

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: 25/01058/FUL

Highway Reference Number: 2025/1058/04/H

Application Address: Moorbeck 7 Butt Lane Close Hinckley Leicestershire LE10 1LF

Application Type: Full

Description of Application: Extension and alterations to existing dwelling and the erection of 2 semi-detached dwellings (resubmission of 22/00613/FUL)

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Scott Halborg

County Councillor: Cllr Michael Mullaney

Parish:

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), 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 Hinckley & Bosworth as the Local Planning Authority (LPA) on a full application for the extension and alterations to an existing dwelling and the erection of two semi-detached dwellings at Moorbeck, 7 Butt Lane Close, Hinckley. The LHA understand the application is a resubmission of application reference 22/00613/FUL, which was for similar proposals.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Location Plan;
- Parking Provision Statement;
- Planning Statement;
- Design & Access Statement (Rev. B, dated 16th December 2007); and
- JS+P Architecture drawing number 00-302 Rev. A (Site Layout – Option 1).

The LHA advised no objection subject to conditions to application reference 22/00613/FUL and the LPA granted planning permission on 24th June 2022. The LHA note that the submitted Planning

Statement details the proposals are identical to those granted planning permission by the LPA in 2022.

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

Butt Lane Close is an unadopted road which joins the public highway at the junction with Butt Lane which is an adopted unclassified road subject to a 20 mph speed limit. The LHA observe that Butt Lane Close is approximately 7.5 metres wide at the junction with Butt Lane.

The LHA are satisfied that the access from Butt Lane Close onto Butt Lane is safe and suitable for the proposed development and that the proposal will not lead to an unacceptable intensification during the AM and PM highway peak hours.

Highway Safety

There have been no recorded personal injury collisions on Butt Lane Close or within the vicinity of the access on Butt Lane in the previous five years. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Internal Layout

The Applicant proposes the provision of one garage and two off-road parking spaces to serve Moorbank which is to become a five bedroom dwelling. The LHA confirm that the proposed parking for Moorbank accords with the [Design Principles for Off-Street Parking](#) section of the LHDG.

The Applicant proposes the provision of a single garage and one off-road parking space for each of the new dwellings which the LHA advise is substandard, given there is a shortfall of one parking space for each dwelling. The LHDG states that a four bedroom dwelling should have at least three off-road parking spaces. Nevertheless, the LHA can confirm that the proposed garage and parking spaces accord with the LHDG guidance.

Notwithstanding the above the LHA acknowledge that the proposed development is located over 80 metres from the public highway and therefore it is unlikely that the proposal will lead to vehicles parking on the public highway. The LHA also recognise that the proposed development is located close to Hinckley town centre and offers good access to services that can be accessed via sustainable travel methods.

Condition

1. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with JS+P Architecture drawing number 00-302 Rev. A. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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).

Date Received
2 December 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
15 December 2025