

Land To Rear Of Springbank, High Street, Stoke Golding, Nuneaton LCC Highways Response Tracker

For
Information

Leicestershire County Council (LCC) Highways provided a written response dated 21st November 2025 which is attached in Appendix 1.

Pell Frischmann (PF) has produced this tracker setting out and itemising the comments from LCC Highways (**Table 1**) to ensure that all the comments are fully reviewed and addressed appropriately.

APPLICATION DETAILS

Planning Application Number: 25/01004/FUL

Highway Reference Number: 2025/1004/04/H

Application Address: Land To Rear Of Springbank High Street Stoke Golding Nuneaton Leicestershire CV13 6HF

Application Type: Full

Description of Application: Demolition of existing dwelling and erection of 19 dwellings, formation of access and associated works

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: A R Cartwright Limited

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.

Table 1: LCC Highways Response Tracker

Ref.	LCC Comments	PF Response
1.	Background The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA) on a planning application for the demolition of existing dwelling and erection of 19 dwellings, formation of access and associated works located at land to the rear of Springbank, High Street, Stoke Golding, Nuneaton, Leicestershire, CV13 6HF. The LHA has reviewed the following submitted documents as part of this response: • Application Form; • Site Location Plan, drawing number 25-31-PL01-A, Rev A; • Drainage Strategy, drawing number 29782_02_010_01; • High Street Access Proposed Private Drive/Site Access, drawing number 10145-PEF-ZZ-D-H, Rev P1; • Swept Path Assessment (drawing number 110145-PEF-ZZ-XX-D-H-00007, Rev P01; • Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 • Proposed Site Layout, drawing number 25-31-PL02B, Rev B; • Plans and Elevations, Single Garage Plot 3, drawing number HT15; • Plans and Elevations, Shared Garage Plots 4 & 5, drawing number HT14;	

Ref.	LCC Comments	PF Response
	- Plans and Elevations, Double Garage Plot 7, drawing number HT13; - Plans and Elevations, Double Garage Plots 1 & 6, drawing number HT12; - Plans and Elevations, Plots 17,18 & 19, drawing number HT11; - Plans and Elevations, Plots 15 & 16, drawing number HT10; - Plans and Elevations, Plots 13 & 14, drawing number HT09; - Plans and Elevations, Plot 12, drawing number HT08; - Plans and Elevations, Plots 10 & 11, drawing number HT07; - Plans and Elevations, Plots 8 & 9, drawing number HT06; - Plans and Elevations, Plot 5, drawing number HT05; - Plans and Elevations, Plots 4 & 7, drawing number 25-31-HT04; - Plans and Elevations, Plot 3, drawing number HT03; - Plans and Elevations, Plot 2, drawing number HT02; - Plans and Elevations, Plots 1 & 6, drawing number HT01; - Design & Access Statement, ref 25-31- DAS-A; - Planning Statement, dated October 2025, ref 11007; and - Transport Statement, dated September 2025. 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.	
2.	Site Access The site is located on High Street, which is an unclassified, adopted road subject to a 30mph speed limit. The Applicant is proposing to demolish the dwelling called Springbank and create a new access measuring 5.5m wide. This is in accordance with Table 13 of the LHDG whereby a access serving six to 25 dwellings should have a minimum effective width of 4.8m for a minimum distance of 5m behind the highway boundary.	Table 13 also states that: - If the driveway length is more than 25m, its minimum width should be 5m (plus any widening, where bounded by walls) to enable access by refuse vehicles. - Main spine road length is 75m = 5m - Plots 1 to 6 road length is 62m = 5m - Plots 7 to 12 road length is 47m = 5m - Plots 13 to 19 road length is 27m = 5m
3.	The Applicant has demonstrated visibility splays of 2.4m by 43m on the High Street Access Proposed Private Drive/Site Access, drawing number 10145-PEF-ZZ-D-H, Rev P1. The LHA conducted a site visit on 19 November 2025 and recorded visibility splays in excess of 2.4m by 43m in both directions of the proposed site access. This is in accordance with Table 6 of the LHDG.	Junction visibility splays are acceptable.
4.	Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 demonstrates that the proposed access design can accommodate a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) and an DB 32 Fire Appliance measuring 8.6m long entering and exiting the site via the proposed access. The drawing also demonstrates that these vehicles can safely manoeuvre within the site.	
5.	The Applicant has confirmed with the Transport Statement that all forward swept paths are modelled at design speed 15kph, except for turning heads and reversing manoeuvres which use the default swept path vehicle speeds.	
6.	The LHA advise that an independent Stage 1 Road Safety Audit should be undertaken of the site access arrangements, and a Designer's Response provided to any problems raised along with (if necessary) a revised drawing.	PF will aim to agree the access arrangements in principle with LCC Highways and will then send a GG119 compliant brief to LCC for sign off before carrying out the Stage 1 Road Safety Audit of the proposed site access arrangements.

