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: 26/00955/FUL

Highway Reference Number: 2026/0955/04/H

Application Address: Desford Village Hall 10 Lindridge Lane Desford Leicester Leicestershire LE9 9GN

Application Type: Full

Description of Application: Single storey extension and alterations to Village Hall, including new porch, internal alterations & elevational window changes and change of use of the adjoining cottage, No.12 Lindridge Lane to be re-integrated with the main building (Desford Village Hall).

GENERAL DETAILS

Planning Case Officer: Zahra Jam-Rotbeh

Applicant: Desford Parish Council

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

Parish: Desford

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 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 Policy TR6(4) of the National Planning Policy Framework (2026), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA) on the proposed single storey extension and alterations to Desford Village Hall, 10 Lindridge Lane, Desford. The proposals entail a new porch, internal alterations, elevational window changes and change of use of the adjoining cottage, (No.12 Lindridge Lane) to be re-integrated with the main building at Desford Village Hall.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Planning Application Form submitted to the LPA 23 October 2026;
- Jol Utopia, ‘Location & Existing Site Plans,’ drawing no. 1351.M.26.001 Issue B;

- Jol Utopia, ‘Existing Ground Floor Plan,’ drawing no. 1351.M.26.002 Issue B;
- Jol Utopia, ‘Existing First Floor Plan,’ drawing no. 1351.M.26.003 Issue B;
- Jol Utopia, ‘Existing Elevations & Site Plan,’ drawing no. 1351.M.26.004 Issue B;
- Jol Utopia, ‘Proposed Ground Floor Plan,’ drawing no. 1351.M.26.005 Issue A;
- Jol Utopia, ‘Proposed First Floor Plan,’ drawing no. 1351.M.26.006 Issue A; and
- Jol Utopia, ‘Proposed Elevations & Site Plan,’ drawing no. 1351.M.26.007 Issue A

Site Access / Trip Generation

The site is located on Lindridge Lane, an adopted classified C-road subject to a 30mph speed limit. No alterations are proposed to the existing access arrangements. The proposal seeks to provide an additional 139sqm of internal floorspace through the construction of a single-storey extension to the village hall and the incorporation of No.12 Lindridge Lane into the main building.

The Applicant has confirmed that the proposals are not expected to increase the overall capacity of the village hall, which is only likely to operate at full capacity on approximately three occasions each year. The development is intended to improve the facility, enabling a greater range of local community groups to utilise the hall and potentially attracting additional groups and classes. Furthermore, the existing cottage would be converted from a two-bedroom dwelling to office use for the Parish Council.

Given the scale and nature of the development, and noting that the primary purpose of the facility would remain local community use, the LHA considers that a significant proportion of users are likely to access the site by sustainable modes of travel, including walking and cycling, rather than relying solely on the private car. Furthermore, the incorporation of the existing two-storey dwelling into the village hall and the creation of two small offices for Parish Council use are unlikely to generate a greater number of trips when compared to the residential use of the dwelling. Consequently, the LHA does not consider that the proposal would result in a significant increase in trip generation when compared with the existing use of the site and therefore does not anticipate a severe impact on the local highway network.

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) data. This shows there have been three Personal Injury Collisions (PICs) that have been recorded within 500m of the proposed site access within the last five years (whereby data is available up to the start of September 2026). One of which were classified as slight in severity and two were recorded as serious in severity.

The LHA has considered the circumstances of each of the above PICs, and is satisfied that there are no patterns in the data which are likely to be exacerbated by the proposals.

Internal Layout

The LHA has reviewed the submitted documents and understands that the proposal includes the provision of three parking spaces. Whilst Table 29(d) of the Leicestershire Highway Design Guide (LHDG) indicates that a hall or meeting place for local community use (Use Class F2(b)) should provide one parking space per 5sqm of gross floorspace, the LHA acknowledges that Desford Village Hall is an established facility operating within a village-centre location and does not benefit from a large dedicated parking area. Furthermore, the LHA understands that the existing parking provision comprises two spaces serving the two-bedroom cottage, with the village hall benefiting

from a single dedicated parking space. As the cottage is proposed to be incorporated into, and used as part of, the village hall, the existing parking spaces associated with the cottage would become available for hall and would result in a net increase of two spaces available to serve the hall and its associated office. Therefore, the proposal would provide an overall increase in parking provision compared to the existing arrangement. In addition, given the site's sustainable location within the centre of Desford, it is reasonable to expect that a proportion of users will access the facility by walking, cycling, or other sustainable modes of travel rather than by private car.

Furthermore, the LHA notes that Lindridge Lane and the surrounding streets to the south of the site are not subject to parking restrictions and appear to have some capacity for on-street parking if required

Notwithstanding the above, the Applicant should be aware that the three proposed parking spaces should be designed in accordance with Figure 44 of the LHDG. Parking spaces should measure a minimum of 2.4m x 5.5m, with an additional 0.5m clearance strip provided where spaces are bounded by walls, fences, hedgerows, or other similar features. The LHA will seek to secure the provision of these parking spaces through a planning condition.

Conditions

1. The development hereby permitted shall not be occupied until such time as off-street parking for three vehicles has been implemented with each space measuring a minimum of 2.4 metres by 5.5 metres. Thereafter the onsite parking provision shall be kept available for such use in perpetuity.

   REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally in the interests of highway safety and in accordance with the National Planning Policy Framework (2026).

Date Received	Case Officer	Reviewer	Date issued
3 November 2026	Joe Walker	SH	12 November 2026