



Land at Hinckley Road
Burbage
Leicestershire

PLANNING STATEMENT

Project: Erection of six dwellings with vehicular access and associated parking

Client: ROM Developments

Prepared by: LB Planning

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EXECUTIVE SUMMARY

This **Planning Statement** accompanies a Full Planning Application for the **erection of six dwellings with vehicular access and associated parking** at land off Hinckley Road, Burbage. The proposals retain the existing dwelling at the frontage (No.38 Hinckley Road) and the established salon business, ensuring continuity of existing residential and commercial activity on site.

The site lies within the built-up area and settlement boundary of Burbage, in a sustainable and accessible location. The rear portion of the site currently contains buildings and hardstanding associated with former garage-related activity which do not make a positive contribution to the appearance or function of the site. The proposed development represents a clear improvement, introducing a coherent residential layout and high-quality dwelling forms which will enhance the site and its setting.

Residential amenity has been a key consideration throughout the design process. The layout has been arranged to safeguard neighbouring living conditions through careful siting, orientation and fenestration design, consistent with the Council's Good Design Guide SPD and relevant Development Plan policy. Suitable private amenity space is also provided for future residents, with the retained dwelling continuing to benefit from appropriate amenity provision.

The proposal is supported by technical evidence, including a Transport Statement confirming acceptable access and connectivity credentials, and ecological submissions demonstrating a clear and deliverable route to achieving the mandatory biodiversity net gain requirement, including on-site measures where achievable and off-site contribution where necessary.

Overall, the proposals accord with the Development Plan when read as a whole, align with national policy objectives for sustainable development and the delivery of well-designed housing, and are supported by proportionate technical assessments. Planning permission should therefore be granted.

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1. INTRODUCTION

- 1.1. This Planning Statement is submitted in support of a Full Planning Application for the redevelopment of land at Hinckley Road, Burbage, to provide six new dwellings with associated access and parking. The proposed development will sit alongside the existing residential dwelling (No.38 Hinckley Road) and the existing salon business at the front of the site ("Lox").
- 1.2. The application presents an appropriate and deliverable opportunity to regenerate and improve an underutilised parcel of land in a sustainable location. The proposals introduce a cohesive residential layout and high-quality dwelling forms, whilst maintaining existing activity on site and delivering measurable environmental betterment through biodiversity enhancement.
- 1.3. The design approach is informed by national and local policy objectives seeking the efficient use of land in sustainable locations, the delivery of a suitable housing mix, high quality design and the protection of residential amenity. The submitted Design Statement, prepared by Hayward Architects, confirms the scheme has been developed as a design-led response to its context, with the aim of securing a clear visual improvement compared to the existing condition and appearance of the site.

2. SITE DESCRIPTION AND SURROUNDING AREA

- 2.1. The application site, measuring circa 0.21Ha, is located on Hinckley Road within the built-up area and settlement boundary of Burbage, in a sustainable and accessible location fronting a principal route through the village.
- 2.2. The site currently accommodates:
 - No.38 Hinckley Road, an existing residential dwelling, which is to be retained;
 - An established hairdressing premises ("Lox") at the frontage, also to be retained alongside its parking; and
 - Former car sales/servicing garage buildings and associated hardstanding areas to the rear, which are proposed for demolition and redevelopment.
- 2.3. The rear portion of the site is characterised by structures and hardstanding, which do not make a positive contribution to local visual quality. The supporting Design Statement confirms that these garage structures detract from the appearance of the

site and wider street scene, reinforcing the opportunity for appropriate improvement through redevelopment.

- 2.4. The surrounding area displays a varied residential character, including detached and semi-detached dwellings, bungalows, and small-scale commercial uses, reflecting the mixed character of Hinckley Road as a principal village route. The site benefits from proximity to local services and facilities, together with good connectivity to public transport.