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7.	Highway Safety The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500m of the proposed site access.	Acceptable																																								
8.	Trip Generation The LHA has reviewed the TRICS information within the submitted Transport Statement, dated September 2025. In terms of the TRICS analysis for the proposed trip generation the LHA are satisfied with the selection criteria and methodology, however the trip rates would be considered to be low in the AM and PM peaks. The proposal is for 19 dwellings, however one dwelling will be demolished to facilitate the access road, resulting in a net increase of 18 dwellings on the site. The tables below have been taken from the Transport Statement: Table 4.1: TRICS Average Vehicle Trip Rates (per 1 dwelling) – Weekday AM and PM Peak Periods <table><tr><th>Time Period</th><th>Arrivals</th><th>Departures</th><th>2-way</th></tr><tr><td>07:00-08:00</td><td>0.077</td><td>0.328</td><td>0.405</td></tr><tr><td>08:00-09:00</td><td>0.154</td><td>0.386</td><td>0.540</td></tr><tr><td>09:00-10:00</td><td>0.174</td><td>0.243</td><td>0.417</td></tr><tr><td>16:00-17:00</td><td>0.247</td><td>0.154</td><td>0.401</td></tr><tr><td>17:00-18:00</td><td>0.340</td><td>0.143</td><td>0.483</td></tr><tr><td>18:00-19:00</td><td>0.270</td><td>0.116</td><td>0.386</td></tr></table> Note: All Trip Rates (per 1 dwelling) Table 4.2: Proposed Development Trip Generation – 18 Dwellings (Net) <table><tr><th>Time Period</th><th>Arrivals</th><th>Departures</th><th>2-way</th></tr><tr><td>08:00-09:00</td><td>3</td><td>7</td><td>10</td></tr><tr><td>17:00-18:00</td><td>6</td><td>3</td><td>9</td></tr></table> It is estimated that the proposed development will generate a net increase of 10 two-way vehicle movements during the weekday AM Peak hour and 9 two-way vehicle movements during the weekday PM Peak hour. This equates to approximately one additional vehicle movement every 6 minutes during both the weekday AM and PM Peak hours. Whilst this is marginally lower than the LHA would usually accept, a detailed assessment of the developments trip generation is not required given its scale. The LHA are therefore satisfied the additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.	Time Period	Arrivals	Departures	2-way	07:00-08:00	0.077	0.328	0.405	08:00-09:00	0.154	0.386	0.540	09:00-10:00	0.174	0.243	0.417	16:00-17:00	0.247	0.154	0.401	17:00-18:00	0.340	0.143	0.483	18:00-19:00	0.270	0.116	0.386	Time Period	Arrivals	Departures	2-way	08:00-09:00	3	7	10	17:00-18:00	6	3	9	Trip rates and trip generation are acceptable.
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9.	Off-Site Implications During the LHA's site visit measurements of the footways were undertaken. There is a pinch-point on the footway approximately 26m south of the proposed access at the land abutting Torestyn and The Croft where the footway narrow to 0.61m. There is a further pinch point further approximately 95m south of the site at Honeysuckle Cottage whereby the footway narrows to 0.82m. The LHA acknowledge that these are existing, historical features of the village. However, pedestrian connectivity to the village centre could be improved by the installation of a	LCC are requesting installation of a dropped kerb at the footway abutting The Croft to improve pedestrian connectivity.																																								

