

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: 26/00688/FUL

Highway Reference Number: 2026/0688/04/H

Application Address: The Woolcomber 30 Atkins Way Burbage Leicestershire LE10 2PH

Application Type: Full

Description of Application: Change of use of ground floor to retail and ground floor extension. First floor extension to create 4 flats, car parking landscaping and infrastructure

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Mr A Keshwara

County Councillor: St Marys ED - Cllr Stuart Bray

Parish: Burbage

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 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) on an application seeking the change of use of ground floor to retail and ground floor extension; first floor extension to create 4 flats, car parking landscaping and infrastructure. The site is located at The Woolcomber, 30 Atkins Way, Burbage, Leicestershire, LE10 2PH.

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

- Application Form;
- Location Plan, drawing number 665SK01-5;
- Existing Site Plan, drawing number 665SD01-1;
- Existing Ground Floor Plan, drawing number 665SD01-4, Rev A;
- Existing Block Plan, drawing number 665SD01-6;

- Existing First Floor Plan, drawing number 665SD01-3;
- Proposed Block Plan, drawing number 65SK01-7, Rev A;
- Proposed Site Plan, drawing number 665SK01-1, Rev H;
- BS5837 Report- Trees in relation to design, demolition and construction – dated 19 May 2026;
- Design & Access Statement;
- Proposed Elevations, drawing number 665SK02-1, Rev C;
- Proposed Planting, drawing number 665SK01-8;
- Proposed Ground Floor Plan, drawing number 665SK01-2, Rev C;
- Proposed First Floor Plan, drawing number 665SK01-3, Rev D;
- Planning, Design & Transport Statement; and
- Transport Appraisal –
 - Appendix B:
Access Visibility, drawing number KMC26050 / 001
 - Appendix D:
Vehicular Swept Paths Analysis using FTA Design HG Rigid Vehicle (Sheet 1 of 2), drawing number KMC26050 / TR02 (1) Rev B;
Vehicular Swept Paths Analysis using FTA Design HG Rigid Vehicle (Sheet 2 of 2), drawing number KMC26050 / TR01 (2) Rev B;
Vehicular Swept Paths Analysis using 11.2m Refuse Vehicle, drawing number KMC26050 / TR05.

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 the corner of Atkins Way and Far Lash, both of which are adopted, unclassified roads subject to 30mph speed limits and 7.5t weight restrictions. The Applicant is proposing to utilise the existing access on Atkins Way and to reinstate the access on Far Lash. No amendments are proposed for the access points.

The Applicant is proposing to utilise the existing building, previously a public house, and build an extension to the rear. The proposal is also for a change of use of the ground floor to flexible retail use Class E; conversion of the first floor to residential use and extension to form storage area and the provision of four one-bed flats to the first floor.

The LHA conducted a site visit on 28 August 2026 and measured the access on Atkins Way to be 9m at its widest point where it meets the carriageway, narrowing to 6.5m where it meets the highway boundary.

The access on Far Lash to be brought back into use measured 10m at its widest point where it meets the carriageway and narrows to 6.5m where it meets the highway boundary. This is in excess of the requirements set out within the [Highway Layouts and Design](#) section of the LHDG where each access should measure a minimum width of 6 metres to accommodate commercial vehicles.

The LHA has reviewed the submitted Vehicular Swept Path Analysis drawings for an FTA Design Rigid Vehicle and for an 11.2m Refuse Vehicle and is satisfied that the vehicles can safely access and egress the site in a forward gear.

During the LHA's site visit, visibility splays on the Atkins Way access were measured in excess of 2.4m by 60m south-west and 2.4m by 45m north-east up to the junction with Far Lash. Visibility splays on the Far Lash access were measured at 2.4m by 56m north-west and in excess of 2.4m by 60m south-east. This is in excess of the requirements set out within [Table 6](#) of the LHDG whereby visibility splays of 2.4m by 43m are required for road speeds between 26 and 30mph.

The LHA has also reviewed the submitted '*Access Visibility*' drawing, ref KMC26050 / 001 and is satisfied that visibility splays have been correctly demonstrated.

Although pedestrian visibility has not been demonstrated, the LHA is satisfied that splays of 2m by 2m is achievable at both site access points in accordance with [Table 13](#) of the LHDG.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data within 500m of the site and within the most recent five-year period and there have been no recorded collisions. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Trip Generation

The LHA has reviewed the TRICS information within the submitted Transport Appraisal. In terms of the TRICS analysis for the proposed trip generation the LHA is satisfied with the selection criteria and methodology.

Existing Trips

Table 5.1 of section 5 of the Transport Appraisal indicates the existing public house with a floor area that is accessible to staff (313 sqm) generates 0 and 2 two-way vehicle trips in the AM peak hours (08:00 – 09:00 for the network peak and 10:00 – 11:00 for the development peak) as well as 6 and 8 two-way vehicle trips in the PM peak hours (17:00 – 18:00 for the network peak and 18:00 – 19:00 for the development peak).

Table 5.2 indicates the existing residential flat does not generate any vehicle trips in the AM or PM peak hours.

Proposed Trips

Table 5.3 indicates the proposed retail use with the total proposed floor area that is accessible to staff (482 sqm), including the proposed warehouse area, will generate 9 and 18 two-way vehicle trips in the AM peak hours as well as 32 and 40 two-way vehicle trips in the PM peak hours.

Table 5.4 indicates the proposed residential flats will generate 1 two-way vehicle trip in both AM peak hours as well as 1 and 0 two-way vehicle trips in the PM peak hours.

