

Document Control	
Document Type	Highway Response 2
Site Location	Alexandra Stone Works LE6 6LE
Proposed Development	Padel Courts
Client	Pulse Padel
Planning Reference	26/00359/FUL
Status	Planning Application – Consultation Response
Date	10/07/26
Written By	JA
Checked By	CS

Introduction

This Highway Response (HR2) has been produced to address the comments raised by Leicestershire County Council (LCC), the Local Highway Authority (LHA), in its consultation response (Ref: 2026/0359/H/R1) dated 08-07-26.

The document follows the HR dated 12/06/26 which responded to LHA comments dated 22/05/26 (Ref: 2026/0359/H).

LCC has reviewed the application and does not object to it, confirming that it meets all policy requirements, specifically NPPF paragraphs 115 and 116.

This document addresses the request for speed surveys, provided in *grey italics*, and the applicant's response is set out below.

Access

"Notwithstanding the Applicants conclusion, the LHA advises the proposals could generate up to 16 additional two-way vehicle trips per hour based on two arrivals and two departures per padel court and all padel courts being occupied. This represents a considerable amount of additional traffic throughout the day which would be turning at a junction whereby visibility is below the 215m stated within Table 6 of the Leicestershire Highway Design Guide for a road subject to the national speed limit and where measured 85th percentile speeds are between 54 mph to 62 mph."

Whilst we disagree that a worst-case increase of less than 30 no. 2-way trips per hour can be classified as a significant intensification, the achievable visibility at the existing site access junction has been demonstrated on the attached drawing.

As outlined in the Exigo Transport Note (dated 21/04/26) accompanying the proposed application, the site access junction and adjoining stretch of Desford Lane north of the site is subject to highway improvement works included as part of planning permission 21/01295/OUT. These works include a realignment of Desford Lane to provide a shared footway cycleway, bus stop layby and pedestrian crossing facilities. The application also commits to reduce the speed limit on Desford Lane to 40mph from the existing site access to Ratby, with a live Traffic Regulation Order application under reference TL/HTWMT/6137. Nevertheless, despite the fact that the local highway network will change as a result of the S278 / S38 works associated 21/01295/OUT, this has been given no weight as requested by LCC in their consultation response dated 22/05/26 (Ref: 2026/0359/H), quoted overleaf:

"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."

As previously stated, the junction is existing and well established along Desford Lane with no accident history. Therefore, users of this stretch of Desford Lane will be expecting vehicles to be emerging out of the site in both directions.

The Ashley Helme Associates (AHA) Transport Assessment (TA) dated November 2022 and accompanying planning permission 21/01295/OUT for a residential development on land adjacent to the site undertook speed surveys on Desford Lane in 2022, with the results reproduced in Figure 1.

4.4.2.2	The recorded 20-hour 5 day average 85%ile speeds are:
(i)	Northbound = 44.0mph,
(ii)	Southbound = 43.7mph.

Figure 1 – Existing Speed Surveys, Desford Lane 2022 (AHA TA, Nov 22, p.4.4.2.2)

In addition to Figure 1, the AHA TA also provided a summary of other speed surveys that had been undertaken on Desford Lane at para.4.4.1, as reproduced below.

Location	Mean NB	Mean SB	85%ile NB	85%ile SB
South of Access	38.0mph	37.5mph	44.0mph	43.4mph
North of Access	37.5mph	36.0mph	42.5mph	40.7mph
Near Medical Centre	29.1mph	32.1mph	35.1mph	36.7mph.

Figure 2 – Existing Speed Surveys, Desford Lane 2022 (AHA TA, Nov 22, p.4.4.1)

The existing speed surveys within the vicinity of the site demonstrate that recorded 85%ile vehicle speeds are significantly below the maximum permitted on the road. In line with Table 6 of the Leicestershire Highway Design Guide a minimum Stopping Sight Distance of 120m would be required based on the recorded 85%ile vehicle speeds on Desford Lane. Drawings showing the 120m visibility splay at the access junction has been appended to this document, showing the achievable visibility splay in both directions.

In order to achieve the full 120m visibility in both directions, the existing verge and hedgerow would need to be trimmed back within the vertical visibility of envelope of between 0.6m and 2m from ground level. For the visibility splay to the north, based on Google Street View imagery from April 2026, the hedgerow along the boundary of the adjacent site has already been removed (see Figure 3), leaving only the extent at the corner of the application site which is under the control of the landowner or within the adopted highway.



Figure 3 – Desford Lane North of Site Access (Google Street View, April 2026)

For the visibility splay to the south, based on Google Street View imagery from April 2026, the vegetation along the boundary of the application site has already been removed (see Figure 4) and formed into a bank. In any case, the actual visibility at the site access can be checked on site with manual measurements, and the bank adjusted where required.