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	dropped kerb at the footway abutting The Croft. This would enable pedestrians to safely cross the road at the pinch point at Torestyn. Such a feature should be provided on a revised drawing.	PF have reviewed provision of a pedestrian crossing facility at this location and have considered the appropriate visibility splay of 2.0m x 43m. A visibility splay of 2.0m x 43m is not achievable as it encroaches onto third party land (front gardens) and would therefore be inappropriate to provide a pedestrian crossing facility in this location as it would be a highway safety concern.																																																																																																																																																																																																																																								
10.	Internal Layout Parking Provision The Applicant is proposing a total of 19 dwellings. The tables below taken from the Planning Statement demonstrates the breakdown of houses to bedrooms ratio: Table 3: Affordable Housing Mix <table><tr><th rowspan="2">Beds</th><th colspan="2">HBBC Requirement</th><th colspan="2">Proposed</th></tr><tr><th>%</th><th>No.</th><th>%</th><th>No</th></tr><tr><td>1 Bed</td><td>30</td><td>2.28</td><td>25</td><td>2</td></tr><tr><td>2 Bed</td><td>40</td><td>3.04</td><td>38</td><td>3</td></tr><tr><td>3 Bed</td><td>25</td><td>1.9</td><td>38</td><td>3</td></tr><tr><td>4 Bed</td><td>5</td><td>0.38</td><td>0%</td><td>0</td></tr></table> Table 4: Market Housing Mix <table><tr><th rowspan="2">Beds</th><th colspan="2">HBBC Requirement</th><th colspan="2">Proposed</th></tr><tr><th>%</th><th>No.</th><th>%</th><th>No</th></tr><tr><td>1 Bed</td><td>5</td><td>0.57</td><td>0</td><td>0</td></tr><tr><td>2 Bed</td><td>35</td><td>3.99</td><td>36</td><td>4</td></tr><tr><td>3 Bed</td><td>45</td><td>5.13</td><td>27</td><td>3</td></tr><tr><td>4 Bed</td><td>15</td><td>1.71</td><td>36</td><td>4</td></tr></table> The parking provision table below has been taken from the Transport Statement: Table 3.4: Required Parking compared to Proposed Parking Provision <table><tr><th rowspan="2">Plot Number</th><th rowspan="2">No Beds</th><th colspan="3">Provision</th><th colspan="3">LCC Requirement</th></tr><tr><th>Total Car Parking Provision Inc garages</th><th>EVCP</th><th>Cycle Parking</th><th>Minimum Car Parking</th><th>Minimum EVCP</th><th>Minimum Cycle Parking</th></tr><tr><td>1</td><td>4</td><td>4</td><td>1</td><td>4</td><td>3</td><td>1</td><td>4</td></tr><tr><td>2</td><td>3</td><td>3</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>3</td><td>3</td><td>3</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>4</td><td>4</td><td>3</td><td>1</td><td>4</td><td>3</td><td>1</td><td>4</td></tr><tr><td>5</td><td>3</td><td>3</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>6</td><td>4</td><td>4</td><td>1</td><td>4</td><td>3</td><td>1</td><td>4</td></tr><tr><td>7</td><td>4</td><td>4</td><td>1</td><td>4</td><td>3</td><td>1</td><td>4</td></tr><tr><td>8</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>9</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>10</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>11</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>12</td><td>3</td><td>2</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>13</td><td>1</td><td>2</td><td>1</td><td>1</td><td>2</td><td>1</td><td>1</td></tr><tr><td>14</td><td>1</td><td>2</td><td>1</td><td>1</td><td>2</td><td>1</td><td>1</td></tr><tr><td>15</td><td>3</td><td>2</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>16</td><td>3</td><td>2</td><td>1</td><td>3</td><td>2</td><td>1</td><td>3</td></tr><tr><td>17</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>18</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>19</td><td>2</td><td>2</td><td>1</td><td>2</td><td>2</td><td>1</td><td>2</td></tr><tr><td>TOTAL</td><td></td><td>48</td><td>19</td><td>50</td><td>42</td><td>19</td><td>50</td></tr></table> The Applicant is also proposing five visitor parking spaces. The LHA is satisfied that parking provision is in accordance with Table 28 and the design principles are in accordance with Figure 44 of the LHDG. However, the internal dimensions of the double garages demonstrated on the submitted Plans and Elevations, Double Garage Plot 7, drawing number HT13 and Plans and Elevations, Double Garage Plots 1 & 6, drawing number HT12, are not in accordance with the LHDG. Minimum internal measurements for a double garage should measure 6m x 6m, with minimum door width of 4.2m.	Beds	HBBC Requirement		Proposed		%	No.	%	No	1 Bed	30	2.28	25	2	2 Bed	40	3.04	38	3	3 Bed	25	1.9	38	3	4 Bed	5	0.38	0%	0	Beds	HBBC Requirement		Proposed		%	No.	%	No	1 Bed	5	0.57	0	0	2 Bed	35	3.99	36	4	3 Bed	45	5.13	27	3	4 Bed	15	1.71	36	4	Plot Number	No Beds	Provision			LCC Requirement			Total Car Parking Provision Inc garages	EVCP	Cycle Parking	Minimum Car Parking	Minimum EVCP	Minimum Cycle Parking	1	4	4	1	4	3	1	4	2	3	3	1	3	2	1	3	3	3	3	1	3	2	1	3	4	4	3	1	4	3	1	4	5	3	3	1	3	2	1	3	6	4	4	1	4	3	1	4	7	4	4	1	4	3	1	4	8	2	2	1	2	2	1	2	9	2	2	1	2	2	1	2	10	2	2	1	2	2	1	2	11	2	2	1	2	2	1	2	12	3	2	1	3	2	1	3	13	1	2	1	1	2	1	1	14	1	2	1	1	2	1	1	15	3	2	1	3	2	1	3	16	3	2	1	3	2	1	3	17	2	2	1	2	2	1	2	18	2	2	1	2	2	1	2	19	2	2	1	2	2	1	2	TOTAL		48	19	50	42	19	50	Proposed parking provision is acceptable. Hayward to provide internal dimensions of the garages.
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	Should the Applicant wish the double garages to count towards parking provision, The Applicant will need to amend the measurements to accord with the LHDG specifications. The current measurements would only count towards one parking space within each double garage. Taking this into consideration, plots one, six and seven to which they apply, would have the minimum required parking spaces if the current double garage measurements remain. Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 states that Plot 7 garage and car parking spaces to be relocated. Given this is a full application, the LHA require an updated plan to demonstrate this. Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 demonstrates that a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler) and an DB 32 Fire Appliance measuring 8.6m long can safely manoeuvre and turn around within the site via the internal spine road. It also shows that the fire tender can access each dwelling within a distance 45m and does not need to reverse more than 20m.	Updated. Refuse tracking and Fire Tender tracking is acceptable. PF has re-tracked it as a result of the changes to the internal road layout.
11.	Internal Road Layout The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG), which is available at https://www.leicestershirehighwaydesignguide.uk/. The Applicant is advised that any review of the site layout provided by the LHA prior to determination of this planning application does not prejudice any future S38 application made to the LHA post granting of planning consent. Furthermore, adoptability of a site cannot be formally established until such time as S38 technical approval has been obtained through the S38 technical appraisal process with the LHA following the grant of planning permission. A site layout design submitted as part of a planning application which addresses all comments below does not guarantee a successful S38 application. In order to aid the design process, the LHA have reviewed the following submitted drawing: Drawing no. 25-31-PL02B Proposed Residential Development Rev B Adoptability of a site is not a material planning consideration. Whilst there are no material planning considerations, which are required to be addressed pre-determination of this application, irrespective of adoptability, the LHA has provided 'adoptability' comments, which the Applicant may choose to address during the planning process in order to work towards a layout that meets the requirements for a S38 application. Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found	

