

**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.

---

**APPLICATION DETAILS**

Planning Application Number: 25/00355/FUL

Highway Reference Number: 2025/0355/04/H

Application Address: 11 Sapcote Road Burbage Hinckley Leicestershire LE10 2AS

Application Type: Full

Description of Application: Demolition of existing bungalow and construction of 3 new dwellings

---

**GENERAL DETAILS**

Planning Case Officer: Laura Ashton

Applicant: Mr Graham Linney

County Councillor: Cllr Barry Walker

Parish: Burbage

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 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), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

*'Demolition of existing bungalow and construction of 3 new dwellings.'*

The proposals are at 11 Sapcote Road, Burbage, Hinckley, Leicestershire, LE10 2AS.

The LHA have reviewed the following documents as part of this application:

- Application Form;
- Site Location Plan;
- Design and Access Statement;
- Proposed Visibility Splays, drawing number 9169-03-06;
- Plot 3 Double Garage Plans & Elevations, drawing number 9169-03-04;
- Plot 3 Proposed Plans & Elevs, drawing number 9169-03-03 Rev C;

- Plot 1 & 2 Proposed Plans & Elevs, drawing number 9169-03-02 Rev C; and
- Proposed Site Plan, drawing number 9169-03-01 Rev C.

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 would be accessed off Sapcote Road, a B classified road subject to a 30mph speed limit.

Plots 1 and 2 would be accessed via the existing access and plot 3 would be access via an existing access granted under 22/00346/FUL for a neighbouring site. The LHA will address the accesses separately.

### **Access for plots 1 and 2**

Drawing 'Proposed Visibility Splays', drawing number 9169-03-06 demonstrates an access width of 3.125m. The LHA points out that [Table 13](#) of the LHDG states that an access serving two to five dwellings should be a minimum of 4.25m for a minimum distance of 5m behind the highway boundary, as such, the Applicant should provide a revised, scaled access drawing demonstrating this. The Applicant could achieve this by either widening the access to the west (visibility will still need to be achieved in accordance with Table 6 of the LHDG), or the removal of the wall between the application site and the site access granted under 22/00346/FUL. This would appear to be within the Applicants gift as they are both within the submitted redline plan.

Drawing 'Proposed Visibility Splays', drawing number 9169-03-06 demonstrates visibility splays of approximately 2.4m by 47m to the west of the access, and 2.4m by 59m to the east of the access. The LHA are satisfied this accords with [Table 6](#) of the LHDG.

Access should be surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary. This can be secured via condition

Drainage should be provided within the site so that surface water does not drain onto the public highway. This can be secured by way of condition.

Whilst not shown on the plans, no gates should be installed at the access. This is to ensure the free flow of traffic on a highly trafficked classified B-road. This can be secured way of condition.

In order to facilitate any widening of the access to the west, it may be necessary to remove a section of grassed highway verge. Whilst this may be acceptable there may be statutory undertaker apparatus located within the verge/footway fronting the site; the applicant will need to undertake surveys and potentially works to relocate these services. Any additional cost that arises as a result of this would be entirely at the Applicant's expense.

### **Access for plot 3**

As previously alluded to, it appears that plot 3 would be accessed via an existing access previously granted under 22/00346/FUL. This access was found to be suitable for 2 to 5 dwellings as per Table 13 of the LHDG. As such, the LHA finds the access for plot 3 suitable for the scale of development and no further information is required.

## **Highway Safety**

There have been two Personal Injury Collisions (PIC's) recorded within 500m of either side of the access within the last five years. Both were classified as slight in severity and did not involve turning movements. As such, the LHA is satisfied that there is no evidence to suggest that the development proposal would exacerbate the current highway situation.

However, the acceptability of the proposals would be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2024) to ensure that new highway safety issues would not be introduced to the vicinity.

## **Internal Layout**

### **Plots 1 and 2**

The LHA notes that the 'Proposed Site Plan', drawing number 9169-03-01 Rev C states that plots 1 and 2 are afforded three-bedrooms.

The LHA notes that [Table 28](#) of the LHDG states that dwellings with up to three bedrooms should provide two off-street parking spaces.

Both plots 1 and 2 and integrated garages with space for one vehicle parked to the front of the garages. The section titled '[Garages and gated accesses](#)' of the LHDG states:

- Standard single = 6m x 3m, with minimum door width of 2.3m.
- Additional accessibility requirements = 6m x 3.3m with minimum door width of 2.8m.
- Double = 6m x 6m, with minimum door width of 4.2m

The LHA are satisfied that the garages for both plots 1 and 2 accord with the LHDG.

The LHA are also satisfied that the off-street parking space and turning to the front of the garage accords with [Figure 44](#) of the LHDG in terms of dimensions.

As such no further information is required in relation to plots 1 and 2.

### **Plot 3**

Plot 3 is shown on 'Proposed Site Plan', drawing number 9169-03-01 Rev C as being a four-bedroom dwelling. Table 28 of the LHDG states that dwellings with four or more bedrooms should provide three off-street parking spaces.

The LHA have reviewed the drawing 'Proposed Site Plan', drawing number 9169-03-01 Rev C and are satisfied that it accords with the LHDG in terms of Table 28 (Quantum of parking) and Figure 44 (Parking spaces dimensions and turning) of the LHDG.

Drawing 'Plot 3 Double Garage Plans & Elevations', drawing number 9169-03-04 demonstrates the double garage in accordance with the LHDG.

As such, the LHA are satisfied the internal layouts for all plots accord with the LHDG.

## **Summary**

The Applicant should provide a revised, scaled drawing demonstrating an access width and visibility splays for plots 1 and 2 in accordance with LHDG standards.

**Date Received**  
**9 April 2025**

**Case Officer**  
**Neal Chantrill**

**Reviewer**  
**BD**

**Date issued**  
**1 May 2025**