

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: 25/00970/FUL

Highway Reference Number: 2025/0970/04/H

Application Address: The Cinnamon Tree Wood Road Nailstone Coalville Leicestershire LE67 1GE

Application Type: Full

Description of Application: Relocation of main entrance from front to side elevation with level threshold, a small fixed canopy and a single-storey rear extension

GENERAL DETAILS

Planning Case Officer: Sophie Iliffe

Applicant: Mr Mohamed Patel

County Councillor: Charles Whitford CC

Parish: Nailstone

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 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 Borough Council as the Local Planning Authority on a full application for the relocation of a main entrance from the front to side elevation with a level threshold, a small fixed canopy and a single-storey rear extension at The Cinnamon Tree, Wood Road, Nailstone, Coalville.

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

- Location Plan (Dated 6th October 2025);
- Planning Statement;
- Studio 98 drawing number A100 (Revision 1, Existing Floor Plan);
- Studio 98 Proposed Floorplan drawing; and
- Studio 98 Parking Layout drawing.

The LHA is aware of the following relevant previous applications at the site:

- **08/00520/FUL – Proposed Extensions and Alterations to Restaurant and Creation of a Car Park Area**

Planning permission was refused by the LPA on highway safety grounds, which were advised by the LHA. The LHA advised the proposals could result in an unacceptable increase in turning traffic onto or off a Class II road in an area remote from main development and where traffic speeds are generally high.

- **08/01113/FUL – Extension to Restaurant and Re-Arrangement of Existing Covers**

This was approved by the LPA and the LHA advised no objection subject to a condition in respect of parking.

The LHA understands as part of the current application, the Applicant intends to bring the existing restaurant back into use following fire damage, with the proposed works to the building resulting in improvements to safety, accessibility and sustainability.

Site Access

Access to the site is via Wood Road, a B classified road (B585) subject to a 50mph speed limit. The LHA advise that the speed limit has been reduced from the national speed limit to 50mph since the previous applications were submitted in 2008. No amendments are proposed to the existing access arrangements.

The LHA advises this is accepted given the scale and nature of the proposals.

Highway Safety

The LHA holds PIC data up to the end of October 2025 and advises that one PIC has occurred within 500m either side of the existing accesses within the last five years. This occurred at the junction of Wood Road with Battram Road and was recorded as slight in severity. This involved two vehicles travelling in opposite directions and did not appear to involve a vehicle undertaking a turning manoeuvre at the junction.

On this basis, the LHA is satisfied the proposals are unlikely to exacerbate an existing highway safety concern.

Trip Generation

Given the nature of the proposals, a detailed assessment of the anticipated trip generation resulting from the development is not required.

Internal Layout

The LHA note that the extension appears to enable a larger kitchen to be provided, however the amendments to the internal layout do not appear to enlarge the existing public floorspace. The LHA therefore advise that no additional parking provision is required within the site.

The Studio 98 Parking Layout drawing details 14 car parking spaces within the site, including two accessible spaces. The submitted application form details that currently there are six car parking spaces within the site, therefore the proposals would result in an increase of eight spaces.

The LHA note that from historic applications and aerial photography that a greater number than the 14 parking spaces proposed were historically marked out within the site. Nevertheless, the LHA believes that several of the marked-out spaces would be difficult or impractical to use if other vehicles were parked in nearby spaces. On this basis the LHA considers the proposed layout, while

detailing a reduced number of parking spaces to what has been marked out on the ground, is likely to reflect a more realistic, usable and practical layout than what has been on site before.

The LHA is also aware of a gravel area to the rear/ side of the site which appears to have historically been used for parking/ overflow parking for the existing restaurant. The LHA has liaised with the LPA on this area and whilst not shown for specifically for parking on the submitted drawings, and whilst the LHA advised refusal for this area to be used for parking in 2008, it is understood that there are currently no plans by the LPA to undertake enforcement action to remove the gravel area.

The LHA have estimated that based on the public floorspace alone of the existing restaurant, at least 35 car parking spaces would be required in accordance with [Figure 29\(c\)](#) of the Leicestershire Highway Design Guide. On this basis, the LHA would have no objection if the gravel area to the rear/ side of the property was used for additional/ overflow parking as this is likely to reduce any need for customers to park within the highway to visit the site, which in this case would be a B classified road subject to a 50mph speed limit and close to a bend in the road. Should the LPA be able to secure this area for parking, this would be welcomed by the LHA.

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 Studio 98 Parking Layout drawing. 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 **Case Officer**
10 December 2025 **Ben Dutton**

Reviewer
DH

Date issued
12 December 2025