Ref.	LCC Comments	PF Response
	within the LHDG at https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private.	
12.	Adoptability Comments The LHA consider that the internal layout does not fully accord with the LHDG and the site is therefore not suitable for submission of a S38 application post granting of planning consent as currently presented. Whilst it is not a requirement for these matters to be addressed during the planning application stage, the Applicant may wish to consider addressing the following points in order to demonstrate a layout more likely to be suitable for an application for adoption under S38: • The inclusion of bin collection points on the block paved roads serving plots 1-12 would indicate these are to be private drives. Unless amended to suit a shared surface geometry in line with Figure 3 of the LHDG the development would fall under the minimum of 6 plots fronting onto/ being directly served by the entrance road and thus be un-adoptable. • The carriageway geometry does not accord with Table 3 of the LHDG. The Applicant is required to review and adjust the layout accordingly to ensure it is compliant, making note of the maximum number of plots served from each class of road etc. Larger width carriageways would potentially be acceptable to futureproof the site and allow for expansion down the line. • Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. 60m. Further information can be found in the Leicestershire Highway Design Guide (LHDG) Table 20. • Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see LHDG, Figure 31. • The turning heads are not designed in accordance with the LHDG, subsequently they will all need amending. Please see Figure 12 of the LHDG for further information. • 2m footways should be provided on both sides of the carriageway, particularly where there are plots fronting onto the highway. A 1m service margin can be provided at location(s) where 2m footways are not necessary, for example at the end of turning heads. • 2m footways are also not required at the end of turning heads; a 1m service margin will suffice.	Main spine road length is 75m It is a private drive serving up to 25 dwellings with a 5.5m wide access road for 5m at the junction with High Street to accommodate refuse vehicle then reduces to 5m for the rest of its length. At the first bend it has been widened in accordance with <i>Table 7: Residential roads – widening on bends</i>. It provides a 17m forward visibility based on 15mph design speed. It has a turning head end at the end in accordance with Figure 11. Plots 1 to 6 road length is 62m = 5m Junction layout in accordance with Figure 14 and a junction visibility splay of 2.4 x 17m. No turning head facility required for refuse collection. A turning head facility is required for a fire tender. The turning head is in accordance with Figure 11. Plots 7 to 12 road length is 47m = 5m No turning head facility required for refuse collection or a fire tender. The turning head is in accordance with Figure 17 for cars. Plots 13 to 19 road length is 27m = 5m No turning head facility required for refuse collection or a fire tender. For a 15mph road speed control features is required every 40m. The 90-degree bends acts as a speed control feature and is 40m to the junction with High Street and 40m to the turning facility at the end of the spine road. Not required The revised layout reflects the turning head dimensions as set out in Figures 11 and 17. Private drives serving up to 25 dwellings do not require footways. Private drives serving up to 25 dwellings do not require footways.

