

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: 25/00201/FUL

Highway Reference Number: 2025/0201/04/H/R2

Application Address: 11 Danehill Ratby Leicester Leicestershire LE6 0NG

Application Type: Full

Description of Application: Re-consultation. Erection of one dwelling

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Lovegrove

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

Parish: Ratby

Road Classification: Adopted 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 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 re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Erection of one dwelling.'

The proposals are at 11 Danehill, Ratby, Leicestershire, LE6 0NG.

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 previously responded to the LPA on the 14 March 2025, referring the LPA to the 'Standing Advice' Document September 2011 and again on the 14 January 2026 requesting a revised parking layout. This request was based upon the Applicant providing two off-street parking spaces for the host dwelling and one space for the proposed dwelling.

The LHA requested that the Applicant reconsidered the proposed off-street parking arrangements based upon the following.

The LHA noted that the proposed host dwelling parking would require vehicles to perform manoeuvres that appear complex in nature, this could lead to drivers failing to observe pedestrians within the footway.

In relation to the proposed dwelling, it would not be unreasonable to expect vehicles to reverse onto the public highway, this again could pose an issue for pedestrians approaching from the southwest, with their view possibly being obscured by the proposed dwelling.

However, the Applicant did not consider the LHAs proposals workable. Whilst this is disappointing, as previously stated within our previous observations, given the site is within easy reach of Main Street with all the amenities it has to offer, and bus stops providing services to neighbouring settlements and the city of Leicester. As such, in these site-specific circumstances the LHA would accept one off-street parking space for both the host and proposed dwelling.

Unfortunately, after much deliberation the proposed layout still remains of concern given the orientation of the parking for the host dwelling, and the lack of pedestrian visibility to the southwest of the proposed access to the east of the site. The LHA considers this to be further exacerbated by the proximity to the local amenities and the footfall this could generate.

It is also noted that the proposed parking to the east of the site for the proposed dwelling would be contrary to the section of the LHDG titled '[Design Principles for Off-Street Parking](#)'. This states tandem parking spaces should be provided at 6m in length per space, i.e. 12m length for two spaces. This guidance applies to both driveways and parking court layouts.

The LHA always seeks to work with Applicants to ensure that access to the public highway is considered safe and suitable for all users (vehicles, pedestrians etc). As such, as previously stated, given the site is within easy reach of Main Street with all the amenities it has to offer, and bus stops providing services to neighbour settlements and the city of Leicester, one off-street parking space would be acceptable in these site-specific circumstances. Whilst it does not appear that these parking spaces would comply with [Figure 44](#) of the LHDG in terms of dimensions when parked perpendicular to the highway, the LHA would accept dimensions of 4.8m by 2.4m in these site specific circumstances.

The LHA would likely have to consider advising refusal on these proposals in their current configuration.

Date Received
23 January 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
12 February 2026