

## Highway Technical Note

No. 3 Nock Verges, Earl Shilton  
Our Reference: RHC-25-055-TN  
September 2025

### **Introduction**

Roberts Highway Consultants Limited has been commissioned by Glenfield Electrical Ltd (hereinafter referred to as 'the Client') to undertake supporting transportation and highway work in relation to a proposed change of use planning application at No. 3 Nock Verges, Earl Shilton.

The Client seeks to change the use of the existing three-bedroom residential premise (C3) to office use (Class E), with a modest Gross Floor Area (GFA) of approximately 180m<sup>2</sup>. The proposal will subsequently result in the relocation of Glenfield Electrical Ltd from their current premises at Unit 5, Mill Lane Industrial Estate, Glenfield.

The purpose of this Highway Technical Note is to advise the Local Highway Authority, Leicestershire County Council, on the suitability of the proposed change of use, and its impact on the immediate highway network.

A contextual site plan provided within **Plan 1**.

**Plan 1: Contextual Site Location Plan**



© Google Maps

**Existing Site**

The development site, which is irregular in shape, comprises No. 3 Nock Verges, a two-storey residential dwelling with a substantial garden and associated paddock land. The site is located approximately 950 metres to the northeast of Earl Shilton town centre.

Access to the site is via Nock Verges, which in turn is accessed from a priority junction with Church Street/Thurlaston Lane (refer to Photograph 1). Nock Verges is an unclassified adoptable highway maintained by Leicestershire County Council, as confirmed by the highway records included in **Appendix A**.

The road is subject to a 30mph speed limit however, given the single-track nature of the carriageway for its most part, it is highly unlikely that vehicles would reach such speeds in practice. Vehicle speeds along this section are therefore anticipated to be significantly lower.

**Photograph 1: Nock Verges Junction**



*Photograph Dated July 2025*

Nock Verges is characterised by narrow grassed verges and vegetation on both sides of the carriageway. At its widest point, the carriageway measures approximately 3.2 metres in width, albeit an informal passing place is noted along the carriageway (see Photograph 2) circa. 40 metres from the Nock Verges/Church Street/Thurlaston Lane junction. Forward visibility along the route is considered good, owing to its generally straight alignment (see Photograph 3).

**Photograph 2: Nock Verges Passing Area**



*Photographs Dated July 2025*

**Photograph 3: Nock Verges (South)**



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According to the Royal Mail address database, Nock Verges serves a total of six properties, including several commercial premises: Soggy Dogs K9 Swim Centre, VTS Leicester (located at No. 2A), and A1 Commercial Recovery & Repair (based at Nock Verges Cottage). The proposals would therefore be in keeping with its surroundings.

### **Proposed Access Arrangements**

Access to the site will be consistent with the existing arrangements, with all vehicles continuing to utilise Nock Verges when accessing the site.

As previously established, Nock Verges is of limited width, predominantly accommodating a single vehicle at any one time. However, an informal passing place is located along the carriageway (see Photograph 2), helping to manage two-way movements.

In August 2022, planning permission was granted adjacent to the site for the change of use of a swimming pool to canine swimming centre, application reference 21/00533/FUL. As part of that approval, Hinckley & Bosworth Borough Council imposed a condition requiring the widening of the informal passing place to five metres (see **Appendix B**).

It is noted that, through the determination of application 21/00533/FUL, the council considered the provision of a passing place in this location to be acceptable in supporting both existing and future traffic demands.

Beyond Nock Verges itself, a review of the Nock Verges/Church Street junction has been undertaken to assess its suitability for the expected intensification of use. Drawing Number RHC-25-055-01, provided in **Appendix C**, demonstrates that visibility splays of 43 metres in both directions can be achieved, in line with the 30mph speed limit and the requirements set out in Table 6 of the Leicestershire Highway Design Guide.

The drawing also includes swept path analysis, confirming that two cars can safely pass one another at the junction without encroaching into the main carriageway.

