

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: 26/00442/FUL

Highway Reference Number: 2026/0442/04/H

Application Address: 23 Newbold Road Desford Leicester Leicestershire LE9 9GT

Application Type: Full

Description of Application: Proposed Change of Use from a retail store (Class E) to a medical and dental practice (Class E)(e) as well as external alterations to front and side elevations

GENERAL DETAILS

Planning Case Officer: Faizal Jasat

Applicant: Mr Anil Bhawsar

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Desford

Road Classification: 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) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the proposed change of use from a retail store (Class E) to a medical and dental practice (Class E)(e) as well as external alterations to front and side elevations of 23 Newbold Road, Desford.

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

- Application form
- Design and Access Statement and Planning Statement (Reference 26017/DAPS/v1.0, dated 15th May 2026)
- IDC Architecture drawing number 26017-01-B Rev. B (Existing Floorplan)
- IDC Architecture drawing number 26017-03-C Rev. C (Proposed Floorplan)

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.

The LHA has liaised with the LPA and understands that the change of use itself does not need planning permission.

An officer from the LHA visited the site on Friday 10th July 2027 and is familiar with the area, prior to the Co-op relocating, when the demand for on-street parking was generally higher than at present.

Site Access

The site is accessed from Newbold Road, an unclassified road subject to a 30ph speed limit. No amendments are proposed to the existing site access arrangements, which consist of dropped kerbs to a gated area.

Given the current use of the site and the limited number of vehicles which could park in the area to the side of the building (three), this is accepted by the LHA. There is no scope for additional parking provision within the site.

Highway Safety

Based on available records to the LHA, there have been no Personal Injury Collisions (PIC's) recorded along the length of Newbold Road or the C classified Main Street within the last five years. Furthermore no PIC's have occurred within the vicinity of the site on the C classified Lindridge Lane. This is accepted by the LHA.

Trip Generation

The submitted application form details that the internal floorspace of the building is 278sqm. Based on [Table 1](#) of the LHDG, for E(e) use class of up to 500sqm, no assessment of the traffic impact of the proposals is required.

The LHA are therefore satisfied the proposals are unlikely to have a significant impact in terms of the capacity or operation of nearby junctions.

Internal Layout

The submitted application form details that there are currently three parking spaces available within the site, and these would remain, which is welcomed by the LHA.

Following a review of parking standards, based on [Figure 29\(c\)](#) of the LHDG, the current E(a) Food Retail use would require 31 car parking spaces for 276sqm floorspace on the basis of one space per 9sqm for a building which is up to 1,000sqm.

For the E(e) dentist use, 18 car parking spaces are required on the basis of one space per staff member (of which there would be eight full time equivalent on-site), plus two spaces per consulting room or surgery.

Given the above, the proposals would represent a reduction in the demand for off-street parking in the area by approximately 13 vehicles. Notwithstanding this, the LHA advise that guidance on parking requirements for E(a) use has changed since this use would have been granted planning permission and that historically, the requirements for E(a) would have required less parking spaces than the proposed E(e) use. It could therefore be perceived that there is an increase in demand for on-street parking in the area. However, the LHA have no evidence to suggest that lack of off-street

parking for the site would be problematic in the area and, the change of use could also occur without planning permission. Therefore, irrespective of the parking requirements, the LHA consider it would be difficult to defend a reason for refusal at appeal.

Transport Sustainability

The site is an approximate 450m walk from bus stops served by an hourly bus service between Leicester and Market Bosworth. The site has previously been used for food retail serving the village of Desford and surrounding areas.

Date Received
23 June 2026

Case Officer
Ben Dutton

Reviewer
SD

Date issued
14 July 2026