Figure 4 – Desford Lane South of Site Access (Google Street View, April 2026)

As demonstrated above and in the appended drawings, the existing site access achieves the minimum visibility requirement for the previously recorded and agreed 85thile vehicle speeds on Desford Lane, with only minor amendments required to existing vegetation / boundary treatment with the landowners or LHA's control.

"The LHA therefore maintain that the Applicant should undertake a speed survey to demonstrate appropriate visibility can be achieved at the existing access, and that it is safe and suitable for an intensification in use."

Given that the local highway network is subject to highway works as a result of 21/01295/OUT, with evidence that works have already taken place and residential dwellings are currently under construction based on Google Street View, then undertaking new speed surveys on Desford Lane is unlikely to be representative of typical driver behaviour on the road. Subsequently, Exigo have requested existing vehicle speed data on Desford Lane from LCC using the provided email address. The NDI team have confirmed that there is an existing vehicle speed survey near the existing site access (ref: 000008029428 – see Figure below) from September 2021 (20/07/26 – 28/07/26).

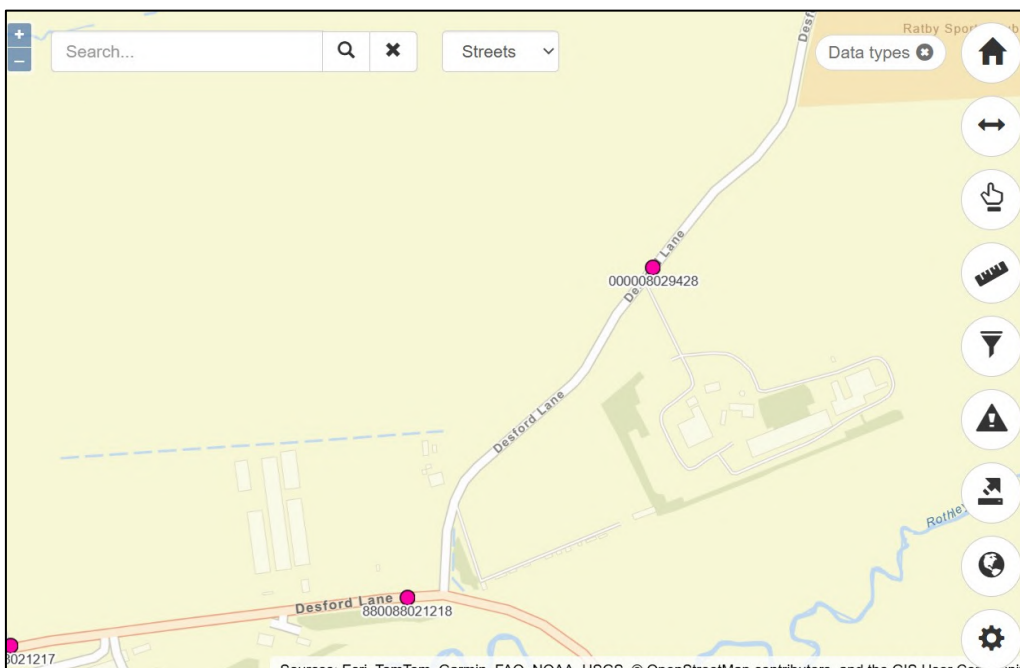


Figure 5 – Desford Lane Vehicle Speed Surveys (LCC NDI, 2026)

If deemed necessary, Exigo can obtain the historic speed data from NDI to check compliance with the current visibility assessment. As aforementioned, given current and planned changes (S278 / S38 / TRO) to Desford Lane as a result of planning permission 21/01295/OUT, new speed surveys are unlikely to reflect actual highway conditions and therefore using historic data it is considered entirely robust for assessing the current site access layout and visibility requirements. The current assessment is based on speed data from 2021 and 2022 as provided in the AHA TA accompanying planning permission 21/01295/OUT.

In any case, given there is a live TRO application (ref: TL/HTWMT/6137) to introduce a 40mph speed limit on the stretch of Desford Lane between the site and on approach the boundary of Ratby, the visibility requirements are likely to be much lower than currently tested in line with Table 6 of the LCC Highway Design Guide. For 85th percentile speeds of between 36 and 40mph, an SSD of 65m and 73m for light and heavy vehicles is required at the junction, significantly lower than currently tested.