It is understood that there have been no recorded vehicle collisions within 500 metres of the site, which includes the Nock Verges/Church Street/Thurlaston Lane junction. This evidences the absence of any pre-existing road safety concerns in the vicinity, an important consideration given the range of users that access the Nock Verges carriageway daily. It is therefore concluded that the existing junction arrangements are suitable to accommodate a modest increase in vehicle movements.

### **Proposed Operations & Parking**

As previously outlined, the proposals are to change the use of the existing residential premises (C3) to office use (Class E(c)), with a modest Gross Floor Area of approximately 180m<sup>2</sup>. The proposal will subsequently result in the relocation of the Client's current premises at Unit 5, Mill Lane Industrial Estate, Glenfield.

The Client has advised that the office will be operational Monday to Thursday, 08:30-16:30, closing at 15:00 on Fridays. The site will accommodate six staff, with the remaining staff having access to their own vehicles, travelling to their allocated jobs to and from home without the need to attend the office.

The nature of the business means that there are no deliveries by vehicles larger than a typical courier van (e.g Amazon or DPD) therefore, there will be no Heavy Goods Vehicle (HGV) movements associated with the business. In addition, company vans will not regularly access the site, as explained above.

In regards to vehicle parking, Figure 29(c) within Leicestershire County Council's Parking Standards outlines that for E(g)(i) land uses (office) one space per 30m<sup>2</sup> GFA is required. For a development of 180m<sup>2</sup>, a minimum of six parking spaces would be required.

As illustrated on Drawing Number RHC-25-055-02a, included in **Appendix D**, the proposed development provides sufficient on-site parking provision to not only adhere to the council's standards, but to also accommodate expected demand. Adequate space is also available within the site to allow vehicles to manoeuvre and exit onto the public highway in a forward gear.

### **Traffic Generation**

As outlined, the proposed office use is expected to accommodate up to six staff members. On a worst-case basis, assuming all staff travel to and from the site by car, the development could generate up to six vehicle movements during both the AM and PM peak hours. Over the course of a typical weekday, the site could generate approximately 16 two-way vehicle movements. This includes a single daily courier visit and one staff member leaving the premises for lunch.

Consideration must also be given to the vehicular activity associated with the site's existing use as a residential dwelling. For a three-bedroom property in an out-of-town location, it is reasonable to assume approximately four daily vehicle movements, including one during each of the AM and PM peak periods.

Therefore, when accounting for the baseline traffic associated with the current residential use, the proposed change of use would result in a net increase of approximately five vehicle movements during peak hours and 12 additional movements across a standard weekday (07:00-19:00).

Given the operation of the site will result in vehicles travelling in the same direction (arriving to work in the morning and departing in the evening), regular vehicle conflict along Nock Verges as a result of the proposals is considered unlikely.

### **Summary and Conclusions**

This Highway Technical Note has been prepared on behalf of Glenfield Electrical Ltd to provide highways input in relation to a proposed change in use planning application at No. 3 Nock Verges, Earl Shilton. A summary of findings is as follows:

- 1) Planning permission was granted in 2022 for a nearby site (Ref: 21/00533/FUL), which included a condition requiring the widening of Nock Verges to five metres to facilitate two-way vehicle movement, with the council considering the passing place to be suitable to cater for future traffic demands.
- 2) A review of the Nock Verges/Church Street junction appears to confirm that visibility splays of 43 metres in both directions are achievable, with swept path analysis demonstrating two cars can pass safely without encroaching into the main carriageway.
- 3) Suitable parking provision will be provided within the site to cater for anticipated demand, ensuring that there is no adverse impact upon the local highway network.
- 4) The proposed office use could result in a net increase of approximately five vehicle movements during peak hours and 12 over a typical weekday compared to the existing residential use. Due to the directional nature of staff travel, the likelihood of vehicle conflict along Nock Verges is considered low.

The suitability of any proposal is ultimately determined by its adherence to current development policies, with particular emphasis on those related to transportation. In this context, the policies set out in the NPPF are of key relevance, specifically Paragraphs 115 to 116, which address matters such as safety, net highway impacts, and, crucially, whether those impacts are considered to be 'severe'.