Ref.	LCC Comments	PF Response
	• The Applicant should provide refuse vehicle tracking of the site using the attached specification. • There are a few cases of isolated parking in relation to the dwellings, which may result in on-street parking occurring due to poorly positioned spaces. It is suggested parking provision for Plots 1 and 14 is reviewed. The Applicant is advised that the above matters are expected to result in changes to plot positions; should the application be determined with the site layout as currently presented and the Applicant subsequently wishes to put forward the roads for adoption under S38, this could result in the requirement for a Non-Material Amendment or S73 Variation of Condition application being required to be submitted to the LPA to meet the required LHDG standards. The following elements of the proposals do not accord with the LHDG, however, as these are not expected to alter plot positions, it is expected that these can be addressed as part of a future S38 technical appraisal process: • The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG. • The junction radii should be 6m for any side roads. For further information please see Table 9 of the LHDG. • The developer should also note that radii for turning heads should typically be 8m/ 10m. Please see Figure 12 of the LHDG for further information. • The Applicant should remove the visitor parallel parking bays on the road west of plot 1. The Applicant is advised to note the following points: • Grassed 1m service margins are not acceptable, any grass verge areas should be a minimum of 2m in width and be in excess of 10m² in area. • Tactile paved uncontrolled pedestrian crossings should be provided and shown at junctions/where appropriate. e.g. at PROW crossings. • Consideration of root barrier/deflection treatment will be required when proposing trees/shrubs adjacent to the footway. • At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.	The revised drawing shows the tracking using a 11.7m long refuse vehicle. - The dimensions and radii are now shown on the revised plans. The internal and site access junctions are private drives serving up to 25 dwellings and therefore drop kerbs have been proposed in accords with the design standards as set out in Table 13. The revised layout reflects the turning head dimensions as set out in Figures 11 and 17. The parallel visitor parking has been relocated. This has been considered and tactile paving is not required at the internal junction or the proposed site access junction as these are private drives serving up to 25 dwellings.
13.	Transport Sustainability	

Land To Rear Of Springbank, High Street, Stoke Golding,
Nuneaton
LCC Highways Response Tracker

For
Information

Ref.	LCC Comments	PF Response
	The site is located in Stoke Golding which has access to multiple shops and services, educational facilities and recreational facilities. The nearest bus stop to the site is located on Station Road, approximately 450m from the proposed site. This stop is served by the Arriva 7A service between Nuneaton and Burbage via Hinckley. The service is provided hourly between 08.25 and 19.00 Monday to Saturday. The nearest railway stations are Hinckley and Nuneaton, both of which are accessible by the Arriva 7A bus. Hinckley Railway Station offers services to Leicester and Birmingham New Street. Nuneaton Railway Station offers services to Leicester, Birmingham New Street, Manchester Piccadilly, London Euston, and Stansted Airport. Therefore, the LHA considers the site to be in a sustainable location in transport terms. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site. The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass.	

Appendix 1 – LCC Highways Response dated 21st November 2025

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: 25/01004/FUL

Highway Reference Number: 2025/1004/04/H

Application Address: Land To Rear Of Springbank High Street Stoke Golding Nuneaton
Leicestershire CV13 6HF

Application Type: Full

Description of Application: Demolition of existing dwelling and erection of 19 dwellings, formation of access and associated works

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: A R Cartwright Limited

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) on a planning application for the demolition of existing dwelling and erection of 19 dwellings, formation of access and associated works located at land to the rear of Springbank, High Street, Stoke Golding, Nuneaton, Leicestershire, CV13 6HF.

