

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/R2

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 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 re-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.

The LHA previously responded to the LPA on 27 May 2025 and 6 October 2025 requesting further information, latterly requesting a revised drawing demonstrating improved visibility splay to the north of the site.

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

- Site Plan as Proposed, drawing number 24 079 DK0001 P3; and
- Site Plan as Proposed Detail, drawing number 24 079 DK0002 P5.

Site Access

The LHA previously stated within their observations the following:

'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.'

In response to this the Applicant has detailed on the drawing titled 'Site Plan as Proposed', drawing number 24 079 DK0001 P3 a revised centralised access location. Whilst not indicated on the drawing, the LHA have scaled the visibility splay to the north and now finds that 2.4m by 26m is achievable. Whilst this is still a shortfall of 1m, the LHA have taken the following into account:

- The fact that it is a well-established access;
- Speeds have been demonstrated as relatively low (21.3mph);
- The road along High Street is narrow in nature;
- There is evidence of on-street parking which requires vehicles to wait within the carriageway to allow for vehicles to pass; and
- High Street is a considered a low trafficked road with week day average of 943 traffic movements a day.

Given this, the LHA consider that on balance the proposals are acceptable in these site-specific circumstances when considered against the Leicestershire Highway Design Guide and Paragraphs 115 and 116 of the National Planning Policy Framework (2024).

The LHA would again request the Applicant considers how vehicles could be encouraged to undertake a manoeuvre to ensure vehicles can achieve greater visibility to the north of the access. This could be via white lines within the site, or the use of planters etc within the application site.

For the reasons set out above, and within previous observations provided to the LPA, the LHA would not seek to resist the proposals in these site-specific circumstances subject to the following condition.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Site Plan as Proposed Detail, drawing number 24 079 DK0002 P5. Thereafter the onsite parking and turning provision

shall be kept available for such use 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
30 October 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
12 November 2025