Taking into account the findings of this report, the proposals are not anticipated to result in a 'severe' impact on the highway network or its users therefore, refusal from a highway standpoint would be unwarranted.

**Andrew Roberts BA (Hons), MCIHT, MTPS**

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**Revision History**

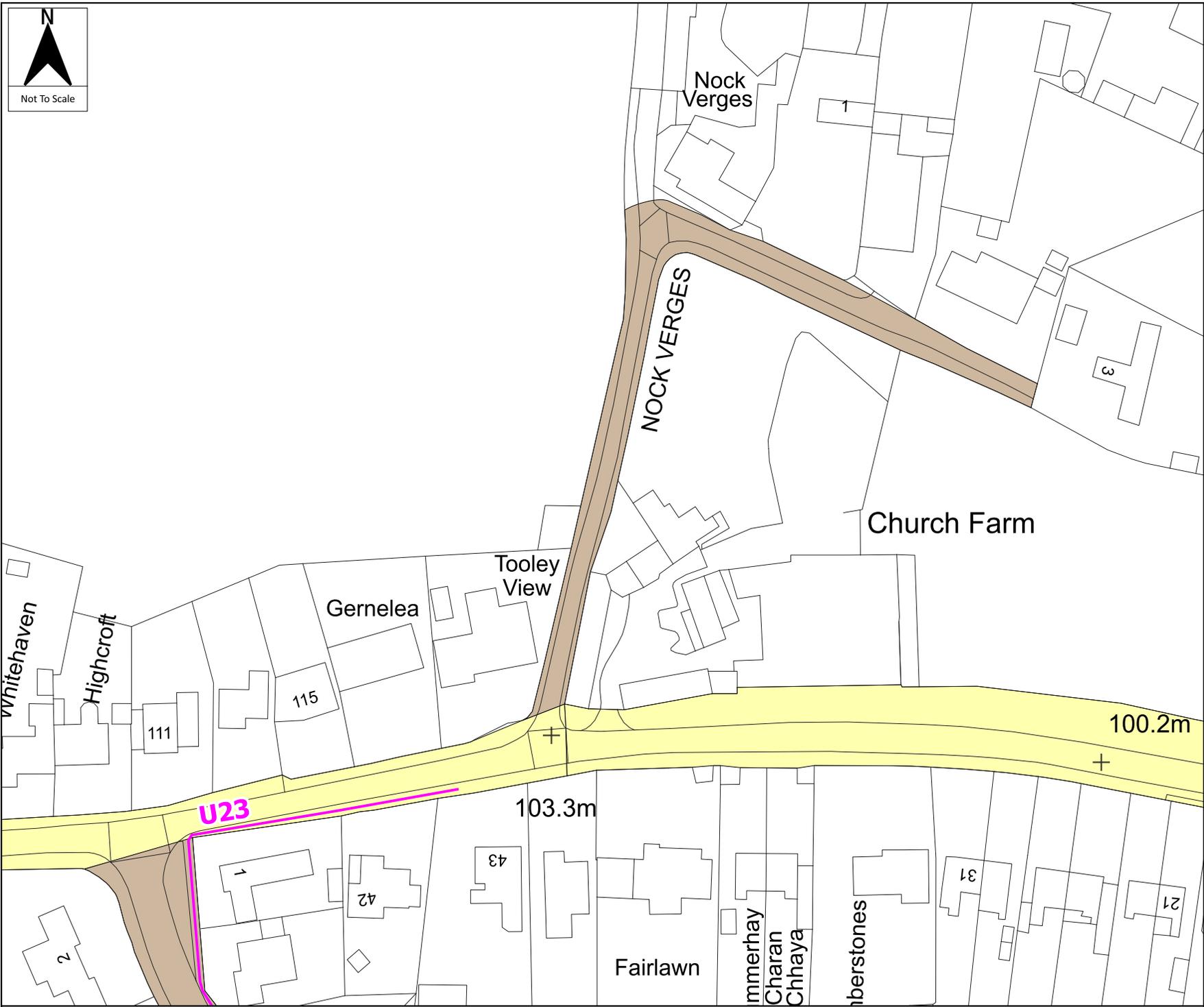
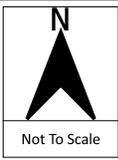
Revision	Date	Comments
-	Sept 25	Initial submission

