

**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.

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**APPLICATION DETAILS**

Planning Application Number: 26/00080/FUL

Highway Reference Number: 2026/0080/04/H

Application Address: 38 Hinckley Road Burbage Hinckley Leicestershire LE10 2AQ

Application Type: Full

Description of Application: Erection of six dwellings with vehicular access and associated parking

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**GENERAL DETAILS**

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Jack Hemmings

County Councillor: Burbage ED - Cllr Barry Walker

Parish: Burbage

Road Classification: Class B

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**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 consulted by the Local planning Authority (LPA) on an application for the erection of six dwellings with vehicular access and associated parking located at 38 Hinckley Road, Burbage, Hinckley, Leicestershire, LE10 2AQ.

The LHA has reviewed the following documents as part of this response:

- Application Form;
- Location Plan;
- Design Statement
- Transport Statement, ref 2025/179/0627-01;
- Planning Statement, dated January 2026;
- Residential Scheme, drawing number 04C;
- Plot 1, drawing number 06A;
- Plot 2, drawing number 07A;

- Plots 3 and 4, drawing number 08B;
- Proposed Dormer Bungalow – Plot 5, drawing number 05A; and
- Proposed Dormer Bungalow – Plot 6, drawing number 12, Rev A.

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.

### **Site Access**

The site is located on the B578 Hinckley Road which is subject to a 30mph speed limit. The Applicant is proposing to utilise the existing two access points. There is an existing dwelling (no.38) and a hairdresser (Lox) within the red line boundary which are to be retained as part of the proposed development.

Plot 1 is to be accessed directly from Hinckley Road on the existing northern access with three parking spaces to the front. The remaining five plots plus the existing dwelling will be accessed from the existing southern access on Hinckley Road next to Lox hairdressers which will have a proposed access width of 4.8m according to the 'Access Arrangements', drawing number 2025\_0101\_HGA\_0627-01 within Appendix C of the Transport Statement. Visibility splays of 2.4m by 43m have also been demonstrated which is in accordance with [Table 6](#) of the LHDG.

Access arrangements should be designed in accordance with [Figure 14](#) and [Table 13](#) of the LHDG. The access drive would need to be hard bound (not loose aggregate) for a minimum of 5m from the highway boundary and drainage would need to be provided to prevent surface water from flowing into the highway, should the site drain towards the highway.

Whilst pedestrian visibility splays of 1m by 1m are not achievable at the vehicular access at plot 1, the LHA understand that this is an existing situation.

The Applicant has stated within section 4.6 of the Transport Statement that:

*'The north-western access is to be retained but will be modified to operate as a standard vehicular crossover, with a length of approximately 9 metres. This change will result in vehicles being required to reverse to and from Hinckley Road when entering and exiting the site. Such reversing manoeuvres are already a common feature along both sides of Hinckley Road, where numerous properties use similar crossover arrangements for access.*

*In this context, and given the established nature of this access pattern, the proposals are not considered to give rise to any additional road safety concerns.'*

Taking into account the extant B2 use associated with garage activity on site, the LHA is satisfied that the access arrangements proposed for plot 1 are acceptable and would not have a severe impact on highway safety.

Therefore, the LHA is satisfied that the proposed development will not lead to an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe.

## **Highway Safety**

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been three recorded collisions along the length of Hinckley Road and Church Road. Two were classed as slight in severity and one was classed as serious in severity. The PIC classed as serious occurred on Church Road approximately 230m from the proposed access points. While the PICs are regrettable, the LHA are satisfied that there are no patterns in the data which could be exacerbated by the proposed development.

## **Trip Generation**

Although not required for size of the proposed development, the LHA has reviewed the Transport Statement. In terms of the TRICS analysis for the proposed trip generation the LHA are satisfied with the selection criteria and methodology. The Applicant's trip generation analysis demonstrates the proposed development would generate approximately four vehicle trips in both AM and PM weekday peak hours respectively.

Taking into consideration the types of existing traffic accessing the site, and any possible additional trips associated with the proposed development, the LHA is satisfied that this 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**

The Applicant has stated on the submitted application form that no new public roads are to be provided within the site. For the avoidance of doubt, the LHA notes the proposals have not been designed to adoptable standards, and due to the scale of the proposed development the site will remain private. Further information regarding the LHA Adoption Policy can be found in Policy 5 highway adoption of the Leicestershire Highway Design Guide (LHDG): <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/highway-adoption-policy>.

The LHA note from the submitted Residential Scheme, drawing number 04C that the proposed development will consist of four three-bedroom dwellings and two four-bedroom dwellings.

**Table 28** of the LHDG states that two parking spaces should be provided for a dwelling with up to three bedrooms and three parking spaces for a dwelling consisting of four or more bedrooms.

Parking spaces should measure a minimum of 2.4m x 5.5m with an additional 0.5 metre strip for each side bound by a wall/ hedge/ fence etc to accord with **Figure 44** of the LHDG. To count as a parking space, a single garage should have minimum internal dimensions of 6m by 3m, and 6m by 6m for a double garage.

The LHA have reviewed the submitted Residential Scheme, drawing number 04C which demonstrates sufficient parking per dwelling in general accordance with the LHDG.

The LHA welcomes turning provision within the site for fire tender vehicles. The Applicant has stated within the Transport Statement that refuse vehicles will not be required to enter the site with refuse collection undertaken kerbside as they do in the existing circumstances.

The LHA would encourage the Applicant to consider undercover parking for cycles.

### **Transport Sustainability**

The site is located within 800 metres of Burbage Town Centre 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 Nuneaton, Coventry and 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 Access Arrangements drawing number 2025\_0101\_HGA\_0627-01 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. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Residential Scheme, drawing number 04C &. 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 (2024).

3. 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 5 metres of the highway boundary, nor shall any be erected within a distance of 5 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).

4. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2024).

5. 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 5 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).

### **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.

The proposed road layout does not conform to an acceptable standard for adoption and therefore it will not be considered for adoption and future maintenance by the Local Highway Authority. The Local Highway Authority will, however, serve Advance Payment Codes in respect of all plots served by (all) the private road(s) within the development in accordance with Section 219 of the Highways Act 1980. Payment of the charge must be made before building commences. Please note that the Highway Authority has standards for private roads which will need to be complied with to ensure that the Advanced Payment Code may be exempted and the monies returned. Failure to comply with these standards will mean that monies cannot be refunded. For further details please email [road.adoptions@leics.gov.uk](mailto:road.adoptions@leics.gov.uk). Signs should be erected within the site at the access advising people that the road is a private road with no highway rights over it.

**Date Received**  
**10 February 2026**

**Case Officer**  
**Emma Peacock**

**Reviewer**  
**BD**

**Date issued**  
**26 February 2026**