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: 26/00907/PIP

Highway Reference Number: 2026/0907/04/H

Application Address: Land Adj The Moorings, Ibstock Road, Odstone.

Application Type: Full

Description of Application: Permission in principle for the erection of a single detached self-build dwellinghouse

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GENERAL DETAILS

Planning Case Officer: Sullevan Archer

Applicant: Mr A Davies And Ms A Burnham

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Shackerstone

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 Policy TR6(4) of the National Planning Policy Framework (2026).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA) on an application for Permission In Principle for the erection of a single detached self-build dwellinghouse. The proposals are located at Land Adjacent The Moorings, Ibstock Road, Odstone, Leicestershire.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Application form, dated 9th October 2026
- Location Plan, dated 9th October 2026
- Proposed floor plans and elevations, drawing No. HMD/PD/0648/06
- Site layout, drawing No. HMD/PD/0641/02

Site Access

The LHA acknowledge that this is a Permission in Principle application, therefore details pertaining to the site access are to be considered as part of a future Technical Details Consent (TDC) stage, should the LPA grant planning consent. The LHA however should be satisfied that the general principle of the development would not result in severe harm on the highway, as set out in Policy TR6(4) the National Planning Policy Framework (NPPF, 2026).

The LHA note that a new site access is being proposed on Ibstock Road, Odstone, which is a classified C road subject to a 60mph speed limit, which reduces to a 30mph speed limit approximately 115 metres where the access is proposed to be sited.

The LHA understand that as part of a future Technical Detail Consent (TDC) application, subject to permission in principle being permitted, details regarding the site access will be determined later in the planning process.

From the limited information submitted, the Applicant proposes a new access on to Ibstock Road.

The site access should accord with Table 13 of the Leicestershire Highway Design Guide (LHDG) (https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas) whereby an access serving one dwelling should measure a minimum of 2.75m, consisting of seven dropped kerbs (6.4m)

A site visit on 5 November 2026 indicated that visibility splays to the south-west appear achievable, while those to the north-east appear to cross third-party land. The LHA advises that all splays must lie entirely within land controlled by the Applicant or highway land.

The LHA also notes that a telegraph pole to the right of the proposed access appears to lie within the vehicle visibility splay.

Given that the proposals are for a new access, the Applicant is required to demonstrate the achievable vehicular visibility splays on a scaled drawing in both directions of the site access onto Ibstock Road in accordance with Table 6 and Figure 7 of the LHDG based upon recorded 85th percentile speeds. Full guidance on how to construct visibility splays can be found in Figure 7 of the LHDG.
https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays

The splays should be free of any obstruction above 0.6m from the ground and should be contained solely within land under control of the Applicant or the LHA. LCCs formal opinion of the extents of the public highway can be confirmed by contacting hre@leics.gov.uk.

Splays should be measured from a 2.4m set back distance from the edge of the carriageway and drawn to a 1m offset of the nearside carriageway.

The above points will all need to be demonstrated by the Applicant when submitting documents at the Technical Details Consent (TDC) stage.

Notwithstanding this the LHA believes that a safe and suitable may be achievable if the access is relocated to accommodate the required visibility splays within the applicants own land or highway land.

However, if splay lengths cannot be achieved for the speed limit of the road and as part of the forthcoming Technical Consent Stage, the Applicant is advised to commission a speed survey to demonstrate that the achievable splay lengths would be sufficient based upon 85th percentile vehicle speeds of passing vehicles in accordance with Table 6 of the Leicestershire Highway Design Guide. This would need to be carried out using an Automatic Traffic Counter – not Manual Speed Survey – to avoid influencing driver behaviour. Leicestershire County Council's (LCC) Network Data & Intelligence Team may already have data on record which can be purchased or alternatively would be able to provide a quote to undertake a survey if necessary. They can be contacted on ndi@leics.gov.uk. They would also need to be contacted to arrange the required permit for a traffic survey when appropriate.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500m of the site access. Therefore, the LHA has no pre-existing highway safety concerns at this location.

The acceptability of the proposals would, however, be contingent on the delivery suitable access as set out in Policy TR6(4) the National Planning Policy Framework (NPPF, 2026) to ensure that new highway safety issues would not be introduced to the vicinity.

Internal Layout

The Applicant is proposing a new self-build detached dwelling with a maximum of 4 bedrooms.

Whilst the internal layout is not for determination, residential off-street parking should be in accordance with Table 28 of the LHDG, details of which can be found at https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/street-residential-car.

Parking spaces should have the minimum dimensions of 2.4 metres by 5.5 metres (with 0.5 metres added to each side bound by a wall, hedge, fence, line of trees, etc). 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. If garages are to be counted as part of any parking provision, they should have the minimum internal dimensions detailed within the LHDG, shown below:

- 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.

Turning provision should also be incorporated within the site to enable vehicles to enter and exit in a forward direction, in the interest of highway safety.

Transport Sustainability

Odstone is a small Hamlet approximately three miles from the town of Ibstock in Leicestershire. There appears to be no convenience stores, public houses, or schools and no provision of public transport such as a regular bus service.

The site's location is such that future occupiers would be heavily reliant on private vehicle trips to access a wider range of services, facilities, and employment opportunities. As a result, the proposed development is not located in a highly sustainable location in transport terms. The private car will likely be the predominant mode of travel.

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

Date Received	Case Officer	Reviewer	Date issued
20 October 2026	Emma Lennon	BD	10 November 2026