3. PROPOSED DEVELOPMENT

- 3.1. Full planning permission is sought for the erection of six dwellings with associated access and parking. The scheme is positioned on the previously developed portion of the site, allowing the existing dwelling and salon use at the frontage to remain in place and continue operating without disruption.
- 3.2. The development provides a mix of house types and sizes, supporting housing choice within the village and reflecting a range of dwelling typologies found locally. The submitted site plan confirms the proposed schedule as:
- Plot 1: 4 bed / 8 person (2.5 storey) – 162.8m²
 - Plot 2: 4 bed / 6 person – 116m²
 - Plot 3: 3 bed / 6 person – 115.4m²
 - Plot 4: 3 bed / 4 person – 92.9m²
 - Plot 5: 3 bed dormer bungalow – 88.3m²
 - Plot 6: 3 bed dormer bungalow – 88.3m²
- 3.3. The layout provides an internal access arrangement with turning capability, including a fire tender turning head, with dwellings positioned to create a coherent residential environment set behind the retained uses.
- 3.4. The proposals retain existing viable uses on site, ensuring the development strengthens the site's overall function and avoids displacing existing economic activity.
- 3.5. The submitted built footprint comparison drawings (plan ref nos. 25/99.10 and 25/99.11) demonstrate that the overall built footprint reduces from circa 722.5m² existing to circa 588.2m² proposed, evidencing that the scheme provides a rationalised form of development and improved site structure.

4. PLANNING POLICY

- 4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2. The Development Plan comprises the adopted policies of:
 - Hinckley and Bosworth Core Strategy (2009); and
 - Site Allocations and Development Management Policies DPD (SADMP) (2016).
- 4.3. The Development Plan is supplemented by:
 - the Burbage Neighbourhood Plan; and
 - the Good Design Guide SPD.
- 4.4. National policy is set by the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance.

National Planning Policy Framework (NPPF) December 2025

- 4.5. The NPPF sets out the Government's planning policies for England and is a material consideration in decision-making.
- 4.6. The following paragraphs are relevant to this proposal:

Achieving Sustainable Development

- 4.7. Paragraph 11 sets out the presumption in favour of sustainable development, including that proposals which accord with an up-to-date Development Plan should be approved without delay.

Delivering a Sufficient Supply of Homes

- 4.8. Paragraph 60 confirms the Government's objective of significantly boosting the supply of homes, and the role of planning in meeting housing needs.

Promoting Sustainable Transport

- 4.9. Paragraph 110 expects development to be located and designed so that sustainable transport can be achieved, with significant development focused on locations which are or can be made sustainable.
- 4.10. Paragraph 115 requires safe and suitable access for all users, and that sustainable transport modes are prioritised.

Making Effective Use of Land

- 4.11. Paragraph 129 supports the effective use of land, including the redevelopment or improvement of land in sustainable locations where appropriate.

Achieving Well-Designed Places

- 4.12. Paragraph 130 requires development to function well, add to the overall quality of the area, be visually attractive, respond to local character, and create a high standard of amenity.
- 4.13. Paragraph 135 sets out expectations for coherent layout, good landscape design and safe, accessible environments.

Conserving and Enhancing the Natural Environment

- 4.14. Paragraph 174 expects planning decisions to contribute to and enhance the natural environment, including protecting and improving biodiversity.
- 4.15. Paragraph 180 sets out that development should minimise impacts on biodiversity and provide net gains, applying the mitigation hierarchy.

Hinckley and Bosworth Core Strategy (2009)

- 4.16. The Core Strategy sets the strategic spatial approach for the Borough and provides the overarching policy framework.
- 4.17. The following policies are relevant to this proposal:
- Policy 4: Development in Burbage
Identifies Burbage as a sustainable location for development, supporting appropriate growth within the settlement and directing development to suitable locations.
 - Policy 14: Sustainable Transport
Seeks to reduce the need to travel, encourage sustainable transport modes, and ensure development is served by safe and suitable access arrangements.
 - Policy 15: Affordable Housing
Sets requirements for affordable housing provision on qualifying schemes and seeks to secure mixed and balanced communities.

