

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: 25/00485/OUT

Highway Reference Number: 2025/0485/04/H

Application Address: Highcliffe 158 Shilton Road Barwell Leicester Leicestershire LE9 8BN

Application Type: Outline (with access)

Description of Application: Outline planning permission for residential development of up to 28 dwellings with associated infrastructure (All matters reserved except for access and layout)

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Mr Paul Tut

County Councillor: Mallory ED - Mark Bools CC

Parish: Barwell

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 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 on an application for outline planning permission for a residential development of up to 28 dwellings with associated infrastructure (All matters reserved except for access and layout).

The LHA has reviewed the following documents submitted in support of this application:

- Application Form;
- Location Plan;
- Transport Statement produced by Marrons dated April 2025;
- Design and Access Statement reference number 23-115-DAS dated Jan 2025;
- Topographical Survey – Drawing No. 23-115;
- Proposed Site Layout – Drawing No. 23-115-PL03; and
- Site Location Plan – Drawing No. 23-115-PL01 Rev A.

The LHA conducted a site visit on 3rd June 2025. Throughout this response, reference is made to the Leicestershire Highway Design Guide (LHDG) which can be accessed via <https://www.leicestershirehighwaydesignguide.uk/>.

Site Access

Shilton Road Access

The Applicant proposes a new site access to serve the development via Shilton Road which is a classified C road, subject to a 30mph speed limit. This proposed new site access will serve Plots 1-3. The Applicant proposes to create a new access approximately 55m from the junction that connects Shilton Road with Leicester Road/Hinckley Road.

Access geometry for three dwellings should have a minimum access width of 4.25m with an additional 0.5m for each side bound by a wall, fence, hedge, line of trees or other similar obstruction on one side in accordance with [Table 13](#) of the LHDG. This should be for a minimum of 5m from behind the highway boundary.

The Applicant undertook a speed survey at both proposed access locations whereby 85th percentile speeds of 32.2mph eastbound and 29.1mph westbound were recorded on Shilton Road. Figure 7 (Drawing No. CH003) demonstrates splays of 2.4m x 40m in an eastern direction and splays of 2.4m x 59m in a western direction in accordance with [Table 6](#) of the LHDG.

Notwithstanding this, the LHA ask the Applicant to demonstrate the splays on a plan that suitably demonstrates the extents of the highway boundary for the purpose of demonstrating that the visibility splays are contained within the adopted highway and/or within land within the Applicants control and to further demonstrate that the splays do not encompass any third party land. The Applicant should also confirm if any land will need to be dedicated as highway.

The Applicant is required to demonstrate 1m x 1m pedestrian visibility splays at the site access measured from the back of the footway.

The Applicant should also ensure that a footway is provided along the entire site frontage on Shilton road to join the existing footway either side of the site together. This should be a minimum of 2.0m wide where possible, with an absolute minimum footpath width of 1.2m maintained, where tying into existing provisions to the east. Further information is available within [Table 18](#) of the LHDG.

Leicester Road Access

The Applicant proposes an additional new access which will serve the development from Leicester Road which is a classified C road, subject to a 30mph speed limit. This proposed new site access will serve plots 4-28 (25 dwellings).

The submitted speed survey identified 85th percentile speeds of 31.3mph northbound and 30.9mph southbound on Leicester Road. Figure 7 (Drawing No. CH002) demonstrates splays of 2.4m x 59m in both directions in accordance with Table 6 of the LHDG. As detailed above, the Applicant is requested to demonstrate the extents of the highway boundary in order to determine if the splays encompass third party land. The Applicant should also confirm if any land will need to be dedicated as highway.

The LHA welcome the proposed access width of 4.8m for a minimum distance of 5m behind the highway boundary and find this complies with [Table 13](#) of the LHDG. The LHA find the junction geometry is in accordance with Table 3 and Table 9 regarding widths and radii.

Pedestrian visibility splays for this access would also be required, demonstrating splays of 1m x 1m at the site access.

The LHA note that an uncontrolled pedestrian crossing with tactile paving should be provided for pedestrians who chose to use the footpath on Leicester Road to cross the proposed access. The LHA request the footway width is in accordance with [Table 18](#) of the LHDG.

Further considerations

In accordance with LHDG Tables 3 and 4 the longitudinal gradient at junctions should not exceed 1:30 for the first 10m.

