

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: 25/00267/FUL

Highway Reference Number: 2025/0267/04/H

Application Address: Land Adjacent Poultry Farm Desford Road Desford Leicester Leicestershire LE9 2BF

Application Type: Full

Description of Application: Creation of four traveller pitches

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Arthur McDonagh

County Councillor: Groby & Ratby ED - Cllr Ozzy O'Shea

Parish: Ratby

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 by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the creation of four traveller pitches at land adjacent Poultry Farm, Desford Road, Desford.

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

- Application Form
- Pitch Layout – received by the LPA on 15th May 2025
- Site Layout Pitches drawing number 1680 – Received by the LPA on 17th March 2025
- Site Location Plan – Received by the LPA on 15th May 2025
- Planning Statement

The LHA note that the more recent pitch layout drawing shows the pitches located slightly further to the north within the site.

The LHA undertook a site visit on 26th June 2025.

Site Access

Access to the site is proposed off Desford Road, a C classified road subject to the national speed limit. Desford Road is not street lit and is not subject to a weight restriction. The road is highly trafficked, and the LHA noted several HGV trips along the road during the site visit, some of which appear to be associated with the nearby businesses located on Desford Road.

Based on the submitted application form, no amendments are proposed to the existing site access. The LHA consider the existing access would not be suitable to cater for the scale of development proposed given it is insufficient in width, which is currently approximately 3.0m wide and unsurfaced.

The LHA advise that the access on to Desford Lane would require widening to 6.0m for a minimum of 11.0m from the highway boundary, with a 6.0m kerbed radii. In addition, visibility splays in accordance with [Table 6](#) of the [Leicestershire Highway Design Guide](#) (LHDG) would need to be demonstrated on the drawing, and hard bound surfacing for a minimum of 11.0m from the highway boundary would be required. Any gates would need to be set back sufficiently to allow for a vehicle to wait off the carriageway whilst they are opened and so as not to interfere with the visibility splays of the nearby Desford Lane junction.

Visibility splays would need to be based on an automatic (not handheld radar) speed survey. The splays would need to fall fully within the extents of the public highway or land under the Applicants control. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Based on the LHA's site visit, visibility of the access to the east of the site was measured to be approximately 2.4 x 165m, which is below the length required for a road where measured speeds of 53mph plus are recorded. Forward visibility of a car waiting to turn right for westbound vehicles is considered to be lower than this, which is of concern and the Applicant would need to demonstrate appropriate forward visibility for westbound vehicles as per [Figure 8](#) of the LHDG.

[Swept path analysis](#) would be required of a vehicle towing a touring caravan arriving and leaving the site in all directions. Furthermore, in line with the requirements in the LHDG, a Stage 1 Road Safety Audit and Designer's Response to any problems raised would also be required. A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths and this would need to be detailed on the drawing.

Notwithstanding the above, the LHA note the Applicants blue line boundary connects to an existing access onto Desford Lane north (which leads to Ratby) which is approximately 4.70m wide. Desford Lane is a C classified road subject to the national speed limit, and subject to a 7.5 tonne (except for loading) weight restriction. Like Desford Road, the road is also not street lit. The LHA noted on the site visit that this road carried less traffic than Desford Road and that speeds are likely to be lower given the proximity of the access to the Desford Road/ Desford Lane junction.

The LHA strongly advises the Applicant to investigate/ implement linking the site via that access and permanently closing the existing access onto Desford Road which is currently proposed to be the site access. This would result in vehicles accessing the site from a road where vehicle speeds

and passing traffic volumes/ HGV levels are likely to be lower and could reduce confusion between drivers anticipating turning manoeuvres at the Desford Road/ Desford Lane junction as opposed to the site access, which is of concern to the LHA.

Again, appropriate visibility would need to be demonstrated at that access by means of a speed survey and the same improvements would be required to the access width in line with the above. The LHA considers following its site visit that, subject to the results of a speed survey, it is likely that appropriate visibility could be achieved at this access.

Highway Safety

Based on available records to the LHA, there have been two Personal Injury Collisions (PICs) within 500m of the proposed site access on Desford Road within the last five years. These were both recorded as serious and occurred at the junction of Desford Road with Desford Lane. Both PIC's involved turning vehicles, with one involving a motorcyclist and another involving an HGV.

The LHA is also aware of five PIC's occurring at the junction of Desford Road with Botcheston Road, which is approximately 1.4km from the site access. One of the PIC's was recorded as serious, whilst the other four were recorded as slight. All PIC's involved turning vehicles.

There are no recorded PIC's within 500m northeast of the existing site access on Desford Lane, where the LHA suggest the Applicant seeks to provide the access.

Trip Generation

Given the scale of development proposed, detailed analysis of trip generation is not required.

Internal Layout

The LHA has reviewed the Pitch Layout drawing received by the LPA on 15th May 2025 given this is the latest drawing.

It is noted that a 4.25m access road would be provided within the site, which is acceptable. Each pitch is shown to have two caravans and one utility block. The LHA understand a pitch usually consists of space for both a static and a touring caravan as well as a utility block. Given both caravans within each pitch are shown to be the same size, the LHA request clarification as to whether each pitch would consist of one touring caravan and one static caravan, or two static caravans, which could suggest a higher level of use for the site.

The LHA considers there would be adequate space for parking and turning for two cars within each pitch. It is however noted that there is no turning facility provided at the end of the access road. It is therefore advised that provision for turning should be made to ensure any vehicles which may require access to the site, but not any specific pitch, have sufficient space to turn and exit the site in a forward gear.

Transport Sustainability

The LHA consider the site is not in a sustainable location in transport terms. The site is in a rural location, with no footways or street lighting. Nevertheless, the LHA is satisfied for the LPA to consider transport sustainability alongside other sustainability considerations for the site.

Date Received
21 May 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 June 2025