The LHA has reviewed the following submitted documents as part of this response:

- Application Form;
- Site Location Plan, drawing number 25-31-PL01-A, Rev A;
- Drainage Strategy, drawing number 29782_02_010_01;
- High Street Access Proposed Private Drive/Site Access, drawing number 10145-PEF-ZZ-D-H, Rev P1;
- Swept Path Assessment (drawing number 110145-PEF-ZZ-XX-D-H-00007, Rev P01;
- Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01

- Proposed Site Layout, drawing number 25-31-PL02B, Rev B;
- Plans and Elevations, Single Garage Plot 3, drawing number HT15;
- Plans and Elevations, Shared Garage Plots 4 & 5, drawing number HT14;
- Plans and Elevations, Double Garage Plot 7, drawing number HT13;
- Plans and Elevations, Double Garage Plots 1 & 6, drawing number HT12;
- Plans and Elevations, Plots 17,18 & 19, drawing number HT11;
- Plans and Elevations, Plots 15 & 16, drawing number HT10;
- Plans and Elevations, Plots 13 & 14, drawing number HT09;
- Plans and Elevations, Plot 12, drawing number HT08;
- Plans and Elevations, Plots 10 & 11, drawing number HT07;
- Plans and Elevations, Plots 8 & 9, drawing number HT06;
- Plans and Elevations, Plot 5, drawing number HT05;
- Plans and Elevations, Plots 4 & 7, drawing number 25-31-HT04;
- Plans and Elevations, Plot 3, drawing number HT03;
- Plans and Elevations, Plot 2, drawing number HT02;
- Plans and Elevations, Plots 1 & 6, drawing number HT01;
- Design & Access Statement, ref 25-31- DAS-A;
- Planning Statement, dated October 2025, ref 11007; and
- Transport Statement, dated September 2025.

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.

Site Access

The site is located on High Street which is an unclassified, adopted road subject to a 30mph speed limit. The Applicant is proposing to demolish the dwelling called Springbank and create a new access measuring 5.5m wide. This is in accordance with [Table 13](#) of the LHDG whereby a access serving six to 25 dwellings should have a minimum effective width of 4.8m for a minimum distance of 5m behind the highway boundary.

The Applicant has demonstrated visibility splays of 2.4m by 43m on the High Street Access Proposed Private Drive/Site Access, drawing number 10145-PEF-ZZ-D-H, Rev P1. The LHA conducted a site visit on 19 November 2025 and recorded visibility splays in excess of 2.4m by 43m in both directions of the proposed site access. This is in accordance with [Table 6](#) of the LHDG.

Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 demonstrates that the proposed access design can accommodate a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) and an DB 32 Fire Appliance measuring 8.6m long entering and exiting the site via the proposed access. The drawing also demonstrates that these vehicles can safely manoeuvre within the site

The Applicant has confirmed with the Transport Statement that all forward swept paths are modelled at design speed 15kph, except for turning heads and reversing manoeuvres which use the default swept path vehicle speeds.

The LHA advise that an independent [Stage 1 Road Safety Audit](#) should be undertaken of the site access arrangements and a Designer's Response provided to any problems raised along with (if necessary) a revised drawing.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500m of the proposed site access.

Trip Generation

The LHA has reviewed the TRICS information within the submitted Transport Statement, dated September 2025. In terms of the TRICS analysis for the proposed trip generation the LHA are satisfied with the selection criteria and methodology, however the trip rates would be considered to be low in the AM and PM peaks.

The proposal is for 19 dwellings, however one dwelling will be demolished to facilitate the access road, resulting in a net increase of 18 dwellings on the site.

The tables below have been taken from the Transport Statement:

Table 4.1: TRICS Average Vehicle Trip Rates (per 1 dwelling) – Weekday AM and PM Peak Periods

Time Period	Arrivals	Departures	2-way
07:00-08:00	0.077	0.328	0.405
08:00-09:00	0.154	0.386	0.540
09:00-10:00	0.174	0.243	0.417
16:00-17:00	0.247	0.154	0.401
17:00-18:00	0.340	0.143	0.483
18:00-19:00	0.270	0.116	0.386
Note: All Trip Rates (per 1 dwelling)			

Table 4.2: Proposed Development Trip Generation – 18 Dwellings (Net)

Time Period	Arrivals	Departures	2-way
08:00-09:00	3	7	10
17:00-18:00	6	3	9

It is estimated that the proposed development will generate a net increase of 10 two-way vehicle movements during the weekday AM Peak hour and 9 two-way vehicle movements during the weekday PM Peak hour.

This equates to approximately one additional vehicle movement every 6 minutes during both the weekday AM and PM Peak hours.

Whilst this is marginally lower than the LHA would usually accept, a detailed assessment of the developments trip generation is not required given its scale. The LHA are therefore satisfied the

additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

Off-Site Implications

During the LHA's site visit measurements of the footways were undertaken. There is a pinch-point on the footway approximately 26m south of the proposed access at the land abutting Torestyn and The Croft where the footway narrow to 0.61m.

There is a further pinch point further approximately 95m south of the site at Honeysuckle Cottage whereby the footway narrows to 0.82m.