Swept Path Analysis

The LHA has reviewed the swept path analysis demonstrated in the Design and Access Statement under *Drawing No. CH003*. The LHA advise this should be based on a tracking speed of 15kph, the LHA advise this is added to a revised drawing. The LHA also note the drawing shows that there is insufficient space for vehicles to enter and exit the junction simultaneously. It is recommended that enough intervisibility is achievable, between the driver of a vehicle attempting to turn off Leicester Road and a vehicle approaching the give way line of the access road, to avoid head on collisions. The Applicant has provided swept paths for the left turn in and left turn out manoeuvres. These should also be provided for the right turn in and right turn out manoeuvres, the LHA recommends an 11.2m length refuse vehicle is used for the swept paths.

The Applicant is required to submit an independent Stage 1 Road Safety Audit (RSA1) of the access at this stage of the planning process. The RSA1 should be accompanied by a Designers Response (DR) to any safety issues raised along with amended drawings as required.

Offsite highway works

As advised further above, a new footway link should be provided along the site frontage on Shilton Road.

Following a review of drawing number CH001 rev 01 Site Roadway & Junction Layout, the LHA advised that an uncontrolled pedestrian crossing with tactile paving should be provided for pedestrians using the footpath on Leicester Rd who wish to cross the access.

The Applicant is further requested to connect the development access on Leicester Rd to the existing cycle facilities at the junction of Leicester Road and Shilton Road with a section of shared use cycleway. A topographical survey would be required to confirm the extents of any ditches at the back of the existing footway, and the location of the highway boundary would need to be determined.

Highway Safety

In the most recent five-year period, there have been two recorded Personal Injury Collisions (PICs) within 500m of the Shilton Road access. One of these was recorded in June 2023 as 'Slight' in severity, approximately 303m away from the site. The second was recorded in March 2025 as

'Serious' in severity, approximately 165m away from the site. These are both within 500m of the access proposed on Leicester Road. There has been no further recorded PICs within 500m of Shilton Road and Leicester Road.

Whilst there appears to be no patterns in the PIC data that are likely to be exacerbated by the proposals the proposals are contingent on the delivery of a safe and suitable access on to the public highway which is yet to be demonstrated by the Applicant.

Trip Generation

The LHA has reviewed the submitted TRICS trip generation exercise within the submitted Transport Statement, based on the proposed use for the weekday peak periods during the AM and PM using TRICS, (Results shown below).

Table 2.0: TRICS Trip Rates, All Vehicles: Privately Owned Housing (per dwelling)

Weekday AM Peak (0800 – 0900)		Weekday PM Peak (1500 – 1600)		Total Combined Arrivals & Departures	
Arrivals	Departures	Arrivals	Departures	AM	PM
0.138	0.369	0.239	0.159	0.507	0.398

The rates resulted in vehicular two-way (arrival and departures) trip rates of 0.507 in the AM peak (08:00 - 09:00) and 0.398 in the PM peak (15:00 - 16:00). For a development of circa 28 dwellings, this results in 12 two-way vehicular trips in the AM peak period and 11 two-way vehicular trips in the PM peak period.

The LHA do consider the trip rate considerably lower than in comparison to other sites within Leicestershire. In addition, the LHA has reviewed the sites included in the TRICS assessment and note that developments of flats, terraced houses and bungalows have been included, each of which would result in lower trip rates.

Whilst ordinarily revised trip rates should be submitted, the LHA do acknowledge the quantum of development proposed and that ordinarily in accordance with Table 1 of the LHDG, no transport assessment would need to be provided. The LHA do acknowledge that the due to the quantum of development proposed, the proposals are unlikely to result in 30 or more two-way trips during any peak period. Therefore, on balance, no further assessment is required to be provided by the Applicant.

Internal Layout

The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG), which is available at <https://resources.leicestershire.gov.uk/lhdg>.

In accordance with [Table 28](#) and [Figure 44](#) the LHDG, two off-street car parking spaces should be provided for dwellings with three or less bedrooms, and three off-street car parking spaces should be provided for dwellings with four or more bedrooms.

Parking spaces should have the minimum dimensions of 2.4 metres x 5.5 metres (with 0.5 metres added to each side bound by a wall, hedge, fence, line of trees, etc).

Informative

- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing, for example you may propose a 40mm surface course, but the existing is 50mm. We would not want a 10mm layer of existing material left in situ. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected, please provide the response letter, estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.
- Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.
- The existing drainage system should be proven by a CCTV survey to ensure it is running free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.
- Full width carriageway resurfacing is required across the entire length of the proposed junction on Leicester Rd. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be undertaken at the detailed design stage of the scheme.

Date Received
22 May 2025

Case Officer
Taron Aujla

Reviewer
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Date issued
16 June 2025