

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: 25/00347/FUL

Highway Reference Number: 2025/0347/04/H/R1

Application Address: The White Swan 47 High Street Stoke Golding Nuneaton Leicestershire CV13 6HE

Application Type: Full

Description of Application: Re-consultation. Extension to existing public house, change of use of existing garden land to glamping use and associated works

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr P Sheppard

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Stoke Golding

Road Classification: Adopted Unclassified

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

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:

'Extension to existing public house, change of use of existing garden land to glamping use and associated works.'

The proposals are at The White Swan, 47 High Street, Stoke Golding, Leicestershire CV13 6HE.

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.

The LHA previously responded to the LPA on 27 May 2025 requesting further information, this included:

- Visibility Splays Drawings; and
- Trip Generation.

In response to the LHAs previous observations, the Applicant has provided the following documents:

- Highways Statement dated September 2025 including drawing 'Existing Access and Visibility, drawing number 3524;
- Site Plan as Proposed, drawing number 24 079 DK0001 P02;
- Site Plan as Proposed Detail, drawing number 24 079 DK0002 P04; and
- Email re glamping pod occupancy dated 2 June 2025.

Site Access

The Applicant has provided the document titled 'Highways Statement (HS) dated September 2025' in which is including the drawing titled 'Existing Access and Visibility', drawing number 3524. This demonstrated visibility splays of 2.4m by 43m to the south of the access and 2.4m by 10.2m to the north of the access. The LHA are satisfied that the visibility splay to the south of the access accords with [Table 6](#) of the LHDG. However, the visibility splay to the north of the access is demonstrated as 2.4m by 10.2m, this equates to a shortfall of 32.8m.

The Applicant has undertaken a speed / traffic survey (permit number 250623-0856700096-29578) at the site access, this demonstrates recorded 85th percentile speeds of 21.3mph in a southbound direction, the LHA have reviewed the raw data and accept the findings. The Applicant then goes onto state within the HS the calculated Stopping Sight Distance (SSD) values based on Design Manual for Roads and Bridges (DMRB) desirable minimum parameters of a 1.5 second driver reaction time and deceleration rate of 0.45g, requires a splay of 2.4 metres by 27 (including bonnet length) to the north, the LHA agree with the findings. However, there would still be a shortfall in visibility to the north of 16.8m, approximately a 62% reduction in visibility as per Table 6 of the LHDG.

The LHA would request the Applicant to re-consider their access arrangements and off-street parking provision as detailed on 'Site Plan as Proposed Detail', drawing number 24 079 DK0002 P04. The LHA considered that greater visibility to the north could be achieved if the access point was moved to the south of the access. Thought would have to be given as to how vehicles would be encouraged to undertake this manoeuvre to ensure vehicles can achieve greater visibility to the north of the access. This should be done whilst maintaining the 19 off-street car parking spaces within the site as indicated within the submitted documents. The LHA believe this can be achieved within the site given the scope and scale of the Applicants red line boundary.

Trip Generation

The Applicant has indicated that the White Swan is currently closed and as such a site-specific survey cannot be carried out to establish existing movements, thus TRICS© data has been provided

The TRICS© data based on the current 332m² could generate 38 movements per day with a maximum of just six in any hour (three arrivals and three departures between 1800 and 1900). A further three movements would be anticipated in the PM Peak Period and none in the AM Peak Period. A summary is provided in Figure 1 below.

	Arrivals		Departures		Total	
	Rate	No.	Rate	No.	Rate	No.
AM Peak (0800-0900)	0.0	0	0.0	0	0.0	0
PM Peak (1700-1800)	0.630	2	0.450	1	1.080	3
Daily Total	5.940	19	5.940	19	11.880	38

Figure 1 – Existing Public House Vehicular Generation

The Applicant states that the proposal involves the extension of the existing public house and restaurant by 330m² bringing the total floor space to 652m², alongside the provision of 5 glamping pods.

Based upon the same trip rates per 100m² floor space as detailed in Figure 1 in relation to the existing public house, the estimated number of additional movements associated with the 330m² extension is summarised in Figure 2 below.

	Arrivals		Departures		Total	
	Rate	No.	Rate	No.	Rate	No.
AM Peak (0800-0900)	0.0	0	0.0	0	0.0	0
PM Peak (1700-1800)	0.630	2	0.450	2	1.080	4
Daily Total	5.940	20	5.940	20	11.880	40

Figure 2 - Proposed Public House Extension Vehicular Generation

At present limited traffic survey data is available on glamping sites, thus generation of the five glamping pods has been assessed from first principles. Each pod will have a maximum occupancy of two adults and two children, limited to a single family.

The Applicant states within their HS that check in time will be from mid-afternoon onwards, with checkout time being mid to late morning. As such occupants would be unlikely to go out again by vehicle after checking in on arrival day (if going out to eat etc. this would likely be in the adjacent pub or surrounding options within walking distance), or before checking out on departure days. Therefore, on days when there is a chance in occupants one departure movement would likely occur around 1000 to 1100, with an arrival movement occurring at some point after 1600. On days when a family are staying in a unit for the full day it is likely they will leave to do something in the local area for the day and return some point later on for the night.

As such when occupied each unit would likely generate a maximum of about one arrival and one departure per day.

Overall, it is therefore estimated that each glamping unit would generate one two-way trip per day, regardless of whether a changeover day or not, with movements generally being outside peak periods but it being possible that some arrival movements may occur during the PM Peak.

Cleaning of units etc. would likely be carried out by staff already working at the pub/restaurant thus it is not anticipated this would generate any additional trips.

Figure 3 below indicates the likely number of movements per day.

	Arrivals		Departures		Total	
	Rate	No.	Rate	No.	Rate	No.
AM Peak (0800-0900)	0.0	0	0.0	0	0.0	0
PM Peak (1700-1800)	0.5	3	0.0	0	0.5	3
Daily Total	1	5	1	5	2	10

Figure 3 - Proposed Five Glamping Pod Vehicular Generation.

Figure 4 below provides a comparison based upon the existing trip generation and proposed trip generation.

	Existing			Proposed			Increase		
	Arrival	Deps	Total	Arrival	Deps	Total	Arrival	Deps	Total
AM Peak	0	0	0	0	0	0	0	0	0
PM Peak	2	1	3	7	3	10	5	2	7
Daily Total	19	19	38	44	44	88	25	25	50

Figure 4 - Comparison of Existing and Post Development Vehicular Generation.

As demonstrated by Figure 4 above the Applicant states that the proposed development will have a low impact in terms of vehicle generation, with an increase of just seven one-way movements in any peak period, and approximately 25 two-way movements over the course of the day. And as such, considers there would be no significant off-site impact associated with development traffic.

The LHA have reviewed the submitted information, and whilst the LHA would concur with the Applicants findings, this would still be dependent on the Applicant being able to provide a safe and suitable access as per Paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) 2024.

Date Received
22 September 2025

Case Officer

Neal Chantrill

Reviewer
BD

Date issued
6 October 2025