**Appendices**

- A – Highway Record Plan
- B – Carriageway Widening Drawing (Application Reference 21/00533/FUL)
- C – Drawing Number RHC-25-055-01 – Nock Verges/Church Street Visibility Extents & Swept Path Analysis
- D – Drawing Number RHC-25-055-02a – Parking Arrangement

# Appendix A: -





### Key

#### Highway Status

#### Extents

-  Adopted: Classified Route
-  Adopted: Unclassified Route

#### Public Rights of Way

-  Footpath

**NOTES**  
The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.  
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.  
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



ENVIRONMENT AND TRANSPORT  
DEPARTMENT

On Behalf Of  
Ann Carruthers, Director

Highway Record Enquiry

#### Location

Nock Verges, Earl Shilton, Leicester  
LE9 7DY

Reference NDI/HRE/2506122

Drawing No. 100/A

Date Produced 04/07/2025

Highway Record Enquiries  
County Hall, Glenfield, LE3 8RU  
0116 305 7189 | hre@leics.gov.uk

# Appendix B: -





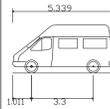
NOT TO SCALE

Based on Ordnance Survey data provided by UKPlanningMaps.com

Do not scale from hard copies.

Key:

 Area of carriageway widening



3.5t Panel Van  
Overall Length 5.339m  
Overall Width 1.986m  
Overall Body Height 2.565m  
Min Body Ground Clearance 0.338m  
Track Width 1.986m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.400m

