

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: 26/00631/FUL

Highway Reference Number: 2026/0631/04/H

Application Address: Holywell Farm Desford Lane Ratby Leicester Leicestershire LE6 0LE

Application Type: Full

Description of Application: Change of use of part of building from drainage supply storage to two light industrial units (retrospective)

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Prestons Contracting

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 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), 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), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Change of use of part of building from drainage supply storage to two light industrial units (retrospective)'

The proposals are at Holywell Farm, Desford Lane, Ratby, Leicestershire, LE6 0LE.

There has been one previous application at the site as detailed below:

24/00485/FUL - Change of use of agricultural building and yard to the storage of drainage materials and associated trade counter (Class B8). The LHA advised approval in matters relating to the

highway on 17 September 2024. The LPA subsequently approved the development on 1 October 2024

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 have reviewed the following documents as part of these observations:

- Application Form
- Site Location Plan
- Site Plan, drawing number XXXXX-BAN-ZZ-ZZ-DR-A- 131001 and
- Design and Access Statement.

Proposals

The Applicant is proposing to utilise the existing farm access onto Desford Lane. The access is situated on the western extent of Ratby village. At the location of the access, Desford Lane is a classified C road subject to a 30mph speed limit. It is noted the posted speed limit changes to the national speed limit approximately 30m to the southwest of the site.

The previous application at the site sought to change the use of an agricultural building to a wholesale outlet. This Applicant now seeks to change the use of part of the development permitted under 24/00485/FUL to two x light industrial units.

Having reviewed the submitted information, the LHA have taken into consideration the following:

The access was amended as part of the previous application submitted under 24/00485/FUL as is considered suitable for the scale of development. It is also noted that since the previous application was permitted, the access is no longer located within a national speed limit zone.

The small-scale nature of the development being approximately two x 49sqm for each unit. [Figure 29\(c\)](#) of the LHDG indicates that one x off-street parking space per 25sqm should be provided. The drawing titled 'Site Plan', drawing number XXXXX-BAN-ZZ-ZZ-DR-A- 131001 demonstrates 10 off-street parking space which is welcomed by the LHA.

The units are for light industrial use which are likely to generate less trips over the permitted use as a wholesaler.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and there has been one PIC recorded within 500m to the southwest of the access, and none to the northeast to the junction of Desford Road / Main Street in the last five years.

Given the proposals are likely to generate less trips over the permitted use as a wholesaler, the LHA consider it unlikely that the proposals would exacerbate the existing highway situation.

Public Rights of Way (PRoW) R42

The entrance to the group of business units is crossed by the legally recorded alignment of Bridleway R42. The landowner has recently applied to the LHA for the diversion of the bridleway to run along the crushed stone access track which links Desford Lane with this group of business units.

As stated above, a previous planning permission for this site 24/00485/FUL included a condition for Public Right of Way signage and the continuance of that provision would satisfy the needs on this site until the legal diversion process is finally completed.

Noting the proposed work, the LHA are satisfied that the use and enjoyment of Public Bridleway R42 should not be significantly affected.

Conditions

1. The development hereby permitted shall not be brought into use until such time as the parking and turning facilities have been implemented in accordance with Site Plan, drawing number XXXXX-BAN-ZZ-ZZ-DR-A- 131001. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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 (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
28 July 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
17 August 2026