- Policy 16: Housing Mix
Requires housing proposals to provide an appropriate mix of dwelling sizes and types to meet local needs, including the needs of older people and family households where identified.
- Policy 24: Sustainable Design and Technology
Requires development to incorporate sustainable design measures and respond positively to local character and context.

Site Allocations and Development Management Policies DPD (2016)

4.18. The SADMP provides the detailed development management framework used to assess planning applications.

4.19. The following policies are relevant to this proposal:

- Policy DM1: Presumption in favour of sustainable development
Supports proposals that accord with the Development Plan and do not cause unacceptable adverse impacts.
- Policy DM3: Infrastructure and delivery
Requires development to ensure that infrastructure impacts are appropriately addressed and that proposals can be delivered in a coordinated and effective way.
- Policy DM6: Enhancement of biodiversity and geological interest
Requires biodiversity to be conserved and enhanced, supported by ecological assessment and appropriate mitigation and enhancements.
- Policy DM7: Preventing pollution and flooding
Ensures development is safe and appropriate in relation to flood risk, drainage, contamination and pollution considerations.
- Policy DM10: Development and design
Requires high standards of design, ensuring development complements or enhances local character, creates a high-quality environment, and safeguards neighbour amenity including privacy, outlook, and general living conditions.
- Policy DM17: Highways and transportation
Requires safe access arrangements, appropriate internal layout and mitigation where necessary to avoid unacceptable highway impacts.

- Policy DM18: Vehicle parking standards
Requires appropriate parking provision to meet standards and to avoid highway safety and visual amenity impacts.

Burbage Neighbourhood Plan 2015–2026 (Made May 2021)

- 4.20. The Burbage Neighbourhood Plan forms part of the Development Plan for the area and includes locally-specific policy considerations relating to settlement identity, design quality, and development expectations in the village.
- 4.21. The Neighbourhood Plan supports appropriately located development within the village, subject to compliance with policies on design, character and amenity. It also reinforces the importance of high-quality residential environments and ensuring development is integrated successfully into the built form of Burbage.
- 4.22. The following policies are relevant to this proposal:
- Policy 1: Settlement Boundary
Supports residential development within or adjacent to the settlement boundary, subject to compliance with the wider Development Plan.
 - Policy 2: Design and Layout
Requires new development to respect local character, respond to surrounding built form, and retain important natural features where appropriate.
 - Policy 3: Business and Retail
Supports business uses where proposals are appropriately scaled, do not harm residential amenity, and avoid adverse highway impacts.
 - Policy 4: Parking
Seeks adequate off-street parking provision for new residential development to avoid unacceptable on-street parking impacts.
 - Policy 5: Footpaths and Cycleways
Protects existing pedestrian and cycle connectivity and supports safe, sustainable movement within the Parish.

Good Design Guide SPD

- 4.23. The Good Design Guide SPD is a material consideration and is used to guide and assess the design quality of proposals at pre-application and application stages. The

SPD provides detailed and practical guidance intended to secure development that responds positively to local context and creates high quality environments for future occupiers and neighbouring residents.

4.24. The SPD is particularly relevant to this proposal as it provides guidance on the key components of successful residential development, including:

- Site planning and layout fundamentals, including the creation of coherent, legible arrangements which avoid unstructured or visually dominant forms of development;
- Residential amenity considerations, including achieving appropriate relationships through orientation and fenestration design, protecting privacy, and ensuring development avoids unacceptable effects on outlook and enclosure;
- Private amenity space expectations, recognising that usable external space is an essential part of residential quality and should be proportionate and functional for day-to-day living;
- Parking provision and integration, seeking to ensure parking is delivered without dominating the appearance of the development, including discouraging extensive runs of frontage parking and promoting a balanced landscape/parking relationship;
- Delivering well-designed places, ensuring development contributes positively to local character and reinforces a strong residential identity.