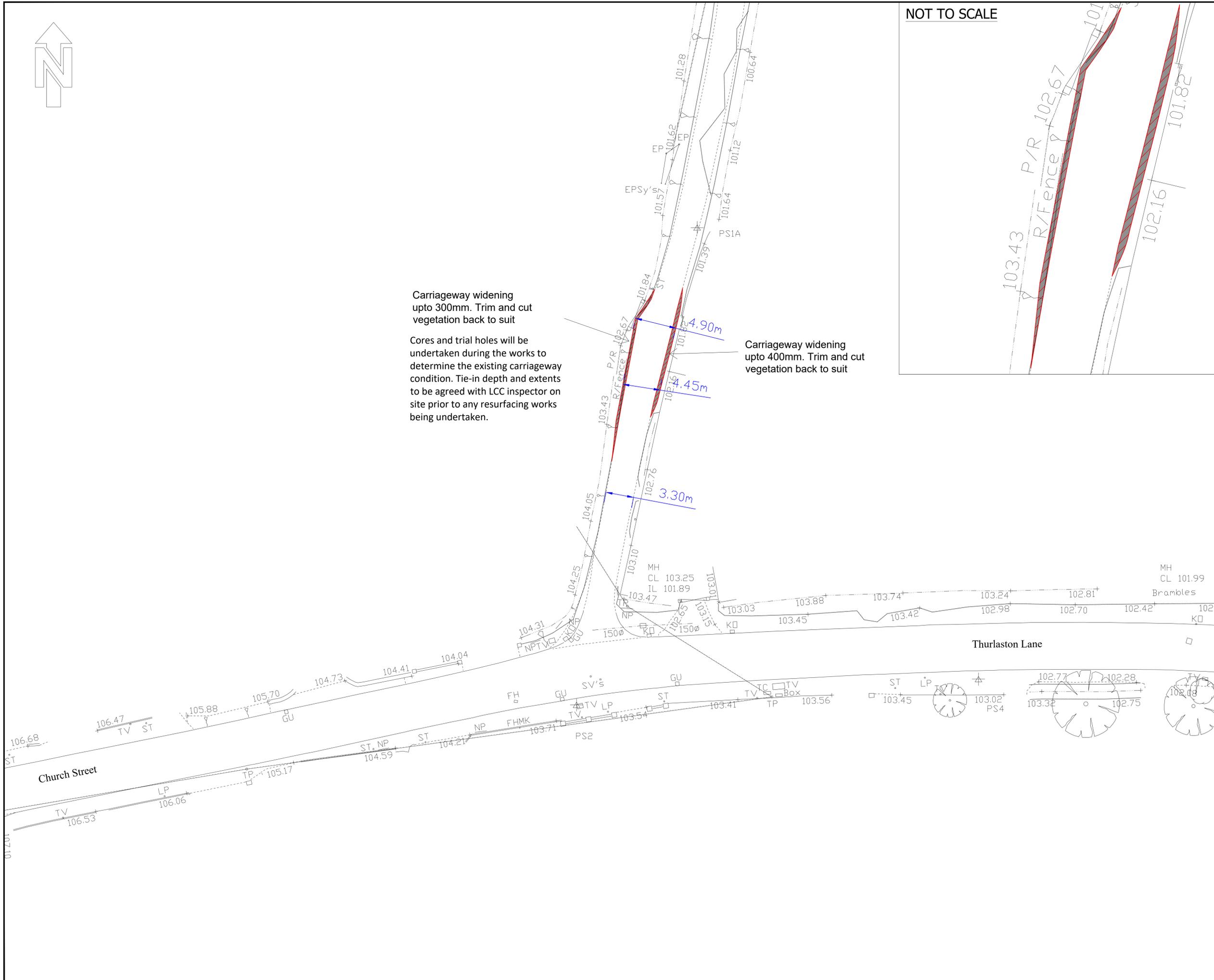


Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 5.900m

Carriageway widening upto 300mm. Trim and cut vegetation back to suit

Cores and trial holes will be undertaken during the works to determine the existing carriageway condition. Tie-in depth and extents to be agreed with LCC inspector on site prior to any resurfacing works being undertaken.

Carriageway widening upto 400mm. Trim and cut vegetation back to suit



REV	DESCRIPTION	DATE	BY	AUTH
B	Carriageway widening added to both sides of Nock Verges	28.03.22	GE	EAE
A	Dimensions added to plan	08.03.22	GE	EAE



CLIENT  
**SOGGY DOGS**

PROJECT  
**SOGGY DOGS, NOCK VERGES, EARL SHILTON, LEICESTERSHIRE**

TITLE  
**Carriageway Widening**

DRAWN	AUTHORISED	SCALE	DATE
GE	-	1:100@A2	04.03.22

PROJECT NO.	DRAWING NO.	REV
12091	12091-002	B

STATUS:  
**PLANNING**

## Appendix C: -

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Visibility Extents  
Scale 1:500

- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
  2. All Dimensions Are In Metres Unless Otherwise Stated.
  3. The Design Shown Is Aligned With Ordnance Survey Mapping And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.

Assumed Highway Extents (TBC)

