

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: 26/00696/FUL

Highway Reference Number: 2026/0696/04/H

Application Address: Heritage House Wheatfield Way Hinckley Leicestershire LE10 1PJ

Application Type: Full

Description of Application: Extensions and Alterations to Existing Industrial unit to provide additional storage space.

GENERAL DETAILS

Planning Case Officer: Zahra Jam-Rotbeh

Applicant: Mr Mark Hague

County Councillor: Cllr Michael Mullaney

Road Classification: Adopted Unclassified

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA) on an application seeking extensions and alterations to the existing industrial unit to provide additional storage space, located at Heritage House, Wheatfield Way, Hinckley, Leicestershire, LE10 1PJ.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form;
- Site Location Plan, drawing number 07;
- Site Plan, drawing number 06;
- Existing Plans & Elevations, drawing number 01;
- Proposed Plans & Elevations, drawing number 05A; and
- Supporting Statement dated 28 July 2026.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway

Design Guide ([LHDG](https://www.leicestershirehighwaydesignguide.uk/highway-development-management)) within this report. These are identified in bold, underlined and in blue text. The LHDG is available for reference at the following link:
<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

The site is located on an industrial estate on Wheatfield Way which is an adopted, unclassified road subject to a 30mph speed limit. The Applicant is not proposing any changes to the existing access.

The LHA completed a site visit on 28 August 2026 and measured visibility splays of 2.4m by 61m southwest to Cloverfield and in excess of 2.4m by 60m north-east. This is in excess of the requirements set out within [Table 6](#) of the LHDG.

The LHA measured the access to be 15m wide where it meets the carriageway and narrows to 9m at the highway boundary. This is in accordance with the requirements set out within [Table 4](#) of the LHDG. However, the LHA noted parked vehicles adjacent to the proposed access on Wheatfield Way and are concerned that HGVs would not be able to enter and egress the site with these vehicles in situ, should they have to start reversing into the site from the highway as detailed within the Internal Layout section below.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been two recorded collisions within 500m of the proposed site access. The LHA consider there are no patterns of PICs that are likely to be exacerbated by the proposed development.

Internal Layout / Trip Generation

The Applicant has stated the existing use of the site to be B2/B8 Industrial, Storage and Distribution. To assess the level of parking required the LHA has used category B2 (General Industry) as this is the most traffic extensive use of the site. In accordance with [Table 29\(a\)](#) of the LHDG this requires one car parking space to be provided for each 50sqm floor space. For the existing internal floorspace of 1196sqm this would equate to a minimum provision of 24 car parking spaces being required. The proposals would result in a new total internal floorspace of 1774sqm, requiring 35 car parking spaces.

There are nine existing parking spaces that are being retained with no further spaces proposed. Therefore, in accordance with the LHDG there is an existing shortfall of 15 car parking spaces and the proposals will create a shortfall of 26 car parking spaces. However, the Applicant has stated on the Application Form that there are five existing employees, increasing to eight under the proposals. The LHA has considered the site-specific circumstances and is satisfied that the existing number of parking spaces can also serve the proposals.

One lorry/HGV parking space should also be provided for every 400sqm in accordance with [Table 29\(a\)](#) of the LHDG. The existing site would require three lorry/HGV parking spaces. Under the proposals, a minimum servicing provision of four HGV spaces are required to serve the proposed development. Lorry parking, loading bays and manoeuvring should be in accordance with [Figure 45](#) and [Table 31](#) of the LHDG.

The LHA has reviewed the 'Site Plan', drawing number 06 and it appears that there is only one HGV parking space. The LHA is also concerned that there appears to be no turning space within the site to enable HGVs or other large vehicles to egress the site in a forward gear

The LHA request information about the largest vehicle that will access the site and the frequency of these trips over a typical day/ week. The Applicant should also submit a scaled drawing demonstrating the largest anticipated vehicle manoeuvring within the site to egress in a forward gear with all parking spaces in situ. At present, it appears there may be space for vehicles such as HGVs to turn at the rear of the property. In the event this would no longer be possible, noting the on-street parking in the vicinity of the access, the LHA request that swept path analysis is provided on a scaled drawing for the largest vehicle likely to access the site in the event it would need to reverse into the site. The LHA would accept a 2.5kph design speed for reversing vehicles and this would need to be confirmed on the drawing. It should however be noted at this stage that HGVs reversing into the site could be of concern to the LHA and may not be considered acceptable, particularly given the location near to the entrance of the industrial estate.

There does not appear to be any cycle parking. The LHA encourage the Applicant to provide provision for cycle parking in accordance with [Table 27](#) of the LHDG.

Transport Sustainability

The site is located within Hinckley which has access to multiple shops and services, educational facilities and recreational facilities. There is a bus stop located approximately 500m from the site on Stoke Road with the Arriva 7 bus service providing an hourly service to the surrounding areas of Hinckley, Burbage and Nuneaton.

Therefore, the LHA considers the site to be in a sustainable location in transport terms. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Date Received
13 August 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
4 September 2026