

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: 25/00541/FUL

Highway Reference Number: 2025/0541/04/H/R1

Application Address: Barlestone St Giles Sports and Social Club Barton Road Barlestone Leicester Leicestershire CV13 0EP

Application Type: Full

Description of Application: Re-consultation. Erection of a new dance studio

GENERAL DETAILS

Planning Case Officer: Faizal Jasat

Applicant: Miss Olivia Blyth

County Councillor: Mallory ED - Mark Bools CC

Parish: Barlestone

Road Classification: Unadopted / Private

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).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

‘Erection of a new dance studio.’

The proposals are at Barlestone St Giles Sports and Social Club, Barton Road, Barlestone, Leicestershire, CV13 0EP.

The LHA previously responded to the LPA via email on 02 July 2025 due to a lack of information provided within the application.

The LHA have reviewed the following documents as part of these observations:

- Application Form;
- Site Location Plan;
- Supporting Document;
- Planning Statement;
- Planning Layout, drawing number BR-02 (Block Plan); and
- Planning Layout, drawing number BR-03 (Floor Plan).

Site Access

The site is situated on the northern extent of Barton Road; Barton Road is a classified C road subject to a 30mph speed limit.

The LHA undertook a site visit on 10 July 2025 and found the access to comply with the LHDG. As such no further information is required in this respect.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) database and identified no PICs recorded within 500m either side of the access in the last five-year period. The LHA are therefore of the opinion that there are no existing highway safety issues that would likely be exacerbated by the proposals.

Internal Layout / Trip Generation

The LHA previously raised concerns that whilst the dance classes would be moved from the existing sports pavilion to the proposed dance studio, given the sports pavilion is available for hire to the general public, the time slots previously occupied by the dance studio could be filled by potential new long term, short term or one-off users.

However, the Applicant has stated the following within the 'Supporting Document' provided in response to the LHAs email:

Existing and Proposed Operational Facts

The key transport consideration is that the application proposes no increase in overall operational capacity or trip generation for the combined site:

- *No Additional Classes: We are not proposing any expansion in the number of classes, student capacity, or operating hours for the dance studio.*
- *Fixed Attendance: Dance classes are, and will remain, strictly limited to a maximum of 40 children at any given time.*
- *Minimal Weekday Conflict: The Football Club has very limited weekday attendance, typically only opening the clubhouse and bar on specific, non-training days. For example, on Tuesdays, the football team trains, but the clubhouse and bar are closed, negating potential conflicts. Peak Conflict Mitigation: The only regular, scheduled overlap occurs on Wednesdays between the end of the dance classes and the start of the Football Club's bingo event. To proactively alleviate any potential congestion on the access road during this period, we propose to stagger the bingo start time by 15 minutes, which can be conditioned if the application is to be approved.*

The LHA, however, maintains their opinion that the existing sports pavilion could be re-hired to potential new customers increasing the number of trips to the site along what is an approximate 164m private access drive that has pinch points.

During the LHAs site visit, it was noted that whilst the hard surfacing along the private access drive falls short of LHDG standards, the LHA have taken the following into consideration:

- There is potential for widening given the overgrown hedgerow along the length of the private access drive;
- The private access drive is straight, giving users a clear view of traffic accessing or egressing the site;
- There are verges along most of the private access drive which could potentially be hard surfaced; and
- Regular use of the lane would enable users to identify wider parts of the lane where it is safer to pass and re-pass.

The LHA would request the LPA consider an 'Operational Management Plan' condition be imposed on the Decision Notice, should the LPA be minded to grant the proposals. This could include a co-ordinated approach where possible between the existing pavilion and proposed dance studio, encouraging a staggered start and finish times. Signage could also be proposed instructing users to give priority to vehicles entering the site to help facilitate the flow of traffic along Barton Road etc.

The LHA have reviewed the drawing titled 'Planning Layout', drawing number BR-02 (Block Plan) which demonstrated 39 off-street parking spaces. The LHA believe that more spaces could be facilitated within the site.

It is also noted that during the LHA site visit that these spaces have not been delineated which could lead to inconsiderate parking. However, given the large site and the distance to the public highway, the LHA do not consider this would lead to inconsiderate parking along the public highway and would therefore be an internal car parking management issue.

As such, no further information is required in relation to this matter.

For the reasons set out above, the LHA would not resist the proposals in these site-specific circumstances.

Date Received
27 October 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
7 November 2025