

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: 26/00673/FUL

Highway Reference Number: 2026/0673/04/H

Application Address: White House Farm Ashby Road Stapleton Leicester Leicestershire LE9 8JF

Application Type: Full

Description of Application: Proposed log cabin for the use of a shop (Use Class E(a)) and associated gravel surfacing, boundary treatments and parking

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Ms Chrsity Carter

County Councillor: Mallory ED - Mark Bools CC

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Proposed log cabin for the use of a shop (Use Class E(a)) and associated gravel surfacing, boundary treatments and parking.'

The proposals are at the White House Farm, Ashby Road, Stapleton, Leicestershire, LE9 8JF.

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.

There has been one previous relevant application at the site detailed below:

21/01200/HOU - Two storey side and rear extensions, with single storey front extension, and alterations to the roof. The LHA were not consulted as part of these proposals. The LPA approved the scheme on 14 December 2021.

The LHA have reviewed the following documents as part of these observations:

- Application Form
- Site Location Plan
- Block Plans, drawing number 881-06 and
- Log Cabin Plans, elevations, drawing number 881-07

A site visit was undertaken on 28 September 2026.

Site Access

The site is situated on the western extent of Ashby Road to the north of the settlement of Stapleton. It appears there are two accesses into the site which are both onto Ashby Road, which is an adopted, classified A Road subject to a 40mph speed limit. It should be noted that the speed limit changes to 50mph approximately 15m to the north of the northern access.

As part of planning permission 21/01200/HOU which was for a two-storey side and rear extensions, with single storey front extension, and alterations to the roof, the southern entrance was established as the access in which to access the parking to the rear. Unfortunately, the LPA did not impose a condition upon the Decision Notice re-instating the access already in situ for the dwelling onto the A447 with full height kerbs.

It appears that the Applicant proposes to utilise the original access point for the dwelling for the proposals. However, the Applicant should clarify this point given the southern access is also within the redline for the application site.

Whilst the LHA do not have any existing guidance for this type of development, given there would be an expected increase in the number of trips to the site, an access should be provided in accordance with [Table 15](#) of the LHDG.

The Applicant would need to demonstrate visibility splays in accordance with [Table 6](#) of the LHDG for the recorded 85th percentile speed of the road. Given that the carriageway falls away, these would also need to be demonstrated in the vertical plain as per [Figure 6](#) of the LHDG.

If these cannot be achieved, the Applicant should undertake a traffic / speed survey at the site access to demonstrate that the achievable visibility splay lengths would be sufficient for the measured 85th percentile vehicle speeds. This would need to be carried out using an Automatic Traffic Counter – not Manual Speed Survey – to avoid influencing driver behaviour. This can be undertaken by Leicestershire County Council (LCC) on behalf of the Applicant by contacting ndi@leics.gov.uk. Alternatively, the Applicant can employ the services of a third party to undertake the survey. However, a permit is required to carry out any traffic count / speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. Details on how a traffic / speed survey should be undertaken can be found using the section of the LHDG titled '[Highway Development Management Survey Requirements](#)'.

Since Ashby Road is a classified A road and subject to a 40mph speed limit, the LHA have taken into consideration HDM Policy 2 which can be found within the section of the LHDG titled '[access to the existing highway network](#)'. HDM Policy 2 replaced policy IN5 of the previous version of the 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. The council encourages early engagement to discuss issues related future accesses onto the network. In consideration of safety and efficient operation, the council will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and accident records alongside other relevant transport information provided by the developer. Where necessary data is unavailable this must be provided to the council by the developer. Please refer to the council's Data Collection section. Where access is acceptable to the council in principle, the council will expect its layout to comply with LHDG design guidance. The council will advise refusal of any planning application that raises severe concerns regarding road safety. Approval for a new access (and any associated development) will also depend on the planning authority where planning permission is required.'

For clarity, the highway at this location is on Leicestershire's Resilient Network, although it is not on the Major Road Network.

Given the proposals are onto a classified A road where access widening would be required, the LHA will require the Applicant to submit an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals and any off-site works, along with a Designer's Response to any problems raised with a revised drawing (if necessary) taking on board any changes to the design. Further information can be found on Road Safety Audits within the LHDG '[road safety audit policy](#)'.

The LHA also requests the Applicant provides details of the largest vehicle likely to access and egress the site given the business nature of the proposals. The Applicant should also provide a detailed, scaled vehicle swept path analysis drawing in accordance with the section of the LHDG titled '[Swept Path Analysis](#)'. This should demonstrate the largest vehicles passing each other within the access in all directions, both accessing and egressing the site.

Hard surfacing would be required for a minimum of 5m behind the public highway, this can be secured via condition.

The LHA would also advise that aside from the requirement for planning permission, any amendments and / or works within the public highway requires a separate approval from the LHA prior to undertaking works in the highway. Further information can be found using the Leicestershire County Council Vehicle Access (Dropped Kerbs) Information Pack, available at:

<https://www.leicestershire.gov.uk/roads-and-travel/cars-and-parking/vehicle-access-dropped-kerbs>

The Applicant would be required to remove a section of grass verge to facilitate a wider access at the site. However, there may be statutory undertaker apparatus located within the verge/footway fronting the site; should an application be forthcoming and the LPA minded to grant the proposals, the Applicant would need to undertake surveys and potentially works to relocate any services if found. Any additional cost that arises because of this, would be entirely at the Applicant's expense.

Based upon the information received the LHA may seek to restrict the erection of access gates at the site given the business use. This could be done via condition.

It should be noted that if it is the Applicants intension to utilise the southern access or a mixture of southern and northern access, if there is an expected intensification of use of the accesses, the above information would be required for both accesses other than a RSA1 for the southern access.

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) database and found no PICs within 500m in any direction of the access within the last five-year period. However, the acceptability of the proposals would be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework to ensure that new highway safety issues would not be introduced to the vicinity.

Trip Generation

The Applicant will need to provide trip generation information in relation to the site. This should be done via either a TRICS© assessment or a 'First Principles Approach'.

Internal Layout

It is unclear from the submitted information as to what the proposals entail. As such, the Applicant should provide information as to what the proposals are actually for, as it would appear it would be a mixed-use site.

The selling of food stuffs would come under use class E(a) and the provision of tea / coffee would come under use class E(b).

Given this, the Applicant should provide adequate vehicle parking in accordance with [Table 29\(c\)](#) of the LHDG and demonstrate this on a revised, scaled drawing.

Date Received
15 September 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
5 October 2026