

**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: 25/00362/FUL

Highway Reference Number: 2025/0362/04/H

Application Address: 3 Everard Way, Stanton Under Bardon, Markfield, Leicestershire, LE67 9TH

Application Type: Full

Description of Application: Change of use from existing residential dwelling to residential care home (Class C2) for up to 3 people and conversion of existing garage to office space

---

**GENERAL DETAILS**

Planning Case Officer: Ashleigh Gade

Applicant: Danisha Champaneri

County Councillor: Cllr Peter Bedford

Parish: Stanton-under-Bardon

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 paragraph 116 of the National Planning Policy Framework (2024).

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) is in receipt of the above application seeking a 'change of use from residential dwelling to residential care home (Class C2) for up to 3 people and conversion of existing garage to office space,' in Stanton under Bardon, Leicestershire.

The following submitted documents have been considered in the formulation of these observations:

- Application Form
- 'Design and Access Statement,' submitted by the Applicant
- 'Location Plan,' drawing published by the LPA 2 April 2025
- 'Existing and Proposed Block Plan,' drawing published by the LPA 2 April 2025

Reference has been made to [Leicestershire Highways Design Guide](#) (LHDG) throughout these observations.

## **Site Access**

The existing and proposed site access is onto Everard Way, which is an adopted, unclassified road in Stanton under Bardon. At the point of the access, Everard Way is subject to a 30-mph speed limit. One section of Everard Way is subject to a 7.5 tonne weight restriction which gives way, approximately at the point of the access, to another section of Everard Way which is not subject to a weight restriction, though the entire extent of Everard Way is subject to a 30-mph speed limit.

The existing access is surfaced with a hard bound material for a distance of over 5 metres behind the highway boundary which is in accordance with the requirements of the LHDG.

The access width demonstrated on the Applicant's submitted 'Existing and Proposed Block Plan', drawing measures 6.15 metres, which is also in accordance with the requirements of the LHDG. The existing access is gated with a pair of inward opening, metal gates, the gates have not demonstrated on the Applicant's 'Existing and Proposed Block Plan,' drawing. It is therefore unclear whether the gates will be retained as part of the proposed development. However, considering the likely intensification of the proposed development, the LHA does not consider that removal of the gates will be required as part of the proposed development

## **Highway Safety**

The LHA has checked its Personal Injury Collision (PIC) database and there have been two PICs within 500 metres of the site access in the latest five-year period. One of these was classified as serious and the other was classified as slight. Neither of the collisions related to a turning movement onto or from Everard Way. Given the above, the LHA does not consider that there is an existing highway safety concern which could be exacerbated by the proposed development.

## **Internal Layout**

The Applicant has demonstrated four parking spaces as part of the proposed development. The parking spaces are demonstrated with dimensions of 2.42 metres in width, which is in accordance with [Figure 44](#) of the LHDG, however their length only scales to measure 4.89 metres which is substandard when compared to the LHDG's requirement of 5.5 metres in length. Notwithstanding this, the LHA considers that there is sufficient space within the Applicant's site boundary to provide up to four car parking spaces as part of the proposed development. Furthermore, the LHA does not consider that the proposed development will lead to an issue of overspill parking taking place within the public highway.

The Applicant is not seeking any alteration to the number of bedrooms within the existing dwelling as part of the proposed development. As demonstrated on the Applicant's 'Existing and Proposed Block Plan,' the proposed development will lead to the loss of a garage which will be converted into an office, however, considering the dimensions of the existing garage are below those set out in the LHDG, whether or not the garage was to be maintained, it would not count towards the minimum parking provision required by [Table 28](#) of the LHDG, therefore the conversion of the garage will not result in a loss of parking provision when compared to the existing dwelling.

The LHA welcomes the Applicant's statement within their Design and Access Statement (DAS), that they will provide cycle parking as part of the proposed development.

## **Trip Generation**

The Applicant has stated in their DAS, that the proposed development will care for three residents and employ two full time and two part-time staff on site as part of the proposed development.

Within the DAS, the Applicant has stated that the home 'will provide short-, medium - and long-term care for four children and young people aged between 8 & 17 years with emotional behavioural difficulties and challenging behaviours resulting from their autism spectrum disorder.' Given the age of the children to be cared for, the LHA would not expect any increase in trip generation arising from residents of the home and therefore any trip generation will be from staff changeovers and visitors to the site.

The Applicant has further stated in their DAS, that daily shift changes will take place at 8 a.m. and 8 p.m. The LHA considers that although the morning shift changeover could coincide with a.m. peak traffic flow, the evening changeover will be outside of the p.m. peak for traffic flow on the public highway. Given the nature of Everard Way and the scale of the proposed development, the LHA does not consider that this will have a material impact on the public highway.

The DAS states that one full time member of staff will be on site during a shift, accompanied by one part time member of staff, meaning a maximum of two staff members could be present on site at any one time.

The Applicant has stated that visitors to the site will be on an appointment only basis and that a single visitor will be permitted on site at any one time. The Applicant states in their DAS that professional visitor appointments are typically carried out once or twice a month. The LHA is satisfied, therefore, with the Applicant's arrangements for staff and visitors accessing the site.

When determining the likely impact of the proposed development on the existing highway network, the LHA generally considers that a three-bedroom house would generate up to six two-way vehicular movements each day. Considering that the existing dwelling on the site has four bedrooms and that the Applicant is not proposing to increase the number of bedrooms as part of the proposed development, the LHA would not expect the number of trips generated to be far in excess of the extant use of the site and therefore has no further comments to make on this issue.

**Date Received**  
**10 April 2025**

**Case Officer**  
**Harry Smith**

**Reviewer**  
**RD**

**Date issued**  
**2 May 2025**