The LHA acknowledge that these are existing, historical features of the village. However, pedestrian connectivity to the village centre could be improved by the installation of a dropped kerb at the footway abutting The Croft. This would enable pedestrians to safely cross the road at the pinch point at Torestyn. Such a feature should be provided on a revised drawing.

Internal Layout

Parking Provision

The Applicant is proposing a total of 19 dwellings. The tables below taken from the Planning Statement demonstrates the breakdown of houses to bedrooms ratio:

Table 3: Affordable Housing Mix

Beds	HBBC Requirement		Proposed	
	%	No.	%	No
1 Bed	30	2.28	25	2
2 Bed	40	3.04	38	3
3 Bed	25	1.9	38	3
4 Bed	5	0.38	0%	0

Table 4: Market Housing Mix

Beds	HBBC Requirement		Proposed	
	%	No.	%	No
1 Bed	5	0.57	0	0
2 Bed	35	3.99	36	4
3 Bed	45	5.13	27	3
4 Bed	15	1.71	36	4

The parking provision table below has been taken from the Transport Statement:

Table 3.4: Required Parking compared to Proposed Parking Provision

Plot Number	No Beds	Provision			LCC Requirement		
		Total Car Parking Provision inc garages	EVCP	Cycle Parking	Minimum Car Parking	Minimum EVCP	Minimum Cycle Parking
1	4	4	1	4	3	1	4
2	3	3	1	3	2	1	3
3	3	3	1	3	2	1	3
4	4	3	1	4	3	1	4
5	3	3	1	3	2	1	3
6	4	4	1	4	3	1	4
7	4	4	1	4	3	1	4
8	2	2	1	2	2	1	2
9	2	2	1	2	2	1	2
10	2	2	1	2	2	1	2
11	2	2	1	2	2	1	2
12	3	2	1	3	2	1	3
13	1	2	1	1	2	1	1
14	1	2	1	1	2	1	1
15	3	2	1	3	2	1	3
16	3	2	1	3	2	1	3
17	2	2	1	2	2	1	2
18	2	2	1	2	2	1	2
19	2	2	1	2	2	1	2
TOTAL		48	19	50	42	19	50

The Applicant is also proposing five visitor parking spaces.

The LHA is satisfied that parking provision is in accordance with [Table 28](#) and the design principles are in accordance with [Figure 44](#) of the LHDG.

However, the internal dimensions of the double garages demonstrated on the submitted Plans and Elevations, Double Garage Plot 7, drawing number HT13 and Plans and Elevations, Double Garage Plots 1 & 6, drawing number HT12, are not in accordance with the [LHDG](#). Minimum internal measurements for a double garage should measure 6m x 6m, with minimum door width of 4.2m.

Should the Applicant wish the double garages to count towards parking provision, The Applicant will need to amend the measurements to accord with the LHDG specifications. The current measurements would only count towards one parking space within each double garage. Taking this into consideration, plots one, six and seven to which they apply, would have the minimum required parking spaces if the current double garage measurements remain.

Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 states that Plot 7 garage and car parking spaces to be relocated. Given this is a full application, the LHA require an updated plan to demonstrate this.

Swept Path Assessment, drawing number 110145-PEF-ZZ-XX-D-H-00006, Rev P01 demonstrates that a LCC specified refuse vehicle, which is 11.2m long (Phoenix 2 Duo Recycler) and an DB 32 Fire Appliance measuring 8.6m long can safely manoeuvre and turn around within the site via the internal spine road. It also shows that the fire tender can access each dwelling within a distance 45m and does not need to reverse more than 20m.

Internal Road Layout

The acceptability of an adopted road layout is subject to a Section 38 (S38) agreement in accordance with the Highways Act (1980). For the site to be suitable for adoption, the internal layout must be designed fully in accordance with the Leicestershire Highway Design Guide (LHDG), which is available at <https://www.leicestershirehighwaydesignguide.uk/>.

The Applicant is advised that any review of the site layout provided by the LHA prior to determination of this planning application does not prejudice any future S38 application made to the LHA post granting of planning consent. Furthermore, adoptability of a site cannot be formally established until such time as S38 technical approval has been obtained through the S38 technical appraisal process with the LHA following the grant of planning permission. A site layout design submitted as part of a planning application which addresses all comments below does not guarantee a successful S38 application.

In order to aid the design process, the LHA have reviewed the following submitted drawing:

- Drawing no. 25-31-PL02B Proposed Residential Development Rev B

Adoptability of a site is not a material planning consideration. Whilst there are no material planning considerations, which are required to be addressed pre-determination of this application, irrespective of adoptability, the LHA has provided 'adoptability' comments, which the Applicant may choose to address during the planning process in order to work towards a layout that meets the requirements for a S38 application.