Table 5.5 indicates the proposed change of use is forecast to generate an additional 10 and 27 two-way vehicle trips in the traditional AM and PM network peak hours respectively. During the AM and PM development peak hours, it will generate an additional 18 and 33 two-way vehicle trips respectively:

Time Period	Arrival	Departures	Two-Way
0800-0900	5	5	10
1000-1100	9	9	18
1700-1800	12	16	27
1800-1900	15	18	33

Table 5.5: A comparison of forecast vehicle trips against the vehicle trips associated with the existing use

As the Applicant has stated within the Transport Appraisal, as part of the development proposals, the existing vehicular access onto Far Lash will be brought back into use. As such, additional vehicle trips will be spread across two accesses, meaning the net vehicle trip generation at both access points will be below 30 additional two-way movements.

The LHA is satisfied the additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

Internal Layout

There are 28 existing car parking spaces on site. The Applicant is proposing a total of 32 parking spaces of which 28 will be designated to the commercial unit and each flat will be allocated one parking space respectively. Three accessible parking spaces are also included.

The Applicant has also proposed six cycle spaces for staff and visitors of the proposed retail use as well as future residents of the four flats. The Applicant has stated that these spaces will be covered and secured, located to the southwest of the building. The LHA finds this acceptable and in accordance with [Table 27](#) of the LHDG. Cycle parking should typically be provided in accordance with [Figure 43](#) of the LHDG. The use of Sheffield 'toast rack' type stands is preferable as they provide a greater area to secure a bike. The Applicant should ensure the cycle parking is weather protected, well-lit and enjoys good natural observation.

In accordance with [Table 28](#) of the LHDG, a dwelling with up to three bedrooms would usually have a minimum of two parking spaces. Taking into consideration that each flat only consists of one bedroom and in a sustainable travel location (explored further in the Transport Sustainability section below) the LHA is satisfied that one parking space per flat is sufficient in these site-specific circumstances.

The Applicant has stated that the ground floor will be used for Class E commercial retail but the specific use under this class is currently unknown. The LHA will base the parking requirements on the worst-case scenario from [Figure 29\(c\)](#) of the LHDG. Use class E(a) Food retail/Supermarket requires a minimum of one parking space per 9sqm plus provision within the site for service and delivery vehicles to be loaded and unloaded clear of the highway. The proposed retail unit consists of 292sqm of internal floorspace, therefore requiring 32 parking spaces.

Within section 4 of the Transport Appraisal the Applicant has summarised the minimum number of parking spaces required for the existing use as a public house in the table below and in accordance with [Table 29\(e\)](#) of the LHDG:

Type of Space	Minimum Number of Spaces Required
Customer spaces	50
Residential staff	1
Non-residential staff	4
Total	55

Table 4.2: minimum number of car parking spaces required for the existing use

The Applicant has also summarised the minimum number of parking spaces required for the proposed use in the table below:

Use	Minimum Number of Spaces Required
Food Retail	32
Storage	1
Residential	8
Total	42

Table 4.3: minimum number of car parking spaces required for the proposed use

The proposed car parking allocated is summarised in the table below:

Type of Space	Minimum Number of Spaces Required
Customer spaces	50
Residential staff	1
Non-residential staff	4
Total	55

Table 4.4: Proposed Car Parking Allocation

The LHA has reviewed the information above and as there is an existing shortfall in parking for the extant use as a public house this would be accepted by the LHA as an existing situation. Therefore, the LHA finds proposed parking provision acceptable.

Spaces should measure a minimum of 2.4m x 5.5m with an additional 0.5m strip for each side bound by a wall/ hedge/ fence etc. The LHA has reviewed the 'Proposed Site Plan', drawing number 665SK01-1, Rev H and find the length of the parking spaces only measure 5m. However, the LHA is satisfied that there is room within the site to accommodate the extra space required for the proposed parking provision.

It appears from the submitted '*Vehicular Swept Paths Analysis using 11.2m Refuse Vehicle*', drawing number KMC26050 / TR05 that refuse vehicles will access the site from the reinstated access on Far Lash where the bin collection point is located. The LHA is satisfied that refuse vehicles will be able to enter and egress and site in a forward gear with room to manoeuvre safely within the site.

The Applicant has demonstrated from the two submitted '*Vehicular Swept Paths Analysis using FTA Design HG Rigid Vehicle*' drawings that a 10m rigid vehicle can access and egress the site from both access points in a forward gear. The LHA is satisfied with the demonstrated swept path and that the vehicle can safely manoeuvre within the site.

Whilst formal HGV parking has not been demonstrated, it appears from the swept path drawings that the yellow hatched area to the west of the site will accommodate parking for refuse vehicles and HG Rigid vehicles for deliveries. The LHA finds this acceptable.

Transport Sustainability

The site is located in Burbage which has access to multiple shops and services, educational facilities and recreational facilities. Furthermore, the site is within 800 metres of bus stops with frequent services to Hinckley and Nuneaton and also a service to Leicester.

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.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on the 'Proposed Site Plan', drawing number 665SK01-1, Rev H have been implemented in full and the permeant bollards at Far Lash access have been removed.

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 (2026).

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 Site Plan', drawing number 665SK01-1, Rev H. Thereafter the onsite parking and turning provision shall be kept available for such uses 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 (2026).

3. The development hereby permitted shall not be occupied until such time as 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).

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
6 August 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
1 September 2026