA on 25th November 2021. The LHA did not object to those proposals subject to conditions.

Site Access

The proposed development would use the existing vehicular access to the site off Markfield Lane Botcheston, which is a C classified road that is subject to a 50mph speed limit. The speed limit has been reduced from the national speed limit by Leicestershire County Council since the previous application elsewhere within the site.

The Applicant has obtained an automatic speed survey undertaken by Leicestershire County Council, which was undertaken between 3rd – 10th February 2023 and since the speed limit of the road was reduced. The survey indicates the following 85th percentile speeds:

- Northbound: 41.0 mph
- Southbound: 44.1 mph

The Applicant has detailed visibility splays of 2.4 x 122m to the north of the access and 2.4 x 108m to the south of the access. Based on [Table 6](#) of the LHDG, visibility splays of 2.4 x 120m would be required in each direction.

The LHA advised as part of the previous application within the site that after a site visit, it was content that a visibility splay of at least 160m to the north of the site access can be achieved, although it would help if some of the existing vegetation was removed. The visibility splay to the south of the access was measured as 2.4m x 125m. Both splays are therefore within the LHDG guidance of 120m.

The LHA is familiar with the site location and considers there have been no material changes to the road layout since the previous application was considered, other than a reduction in the speed limit. The recorded speeds submitted as part of this application are marginally lower than those provided as part of the previous application.

Given the above, the LHA advises it is satisfied the existing access would be suitable to cater for the scale of development proposed.

Highway Safety

Based on records available to the LHA, one Personal Injury Collision has been recorded within 500m either side of the site access within the last five years. This occurred at the junction of Reservoir Road/Thornton Lane/ Markfield Lane and was recorded as slight. The LHA consider this to be an isolated incident and that the proposals are unlikely to create a highway safety concern.

Trip Generation

The Applicant has undertaken a similar approach to trip generation as was accepted by the LHA as part of the previous application. It is anticipated that the units could generate approximately 28 two-way trips per week or approximately five (two-way) trips per day.

Internal Layout

The internal layout of the site is shown on Andrew Large Surveyors Ltd. Proposed Site Layout drawing. This details that four car parking spaces would be provided for the two units. Based on [Figure 29\(c\)](#) of the LHDG, six car parking spaces would be required for the scale of development

proposed. The Applicant has also not detailed an accessible parking space on the drawing. Notwithstanding this, the LHA is satisfied that the parking for the proposed development is likely to be contained within the site and not create any overspill parking on the public highway.

Given the scale of the proposed development, the LHA does not consider an HGV parking space needs to be demonstrated for the units.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 160 metres to the north and 2.4 metres by 120 metres to the south have been provided at 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. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Andrew Large Surveyors Ltd. Proposed Site Layout drawing received by the Local Planning Authority on 26th February 2025. Thereafter the onsite parking and turning provision shall be kept available for such uses 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).

Date Received
5 March 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 March 2025