

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: 25/01156/OUT

Highway Reference Number: 2025/1156/04/H/R2

Application Address: Land North Of Hunts Lane Desford Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline application for the construction of up to 75 dwellings (all matters reserved except access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Peveril Homes

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

Parish: Desford

Road Classification: Class B

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) have been re-consulted on a planning application on Land North Of Hunts Lane Desford Leicestershire for an:

'Outline application for the construction of up to 75 dwellings (all matters reserved except access)'.

In the highway observations dated 23 January 2026 the LHA asked the Applicant to provide further information regarding forward visibility, swept path analysis and Desford Crossroads. The Applicant has subsequently submitted the following document via the Local Planning Authority (LPA) which has been reviewed:

- ADC Infrastructure – Technical Note. Dated 18 February 2026.

Site Access

Visibility

The Applicant has demonstrated, in drawing 3964 ADC HGN XX DR CH 0100 S1 Rev. P04 that 2.4m by 65m forward visibility is afforded to westbound vehicles when exiting the roundabout, to any vehicles waiting to turn right into the proposed access. This is in accordance with the Table 6 of the LHDG, for the submitted 85th percentile vehicle speeds. The visibility splay is not hindered by the existing bus stop shelter.

Swept Path Analysis

The LHA have reviewed drawing 3964 ADC HGN XX DR CH 0130 S1 Rev. P03 and welcome that the swept path analysis for a refuse vehicle has been undertaken at a speed of 15kph, as requested. The left turn in manoeuvre is shown with the vehicle require to overrun the access road centreline; however, the LHA ascertain that there is a 19m forward visibility which provides enough intervisibility between opposing vehicles for speeds of 15kph. The left turn out and right turn out manoeuvres still show the rear of the vehicle overrunning into the opposite side of the carriageway on Hunts Lane; however, the LHA are content that this in an infrequent movement and that there is adequate forward visibility to avoid any potential collisions.

Proposed speed limit relocation

The LHA welcome that the proposed 30mph speed limit relocation has been removed from the scheme as requested.

Junction Capacity Assessments

B582/Main Street/High Street mini roundabout

The LHA previously requested that a mitigation scheme was considered for the B582/Main Street/High Street mini roundabout due to the roundabout being shown to operate over capacity in the future year scenarios.

The LHA also requested the raw junction modelling files for review, which have been submitted. Upon review, the LHA noted the following:

- The entry width for arm A (Manor Road) should be reduced from 7m to 5.5m
- The entry width for arm C (High Street) should be reduced from 4.7m to 4.3m
- Flare lengths should be checked for the above approaches.
- The “Central Island is Kerbed” option should be unticked for each approach

With these amendments the LHA have produced the following results.

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2030 Do Something							
A - B582 Manor Road	D5	26.7	136.00	1.05	D6	3.0	19.12	0.77
B - Main Street		6.7	67.55	0.94		0.4	10.03	0.31
C - B582 High Street		8.3	36.98	0.93		47.6	202.45	1.06
D - High Street (south)		1.6	13.03	0.63		2.2	17.94	0.71

As demonstrated above a maximum RFC of 1.06 is expected in the future assessment year scenario rather than the maximum RFC of 1.02 as submitted by the Applicant.

Nonetheless, as previously noted, the LHA will seek to secure a junction capacity improvement scheme at this location.

Figure 1 within the Technical Note demonstrates a proposed scheme for the High Street / Main Street mini roundabout. Although this appears to be acceptable, further geometric information such as lane widths, and swept paths, would be required to condition this scheme. The impact of the improvements would also need to be assessed.

Off-Site Implications

A47 Hinckley Road / B582 Desford Road / B582 Leicester Lane

As per previous comments improvements at the Desford Crossroads have been identified as a priority scheme for Leicestershire County Council. The junction operation is such that even a low level of trips can significantly impact the flow of traffic.