30 Carriageway Speed Limit

Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	



Entering Nock Verges  
Scale 1:250

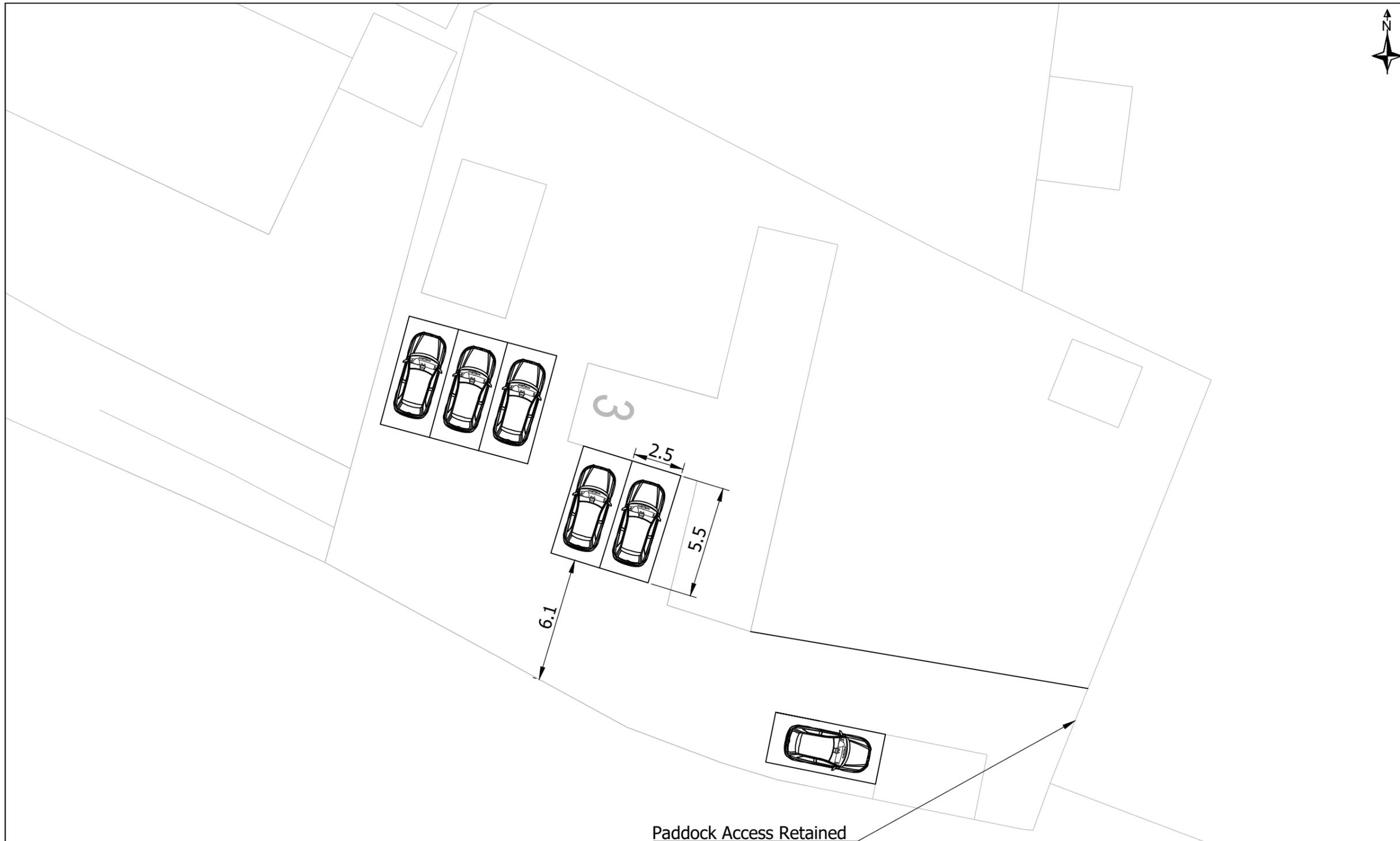


Exiting Nock Verges  
Scale 1:250

Rev	Description	Date
Client: Glenfield Electrical Ltd		
Project: No. 3 Nock Verges Earl Shilton Leicestershire		
Drawing Title: Nock Verges/Church Street Visibility Extents & Swept Path Analysis		
Drawing Number: RHC-25-055-01		
Revision: -	Sheet Size: A3	Scale: As Shown
Drawn & Checked By: AR	Date: 30/05/2025	Status: Information
<small>E: enquiries@roberthighwayconsultants.co.uk P: +44 (0)1935 229255 W: www.roberthighwayconsultants.co.uk Ordnance Survey © Crown Copyright 2025. All Rights Reserved.</small>		

## Appendix D: -

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- Notes:
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  3. The Design Shown Is Aligned With Ordnance Survey Mapping And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.

Paddock Access Retained

A		Alterations To Parking Layout		04/09/2025
Client: Glenfield Electrical Ltd				
Project: No. 3 Nock Verges Earl Shilton Leicestershire				
Drawing Title: Parking Arrangement				
Drawing Number: RHC-25-055-02				
Revision: A	Sheet Size: A3	Scale: 1:200		
Drawn & Checked By: AR	Date: 14/07/2025	Status: Information		
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