4.25. Chapters 4 and 5 of the SPD are particularly material, providing detailed guidance for new residential development, including how interface relationships should be designed successfully and how amenity and parking expectations should be embedded in the layout.

5. PLANNING ASSESSMENT

The Principle of Development

5.1. The application site sits within an established settlement, in an area where residential use is compatible with the prevailing land use character and where local and national policy supports the provision of housing in sustainable locations.

- 5.2. The proposals represent an appropriate form of redevelopment and improvement of land already influenced by built form. The retention of the existing dwelling and salon ensure the scheme is not a complete change to the character and function of the site but instead forms a necessary redevelopment and improvement of the land to the rear.
- 5.3. The principle of delivering six dwellings within this location is acceptable. The site is accessible to local services and facilities, and the development provides an opportunity to significantly enhance the area by providing a high-quality development to meet a growing housing need in the village.

Design, Layout and Visual Impact

- 5.4. The layout introduces a clear residential structure, with dwellings positioned to define private spaces and create a coherent internal arrangement. This is supported by appropriate access and turning provision and an integrated parking layout.
- 5.5. The Design Statement confirms the proposal has been informed by local design policy objectives and reflects a traditional domestic approach, adopting materials and forms which are consistent with local architectural detailing, including facing brickwork, pitched tiled roofs, and well-proportioned fenestration.
- 5.6. The scheme provides variation in dwelling form to respond to context and create a balanced composition. Plot 1 provides a 2.5 storey dwelling which gives presence and interest without appearing dominant, whilst the two-storey dwellings provide a comparable scale to the surrounding residential pattern. The inclusion of dormer bungalows at Plots 5 and 6 provides a lower-profile form of development, to respect the surrounding pattern of development and topography.
- 5.7. The submitted Design Statement confirms that existing garage buildings detract from visual quality, whereas the proposal introduces an attractive residential environment with landscaping and boundaries to soften built form and reinforce residential character.
- 5.8. The plans showing the built footprint comparison confirms the proposal reduces the volume of buildings within the site boundary, evidencing that the scheme is not excessive in coverage terms and provides a rationalised form of development and improved site structure.

Residential Amenity

- 5.9. The protection of residential amenity has been a key design consideration, consistent with Policy DM10 and the Good Design Guide SPD.
- 5.10. The arrangement has been developed so that relationships with surrounding boundaries and neighbouring properties are appropriately managed through building orientation, sensible placement of windows and openings, and the use of controlled elevations where necessary.
- 5.11. The dwellings are positioned so that private garden areas function properly and visibility between facing elevations is controlled. Where elevations sit closer to boundaries, the fenestration is deliberately restrained so that privacy is protected and there is no undue overlooking.
- 5.12. The dormer bungalow plots provide a lower-profile form of accommodation, thereby reducing perceived scale at points within the layout where a more modest built form is beneficial
- 5.13. The proposals ensure that the retained dwelling (No.38) continues to benefit from usable amenity space. The submitted site plan identifies retained amenity space to No.38 of approximately 60m², together with an area of new private amenity space of approximately 79m², ensuring the retained dwelling remains appropriately served and benefits from an improved curtilage.
- 5.14. The Good Design Guide confirms that gardens are an important component of residential quality and that amenity spaces must be functional for day-to-day living. The scheme provides defined private garden areas for each dwelling, which are each suitable for the relative size the associated dwelling.
- 5.15. Overall, the proposals deliver appropriate living conditions for both future occupiers and neighbouring residents, in accordance with local design and amenity expectations.

Highways, Access and Parking

- 5.16. The proposals are supported by a detailed Transport Statement which provides an appraisal of accessibility, safety and trip generation.

