

**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.

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**APPLICATION DETAILS**

Planning Application Number: 26/00035/FUL

Highway Reference Number: 2026/0035/04/H

Application Address: Land West Of Forest House Leicester Lane Desford Leicestershire LE9 9JJ

Application Type: Full

Description of Application: Change of use and conversion of disused existing rural building to a single C3 self-build dwellinghouse, including landscaping, external works and parking within proposed domestic curtilage

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**GENERAL DETAILS**

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: C/O Agent

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

Parish: Desford

Road Classification: Class B

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**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), on a full application for the change of use and conversion of disused existing rural building to a single C3 self-build dwellinghouse, including landscaping, external works and parking within proposed domestic curtilage. The proposals are located at Land West Of Forest House Leicester Lane Desford Leicestershire LE9 9JJ.

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

- Design and Access statement (dated January 2026)
- Block Plan (unreferenced)
- Site location plan (unreferenced)
- Proposed floor plans (unreferenced)

- Proposed block plan (unreferenced)
- Existing floor plans (Drawing number 18/O29/O1/1 dated September 2018)
- Application form (dated 14/01/2026)

The LHA acknowledges the relevant planning history at the site which is noted below:

- 23/00157/FUL - Proposed conversion of existing stables to dwelling (C3) with associated amenity and parking. This was refused in May 2023. The LHA advised approval subject to conditions.

### **Site Access**

Access to the site is from Leicester Road which is a classified B road subject to a 40mph speed limit. The Application Form (dated 14/01/2026) indicates that no alterations are proposed to the existing access arrangements.

Whilst the access should normally comply with [Table 13](#) of the [Leicestershire Highway Design Guide \(LHDG\)](#), the red and blue boundary lines shown on the submitted Block Plan indicate that access will also be necessary for the ongoing maintenance of the remaining paddock area. The LHA therefore assumes that the access must also accommodate this additional use.

Given the current extant use at the site and the proposals, the LHA would not be able to demonstrate the proposals would lead to an intensification of use of the access. The proposals are also likely to lead to a reduction of large slow moving vehicles accessing and egressing the site. As such, the LHA would consider requesting any access width amendments unreasonable in these site specific circumstances.

Whilst vehicular visibility splays have not been demonstrated on a scaled drawing, the LHA is satisfied that 2.4 metre by 65 metres splays could be achieved in both directions of the site access in accordance with [Table 6](#) of the LHDG. Therefore, the LHA will seek to secure the visibility splays by way of planning condition.

The Applicant should provide hard-standing surface and adequate drainage at the site entrance. This is to ensure surface water does not drain into the Public Highway in the interest of highway safety. This can be achieved by way of condition.

### **Highway Safety**

The LHA has checked its Personal Injury Collision (PIC) database and there have been no recorded PICs in the vicinity of the proposed site access within the last five years.

It should be noted that the LHA is satisfied that the development proposal would not exacerbate the likelihood of further such incidents occurring.

### **Internal Layout**

It is noted from the proposed floor plans submitted that the Applicant is proposing two bedrooms as part of the proposals. The LHA notes from the proposed block plan that three off-street parking spaces have been provided. [Table 28](#) of the LHDG states that for dwellings with up to three

bedrooms, there should be a minimum of two off-street car parking spaces. Therefore, the LHA is satisfied that the off-street parking arrangements are in accordance with [Table 28](#) of the LHDG.

Noting the length of the access drive, due consideration should be given to waste collection provision. It is noted that no bin collection points are proposed, and that the access drive would not have suitable turning heads and/or be constructed to carry a refuse vehicle in accordance with the LHDG. Nevertheless, this is not a material consideration for the LHA and as such would be a matter for the Applicant/Local Planning Authority to discuss with the Waste Collection Authority. More information can be found [here](#) under 'General Layout of a private development'.

## **Conditions**

- 1) No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 65 metres have been provided at the site access. These 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 afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

- 2) The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with the 'Proposed Block plan' (unreferenced). 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).

- 3) No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2024).

- 4) The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 9 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

- 5) Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking

and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 9 metres of the highway boundary, nor shall any be erected within a distance of 9 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

### **Informative**

Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

**Date Received**  
**22 January 2026**

**Case Officer**  
**Ania Mokrani**

**Reviewer**  
**BD**

**Date issued**  
**12 February 2026**