

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: 26/00816/FUL

Highway Reference Number: 2026/0816/04/H

Application Address: Linton Farm Merrylees Road Thornton Coalville Leicestershire LE67 1AN

Application Type: Full

Description of Application: Change of use of agricultural land to caravan storage for up to 20 Caravans

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Andrew Pickup

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Bagworth & Thornton

Road Classification: Class C

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).

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:

'Change of use of agricultural land to caravan storage for up to 20 Caravans.'

The proposals are at Linton Farm, Merrylees Road, Thornton, Leicestershire, LE67 1AN.

There has been one previous relevant application at the site detailed below:

26/00425/FUL - Change of use of agricultural land to caravan storage for up to 20 Caravans. The LHA advised approval in matters relating to the highway on 9 June 2026. The LHA understands the application was subsequently withdrawn by the Applicant after conversations with the LPA relating to Biodiversity Net Gain (BNG) matters.

It appears that to mitigate the proposals in terms of BNG, the Applicant agreed to provide an area of tree planting which has now been identified within this application.

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

- Application Form;
- Site Location Plan;
- National Forest Planting Rev A;
- Design & Assess Statement;
- Proposed Site; and
- Existing Site.

After reviewing the information provided as part of this application, the LHA are satisfied that all matters relating to the highway remain the same and therefore it is considered that the observations provided to the LPA on 9 June 2026 are still relevant. However, the proposed tree planting to mitigate the BNG requirement is adjacent to a Public Right of Way. This will be addressed later within these observations.

Given the above, the LHA have replicated the previous observations below along with an updated 'Highway Safety' section and site visit details.

The LHA understand the site is currently used for the storage of 70 caravans. Permission for this has been obtained through application 20/01389/FUL and application 21/01261/FUL.

Site Access / Trip Generation

No changes are proposed to the existing site access which leads on to Merrylees Road, an adopted, 'C' classified road subject to the national speed limit. The LHA acknowledge that vehicles towing caravans currently utilise the access, and from site observations on 28 September 2026 the LHA consider that vehicles travelling in the vicinity of the site do so at speeds below the national speed limit.

The site was previously used as a pig rearing unit, permission for which was obtained through planning application 19/01174/FUL and 19/01175/FUL. Whilst the current application site is contained outside of the area previously used for pig rearing it is understood the pig rearing unit generated 636 two-way movements annually. Available satellite imagery still shows that the application site is currently a field and is therefore, in isolation, unlikely to generate a significant number of vehicular movements in its current form.

The submitted Design and Access Statement again advises that the storage of 90 caravans is likely to generate 600 two-way trips annually. This represents a reduction in the number of trips passing through the site access when compared to movements generated through the pig rearing unit. The LHA is satisfied that the proposals do not represent an intensification in the use of the site access through which towed caravans currently pass. Therefore, the LHA do not seek to challenge the proposals.

The Applicant is however advised that should any future expansion be proposed then the LHA will likely require demonstration that the site access provides vehicular visibility splays in accordance with Table 6 of the Leicestershire Highway Design Guide which can be accessed via www.leicestershirehighwaydesignguide.uk/. It is important to note that Table 6 is based on

measured 85th percentile speeds and not maximum permitted speeds.

Highway Safety

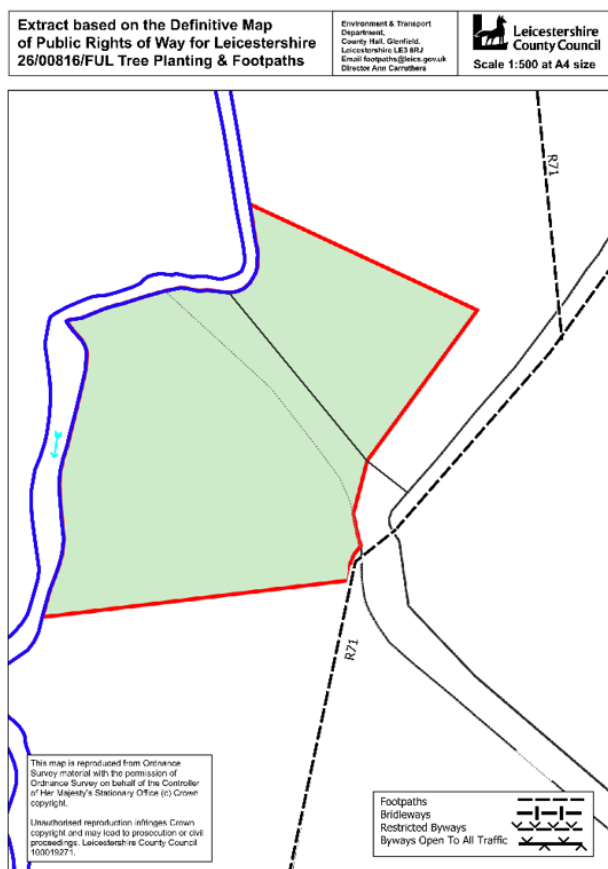
The LHA have re-assessed their Personal Injury Collisions (PICs) data within 500m either side of the site access for the latest recorded five-year period. The LHA can confirm there have been no recorded PICs during this time.

Given the above, the LHA has no pre-existing highway safety concerns at this location.

Internal Layout

Whilst the LHA do not have any specific parking standards for caravans, the LHA is satisfied there is sufficient parking and onsite turning for 20 caravans and towing vehicles to access and egress the site in a forward gear.

Public Right of Way (PRoW) R71



The proposed development at Linton Farm also includes off-site tree planting reflecting its location within the National Forest. The woodland planting is 360 metres from the main application site. However, the proposed woodland is immediately next to the route in use by public right of way Footpath R71 which links Thornton to Bagworth Heath country park and Merry Lees. Included adjacent is an excerpt of the Tree Planting Plan overlaid with the Definitive Map of public rights of way, the official record.

However, the proposed woodland is immediately next to the route in use by public right of way Footpath R71 which links Thornton to Bagworth Heath country park and Merry Lees. Included here is an excerpt of the Tree Planting Plan overlaid with the Definitive Map of public rights of way, the official record.

Even with small developments, where there are Public Rights of Way (PRoWs) on or near a site, the public's rights and public safety should not be adversely affected. As such, the Applicant should note the informative notes below.

Informative

- Where a public right of way is on or near a development site the following notes should be drawn to the applicant's attention:
- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.

- Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received **Case Officer**
23 September 2026 **Neal Chantrill**

Reviewer
DH

Date issued
08 October 2026