- 5.17. The Transport Statement confirms that the application site has strong sustainable connectivity. The Department for Transport Connectivity Tool assigns the site an overall connectivity score of 67, indicating good accessibility by sustainable modes, with particularly strong performance for cycling and above average walking accessibility.
- 5.18. Vehicular access is taken from Hinckley Road and is designed in accordance with relevant highway standards. The internal layout provides appropriate turning provision, and the scheme includes arrangements so vehicles can enter and leave safely.
- 5.19. Parking provision is confirmed as 16 spaces, meeting local standards and providing appropriate accommodation for the proposed dwellings and retained uses. The Transport Statement also confirms servicing arrangements, including kerbside refuse collection and compliant drag distances.
- 5.20. The Transport Statement includes trip generation analysis using TRICS, comparing residential vehicle trip generation with the existing B2 use historically associated with garage activity on site. The analysis demonstrates the proposed development would generate approximately four vehicle trips in both AM and PM peak hours, broadly comparable to the existing use, with no material harm to highway operation.
- 5.21. In highway safety terms, the Transport Statement confirms a low collision rate in the vicinity and no serious or fatal incidents recorded over the study period, supporting the conclusion there are no transport or highways grounds to resist the proposal.

Ecology and Biodiversity Net Gain

- 5.22. The application is supported by a Preliminary Ecological Appraisal and Preliminary Roost Assessment.
- 5.23. The PEA/PRA confirm the proposal involves demolition of a number of existing buildings and the construction of six new dwellings and provides detailed consideration of protected species potential. It identifies buildings B5 and B7 as high habitat value for bats and confirms that buildings B4 and B6 are high bat habitat value and, as they are proposed for demolition, require three emergence/re-entry surveys during the active season (May–September). The applicant is happy to provide such surveys during the course of the application.

- 5.24. The report records no evidence of nesting birds at the time of survey but identifies nesting potential within buildings and vegetation and provides standard avoidance guidance for works during the bird breeding season.
- 5.25. A separate Biodiversity Net Gain Assessment has been prepared using the Statutory Metric. It confirms the baseline biodiversity value of the site as 0.50 area-based units, with a post-development value of 0.28 units, resulting in a net change of -0.22 units based on the current landscape proposals.
- 5.26. The BNG Assessment sets out the delivery strategy to achieve the mandatory +10% Biodiversity Net Gain, including the requirement for a minimum score of 0.55 units, and confirms that an off-site contribution will be required to secure full compliance.
- 5.27. The BNG assessment identifies an off-site requirement of 0.52 units, including introduced scrub, bramble scrub, bare ground and urban tree units.
- 5.28. The report confirms that a Biodiversity Gain Plan and Habitat Management and Monitoring Plan will be required to demonstrate delivery and monitoring for at least 30 years, ensuring biodiversity outcomes are secured and measurable. The applicant is happy to provide such documents during the course of the application.

6. PLANNING BALANCE

- 6.1. The proposal delivers a well-designed housing scheme within a sustainable location, providing an appropriate housing mix and representing a significant improvement to the site in visual and functional terms. The retention of the existing dwelling and salon retains established activity and ensures continuity of existing use.
- 6.2. The scheme is supported by technical evidence confirming good accessibility, safe access and appropriate parking provision, and a clear route to achieving biodiversity net gain, supported by an appropriate evidence base.
- 6.3. The proposals have been developed to deliver a high standard of design, safeguard residential amenity, integrate parking appropriately, and improve the site compared to the existing baseline condition.

7. CONCLUSION

- 7.1. This Planning Statement demonstrates that the proposed development is acceptable in principle, suitably designed for its context, and capable of being delivered without unacceptable impacts.
- 7.2. The proposal makes efficient use of land within a sustainable settlement, improves the appearance of the site, retains the existing dwelling and salon, and provides a suitable mix of dwellings.
- 7.3. The scheme accords with the Development Plan when read as a whole and aligns with national policy aims for sustainable development, housing delivery, good design and environmental enhancement.
- 7.4. It is therefore respectfully requested that planning permission is granted.