

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: 25/00267/FUL

Highway Reference Number: 2025/0267/04/H/R1

Application Address: Land Adjacent Poultry Farm Desford Road Desford Leicester Leicestershire LE9 2BF

Application Type: Full

Description of Application: Re-consultation. Creation of four traveller pitches

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Arthur McDonagh

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the creation of four traveller pitches at land adjacent Poultry Farm, Desford Road, Desford.

Previously, the LHA advised within its observations dated 27th June 2025 that additional information was required from the Applicant, notably improvements to the site access on Desford Road (which links Desford and Kirby Muxloe), but preferably closure of that access and use of the Desford Lane north (leading to Ratby) access, which fell within the Applicants blue line boundary.

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

- Site Layout - Stanfords Vector Map Plan No: 1680 – Received by the LPA on 8th October 2025;
- Site Location Plan 1680/SL– Received by the LPA on 8th October 2025;

- Savoy Consulting drawing number DWG-01 (Site Access Design & Visibility Splays);
- Savoy Consulting drawing number DWG-02 (Caravan Swept Path Analysis); and
- Stage 1 Road Safety Audit (RSA1) and Designer's Response dated October 2025.

Site Access

The Applicant has proposed to access the site via Desford Lane north, which is welcomed by the LHA given that this will carry a lighter volume of traffic and HGV's than Desford Road.

Savoy Consulting drawing number DWG-01 details a site access width of 6.0m and visibility splays of 2.4 x 65m in each direction. No speed survey has been undertaken by the Applicant.

Notwithstanding the lack of a speed survey, the LHA accepts that visibility is achievable to the junction of Desford Lane/ Desford Road to the south of the access, approximately 125 metres. In addition, a splay of approximately 2.4 x 200m is achievable to the northeast of the access. Based on the Design Manual for Roads and Bridges desirable minimum stopping sight distances, the northeastern visibility splay would be suitable for measured vehicle speeds of up to 60mph at the site access.

Given visibility is achievable to the nearby junction to the south and would be suitable for vehicle speeds of 60mph to the northeast, the LHA accepts that under the site-specific circumstances, a speed survey is not required. Furthermore, the junction and bends in the road are likely to act as a physical speed constraint and it is considered 85th percentile speeds are unlikely to reach 60mph at the site access location.

The RSA 1 raises one problem, summarised as follows:

"Internal site carriageway width at access risks vehicles entering the site being blocked by those exiting the site, leading to vehicles obstructing Desford Lane and potential shunt collision."

The RSA recommends swept path analysis should be undertaken of the access, and then the access design should be amended accordingly to reflect any necessary layout changes. Whilst the Applicant has undertaken swept path analysis, of a 4x4 towing a caravan, as detailed on Savoy Consulting drawing number DWG-02, the safety audit recommendation has been rejected within the Designer's Response for several reasons. These include that touring caravans would stay on the site for a few days, that the likelihood of conflict is minimal given the number of pitches and that it is possible to pass a towing caravan at the access.

When considering all the above, the LHA accepts that no further measures are necessary at the site access. It should be noted however that it is stated within the Designer's Response that the application is for eight pitches. The LHA believes the application is for four pitches.

The Applicant has not proposed to permanently close the existing access to the south of the site on to Desford Road. In addition, the access has been removed from the Applicants red line boundary of the site but remains in the blue line. The LHA advise that whilst it finds the site access proposals to be acceptable, this is on the basis that the LPA can secure the permanent closure of the existing Desford Road access by means of a condition and may require the Applicant to amend their red/ blue line boundaries.

Should the LPA not be able to secure the permanent closure of the existing Desford Road access, the LHA request that it is re-consulted so that further consideration can be given to the proposals.

Highway Safety

Given the site is proposed to be accessed off Desford Lane and on the basis the LPA would be able to secure the permanent closure of the existing Desford Road access, the LHA is satisfied the proposals would be unlikely to exacerbate an existing highway safety concern.

Internal Layout

The LHA considers the proposals have sufficient parking and turning space within the site.

Transport Sustainability

As advised previously, the LHA consider the site is not in a sustainable location in transport terms. The site is in a rural location, with no footways or street lighting. Nevertheless, the LHA is satisfied for the LPA to consider transport sustainability alongside other sustainability considerations for the site.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Savoy Consulting drawing number DWG-01 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 125 metres to the south and 2.4 metres by 200 metres to the northeast 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).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Site Layout - Stanfords Vector Map Plan No: 1680 – Received by the LPA on 8th October 2025. 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).

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 11 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. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. 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 11 metres of the highway boundary, nor shall any be erected within a distance of 12 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).

6. Development hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on to Desford Road (between Desford and Kirby Muxloe) that becomes redundant as a result of this proposal has 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).

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/>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, 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. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

Date Received
8 October 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
28 October 2025