

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: 26/00717/FUL

Highway Reference Number: 2026/0717/04/H

Application Address: 2C Southfield Road Hinckley Leicestershire LE10 1UB

Application Type: Full

Description of Application: Change of Use from Dwellinghouse (Use Class C3) to Health and Wellbeing Clinic (Use Class E(e))

GENERAL DETAILS

Planning Case Officer: Zahra Jam-Rotbeh

Applicant: Miss Shivani Raval

County Councillor: St Marys ED - Cllr Stuart Bray

Parish:

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 Policy TR6(4) of the National Planning Policy Framework (2026), 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 Council (BDC), on a planning application which seeks the:

'Change of Use from Dwellinghouse (Use Class C3) to Health and Wellbeing Clinic (Use Class E(e)).'

The proposals are at the 2C Southfield Road, Hinckley, Leicestershire, LE10 1UB.

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
- Design and Access Statement
- Proposed Parking Provision Plan, drawing number PP-05 and
- Proposed Floor Plans, drawing number PP-03

Site Access

The Applicants are proposing to utilise the existing access, which is onto the northern extent of Southfield Road, approximately 26m to the northeast of the junction of Southfield Road / Queens Road. Southfield Road is an adopted, classified B road subject to a 30mph speed limit.

It should be noted at this point that the application form states that the change of use had not taken place. However, it would appear from a site visit undertaken on 15 September 2026 that the change of use has already taken place. An internet search also revealed that the site has been in operation since around February 2025.

Whilst the Applicant has not provided any detailed access drawing, the LHA found the access width to be approximately 5.2m in width. Whilst this would not be in accordance with the LHAs standards as the access is bounded on both sides, given the shortfall in access width is de minimis, this is acceptable to the LHA in these site-specific circumstances.

The Applicant has also not provided 2m by 2m pedestrian visibility splays within the site, however, as previously alluded to the site has been in operation for a long period of time and the LHA have no information on record that there have been any issues at the site access.

The LHA also undertook a vehicular visibility splay check at the access during the site visit. These were found to be in excess of 2.4m by 43m to the southwest of the access and 2.4m by 40m to the northeast. Whilst there is a shortfall of 3m to the northeast the LHA note there is a speed table within this splay that would likely lead to lower speeds than the 30mph speed limit.

For the reasons set out above the LHA are satisfied the access is suitable for the scale of development in these site-specific circumstances.

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) data for the latest five-year period. This demonstrates there were five PICs within 500m of either side of the access, all were classed as slight in severity.

Having reviewed the PIC data, the LHA can find no patterns or trends likely to be exacerbated by the proposals.

Internal Layout

Figure 29(c) section E(e) of the LHDG states that for medical or health (not attached to residence) use, one parking space is required per staff member plus two spaces per consulting room or surgery.

The drawing titled 'Proposed Floor Plans', drawing number PP-03 demonstrates that there are four consultation rooms within the site. Based upon this, the LHA would normally expect 12 off-street parking spaces to be provided.

Having reviewed the drawing titled 'Proposed Parking Provision Plan', drawing number PP-05, the Applicants are proposing to five off-street parking spaces. However, the LHA having visited the site question whether the parking space identified as 'Car Parking 1' closest to the building would be usable should the other spaces be occupied. The LHA are satisfied that the other four proposed spaces comply with **Figure 44** of the LHDG in terms of length and width

Whilst having considered the above, the Applicant has stated within the 'Design and Access Statement' that only two rooms would be utilised at a time, and that there would be time between appointments to allow for the clients to leave the site before the next appointment commences.

The Application Form also states that there would be two part-time employees at the site, confirming the above paragraph.

Given the above, the LHA have taken the following into consideration:

- The site is currently in operation
- No off-site parking issues currently raised with the area that relate to this site
- Only two rooms in operation at a time
- Two part-time employees
- Time between appointments to allow for client cross-over.
- Close to the town centre
- Easy access to local buses services
- Ease to walk and cycle to
- Evidence of on-street parking in and around the site.

The LHA would request the Applicant provides cycle spaces within the site to encourage sustainable travel to the site. This can be secured via condition.

The LHA would also encourage staggering the appointment time of each consulting room to further allow for clients to leave the site.

Should the site expand in the future, the LHA would encourage the Applicant to utilise the off-street parking for staff only.

Conditions

1. Notwithstanding the submitted plans, there shall be four off-street parking spaces provided within the site. Thereafter the onsite parking provision shall be kept available for such use 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 in the interests of highway safety and in accordance with the National Planning Policy Framework (2026).

2. Within three months of the decision date, secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use(s) in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2026).

Date Received
1 September 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
18 September 2026