Within the Technical Note the Applicant has referred to application 23/00061/OUT, which is located opposite the proposals. 23/00061/OUT sought permission for 100 dwellings and was allowed on appeal, however the Planning Inspector concluded that the contribution toward Desford Crossroads was not necessary.

The LHA therefore ascertain that it would not be reasonable, to seek to secure a contribution in this instance for a smaller scale of development.

Public Right of Way

As per previous comments, Public Footpath R90 runs to the north of the proposed site, drawing number n1426 005 Rev. G shows proposed informal countryside access paths using a section of Public Footpath R90 to create a circular walking route from the site.

It should be noted that the proposed informal countryside access paths will be 'permissive footpaths' which are routes available for public use by permission of the landowner. Such permission can be suspended or withdrawn at any time, regardless of any inclusion as a planning commitment. Ordinarily, the LHA has no involvement with permissive footpaths, although the Applicant should note that construction and signposting criteria in the LHDG on Development and Public Rights of Way are recommended.

Transport Sustainability

The Applicant has stated, in paragraph 1.3 of the TN, that *'It is noted that LCC has stated in their consultation response that a revised Travel Plan for the proposed development can be secured via condition at a later date and therefore a revised Travel Plan has not been prepared at this time, with the applicant willing to accept a Travel Plan condition.'*

The Applicant will be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is currently £465 per pass. In addition, a Travel Plan Monitoring Fee would be required at a cost of £6,000.

Conditions

1. No part of the development shall be occupied until such time as the offsite works (footways and crossings) shown on Proposed Site Access Layout drawing number 3964-ADC-HGN-XX-DR-CH-0100 S1 Revision P04 have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of [the routing of construction traffic], wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

3. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

4. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Proposed Site Access Layout drawing number 3964-ADC-HGN-XX-DR-CH-0100 S1 Revision P04 have been implemented in full. Visibility splays shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access in

the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

5. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless any existing vehicular accesses on Newbold Road and Desford Cemetery parking area (via Hunts Lane) that become redundant as a result of this proposal have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework (2024).

6. The development hereby permitted shall not be occupied until such time as a mitigation scheme for the B582/Main Street/High Street mini roundabout as indicatively shown on Figure 1 of ADC Infrastructure – Technical Note. Dated 18 February 2026 has been implemented in full, in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

Contributions

To comply with Government guidance in the National Planning Policy Framework (NPPF 2024) and Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets and mitigating the impacts of the development:

1. Travel Packs to inform all new residents, one pack per dwelling, from first occupation what sustainable travel choices are in the surrounding area including incentives to encourage changes in travel behaviour towards the greater use of sustainable travel modes. These can be supplied through LCC at (average) £52.85 per pack.

Advised Trigger: 100% of contribution paid Prior to Commencement of Development.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area

2. Six-month bus passes, (two application forms per dwelling to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £465.00 per pass – NOTE it is very unlikely that a development will get 100% take-up of passes.

Advised Trigger: 25% of total obligated contribution paid Prior to 1st Occupation.

Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings, except payment may be deferred by agreement with the County Council.

Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets and reducing car use.

3. A contribution of £6,000 for the monitoring of the Residential Travel Plan and the effects of the development using the County Council's monitoring programme.

Advised Trigger: 100% of contribution paid prior to first occupation.

Justification: Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets and reducing car use.

4. Appointment of a Travel Plan Co-ordinator from commencement of development until five years after the occupation of the last unit. The Travel Plan Co-ordinator shall be responsible for the implementation of measures as well as monitoring and implementation of remedial measures.

Justification: To ensure effective implementation and monitoring of the Travel Plan submitted in support of the planning application.

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- A Public Right 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.
- A separate application for a diversion of an existing Public Right of Way should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of Public Rights of Way until a Diversion Order has become operative.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the local Highway Authority (telephone 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 Local 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 Local Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and Leicestershire County Council as Local Highway Authority may be obliged to require its immediate removal.

Date Received
24 March 2026

Case Officer
Amy Stone

Reviewer
DH

Date issued
24 April 2026