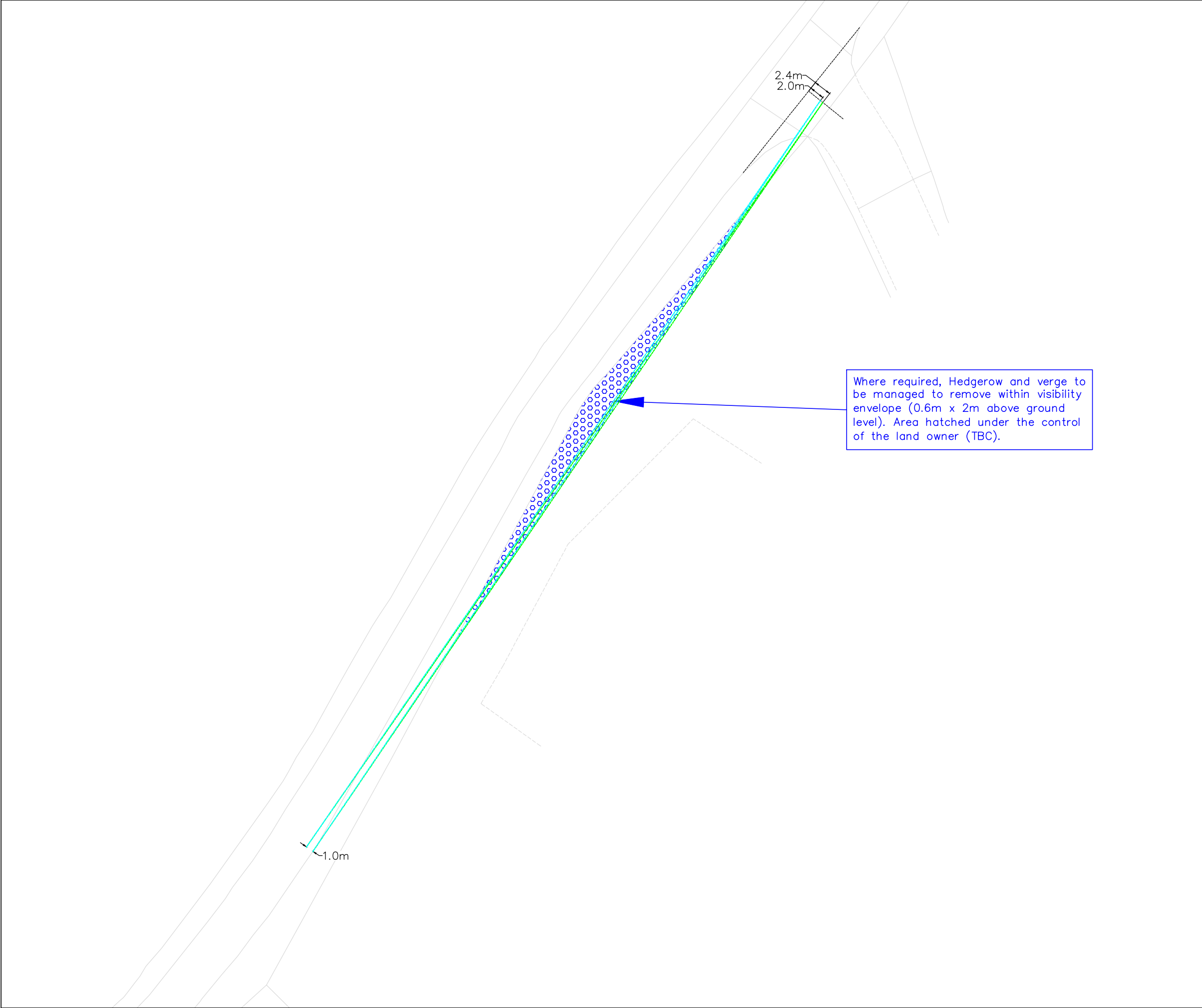
Conclusion

The policy test is set out in NPPF paragraphs 115 and 116. Specifically, paragraph 115(b) states that it should be ensured that “safe and suitable access to the site can be achieved for all users.”

The proposal would use an existing access with an acceptable safety record. Proposals would not result in an intensification of use at the junction, but a visibility assessment has been undertaken nevertheless. This assessment demonstrates the site access, with minor alterations, can fully achieve the necessary visibility requirements based on previously recorded vehicle speeds existing speed.

Given the adjacent residential development permission has been implemented and some highway works have already taken place north of the site, then new speed surveys would not be necessary in this instance and certainly wouldn’t be representative. It is clear that planned changes to Desford Lane will only ameliorate the existing visibility requirements and therefore the provided assessment should be considered extremely robust.

LCC’s consultation response acknowledges that the relevant policy requirements have been addressed. LCC does not object to the application, and the inclusion of additional speed survey data would not alter the conclusion already reached, given that the operation of the existing junction would not materially change as a result of the proposed development and all visibility requirements can be achieved.



SCHEME		
PROPOSED DEVELOPMENT DESFORD LANE, LEICESTERSHIRE		
ON BEHALF OF PULSE PADEL		
DRAWING TITLE EXISTING JUNCTION VISIBILITY ASSESSMENT (SH2) VISIBILITY TO SOUTH 2M/2.4M X 120M SPLAY		
SCALE @ A3 1:500	DRAWN BY JA	CHECKED BY CS
DRAWING REFERENCE T881-01/SH2/A3		REVISION
DATE CREATED JUL-26		
ADMIN@EXIGOPROJECTSOLUTIONS.CO.UK T: 01924 600560		