

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: 26/00359/FUL

Highway Reference Number: 2026/0359/04/H

Application Address: Alexandra Stone Works Desford Lane Ratby Leicester Leicestershire LE6 0LE

Application Type: Full

Description of Application: Erection of 4no. padel courts including steel mesh cage with glass end walls and removable cover.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: C/O Agent

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 erection of 4no. padel courts including steel mesh cage with glass end walls and removable cover at Alexandra Stone Works, Desford Lane, Ratby.

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

- Application Form
- Transport Statement dated April 2026 and authored by Exigo Project Solutions
- Patrick Stroud Designs Ltd. Drawing number 2026.915.03 (Proposed Site Plan)

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.

Site Access

Access to the site is proposed via the existing access to Alexandra Stone Works on to Desford Lane, a C classified road subject to the national speed limit. No amendments are proposed to the existing access arrangements. The existing access measures approximately 7.0m wide and gates are set back from the highway by approximately 18.0m.

The LHA advise that based on [Table 6](#) of the LHDG, for a road subject to the national speed limit where measured 85th percentile speeds are between 54 mph to 62 mph, visibility splays of 2.4 x 215 metres are required in each direction. The Applicant has not demonstrated such visibility splays would be achievable at the site access and the LHA believe that such splays would not be achievable at the access within land under the Applicants control and/or the public highway. Given the proposals are likely to result in an increase in traffic using the site access, the LHA advises that the Applicant should undertake an automatic (not handheld radar) speed survey to demonstrate whether appropriate visibility could be achieved in line with recorded speeds of passing traffic.

The LHA acknowledge that as part of application reference 21/01295/OUT (225 dwellings, land off Desford Lane, Ratby), the developer of that site is required to realign Desford Lane to the northeast of the site. The LHA accept that should those works go ahead, appropriate visibility would be maintained by that developer as part of those works to the northeast of the access. However, at present the works have not been implemented.

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.

Highway Safety

Based on available records to the LHA, there has been one recorded Personal Injury Collision (PIC) on Desford Lane from its junction with Desford Lane and 500m northeast of the existing access within the last five years. This occurred approximately 400m northeast of the access location and was recorded as slight. The PIC occurred in September 2021 and involved two vehicles on a bend in the road.

Three PIC's have also occurred at the junction of Desford Lane with Desford Lane. All three PIC's were classed as serious with two involving turning manoeuvres and one involving a failure to stop.

The LHA considers that notwithstanding the PIC's at the Desford Lane junction, given the scale of the development the proposals are unlikely to exacerbate an existing highway safety issue.

Trip Generation

The Applicant has advised that courts would be bookable for 60, 90 or 120 minutes, subject to availability. A typical doubles match lasts 60–120 minutes and, including warm-up and post-match activity, players are expected to be on site for approximately 2 to 2½ hours.

Trip generation assumptions are based on players arriving before, and departing after, their booked session. This equates to a minimum of four players arriving and departing per hour per court. Assuming car sharing between doubles partners (maximum two players per vehicle) and a worst-case 60-minute booking, this results in two vehicle arrivals and two departures per court per hour, equating to up to eight arrivals and eight departures per hour.

The site will be staffed by a single employee at any time on a rota basis between 0700 and 2300. The Applicant states staff journeys are not expected to coincide with network peak periods. Up to four freelance coaches may also be associated with the site, with no more than one present at any one time. The Applicants proposed trip generation figures for the AM and PM network peaks are shown in Table 1.

	Weekday AM			Weekday PM		
	Arr.	Dep.	2-way	Arr.	Dep.	2-way
Players	8	8	16	8	8	16
Staff	0	0	0	0	0	0
Total	8	8	16	8	8	16

Table 1: Proposed trip generation based on first principles approach (4 padel courts extracted from the Applicants Transport Statement).

The Applicant has also compared the above first principles approach to a tennis court using TRICs data, with the results indicating two two-way trips per court in the AM peak and 15 two-way trips in the PM peak.

The LHA considers the proposed trip rates in Table 1 to be acceptable and accepts that given the level of traffic which could be generated during the peak hours, which would be below 30 two-way trips in both network peak hours, a trip distribution exercise and junction capacity assessments would not be necessary.

Internal Layout

Patrick Stroud Designs Ltd. Drawing number 2026.915.03 provides details on the site's internal layout. There will be 14 car parking spaces, as well as three accessible spaces to serve the site. The LHA consider this would be acceptable to cater for the anticipated number of staff and players on site as well as allow for changeover times between players and that the car parking spaces have been designed in accordance with the [design principles for off-street parking](#) section of the LHDG.

The Applicant has stated that an electric vehicle charging point will be provided and that the proposals would include suitable parking for cyclists.

Transport Sustainability

The site is in a remote location and detached from the village of Ratby, there are no pedestrian footways leading up to the site, or street lighting along Desford Lane. On this basis the LHA consider those visiting the site are likely to do so by private car journeys. Nevertheless, the LHA acknowledge that some players are likely to car share and those who are confident in doing so may choose to cycle to the site from surrounding villages.

Whilst the LHA is aware of the works required to Desford Lane as part of application reference 21/01295/OUT, including a reduction in the speed limit to the northeast of the site, new bus stops as well as a footway/ cycleway, the works would not provide a connection to the site.

The LHA wish to highlight that the works have yet to be implemented and it cannot rely on a third-party scheme to deliver improvements to the surrounding road network as despite construction for that development being underway, there is still a possibility that development stops and the highway improvements are never implemented. Nevertheless, given the scale of the proposed

development the LHA consider it would be unreasonable to insist on a pedestrian footway scheme into Ratby is implemented specifically to serve this development.

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

Date Received
24 April 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
22 May 2026