Further information regarding sites that remain in private ownership and that are not adopted by the LHA can be found within the LHDG at <https://www.leicestershirehighwaydesignguide.uk/approvals-road-adoptions-and-commuted-sums/roads-are-remain-private>.

Adoptability Comments

The LHA consider that the internal layout does not fully accord with the LHDG and the site is therefore not suitable for submission of a S38 application post granting of planning consent as currently presented. Whilst it is not a requirement for these matters to be addressed during the planning application stage, the Applicant may wish to consider addressing the following points in order to demonstrate a layout more likely to be suitable for an application for adoption under S38:

- The inclusion of bin collection points on the block paved roads serving plots 1-12 would indicate these are to be private drives. Unless amended to suit a shared surface geometry in line with Figure 3 of the LHDG the development would fall under the minimum of 6 plots fronting onto/ being directly served by the entrance road and thus be un-adoptable.
- The carriageway geometry does not accord with Table 3 of the LHDG. The Applicant is required to review and adjust the layout accordingly to ensure it is compliant, making note of the maximum number of plots served from each class of road etc. Larger width carriageways would potentially be acceptable to futureproof the site and allow for expansion down the line.
- Speed control measures will need to be designed into the road layout. In this instance, the maximum distance between speed control measures, junctions or 90-degree bends is approx. 60m. Further information can be found in the Leicestershire Highway Design Guide (LHDG) Table 20.
- Further to the comment above, the minimum plateau length of vertical speed control measures should be 8m, and the ramps should not conflict with the access drives of the dwellings. For further information, please see LHDG, Figure 31.
- The turning heads are not designed in accordance with the LHDG, subsequently they will all need amending. Please see Figure 12 of the LHDG for further information.
- 2m footways should be provided on both sides of the carriageway, particularly where there are plots fronting onto the highway. A 1m service margin can be provided at location(s) where 2m footways are not necessary, for example at the end of turning heads.
- 2m footways are also not required at the end of turning heads; a 1m service margin will suffice.
- The Applicant should provide refuse vehicle tracking of the site using the attached specification.
- There are a few cases of isolated parking in relation to the dwellings, which may result in on-street parking occurring due to poorly positioned spaces. It is suggested parking provision for Plots 1 and 14 is reviewed.

The Applicant is advised that the above matters are expected to result in changes to plot positions; should the application be determined with the site layout as currently presented and the Applicant subsequently wishes to put forward the roads for adoption under S38, this could result in the requirement for a Non-Material Amendment or S73 Variation of Condition application being required to be submitted to the LPA to meet the required LHDG standards.

The following elements of the proposals do not accord with the LHDG, however, as these are not expected to alter plot positions, it is expected that these can be addressed as part of a future S38 technical appraisal process:

- The radii at the junctions and turning heads should be detailed on the plan, to ensure they are in accordance with the LHDG.

- The junction radii should be 6m for any side roads. For further information please see Table 9 of the LHDG.
- The developer should also note that radii for turning heads should typically be 8m/ 10m. Please see Figure 12 of the LHDG for further information.
- The Applicant should remove the visitor parallel parking bays on the road west of plot 1.

The Applicant is advised to note the following points:

- Grassed 1m service margins are not acceptable, any grass verge areas should be a minimum of 2m in width and be in excess of 10m² in area.
- Tactile paved uncontrolled pedestrian crossings should be provided and shown at junctions/where appropriate. e.g. at PROW crossings.
- Consideration of root barrier/deflection treatment will be required when proposing trees/shrubs adjacent to the footway.
- At this stage it is not possible to comment on the vertical alignment, drainage, materials or proposed construction details.

Transport Sustainability

The site is located in Stoke Golding which has access to multiple shops and services, educational facilities and recreational facilities. The nearest bus stop to the site is located on Station Road, approximately 450m from the proposed site. This stop is served by the Arriva 7A service between Nuneaton and Burbage via Hinckley. The service is provided hourly between 08.25 and 19.00 Monday to Saturday.

The nearest railway stations are Hinckley and Nuneaton, both of which are accessible by the Arriva 7A bus. Hinckley Railway Station offers services to Leicester and Birmingham New Street. Nuneaton Railway Station offers services to Leicester, Birmingham New Street, Manchester Piccadilly, London Euston, and Stansted Airport.

Therefore, the LHA considers the site to be in a sustainable location in transport terms. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

The Applicant would be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently, the cost of a bus pass for an Arriva service is £605 per pass.

Date Received
31 October 2025

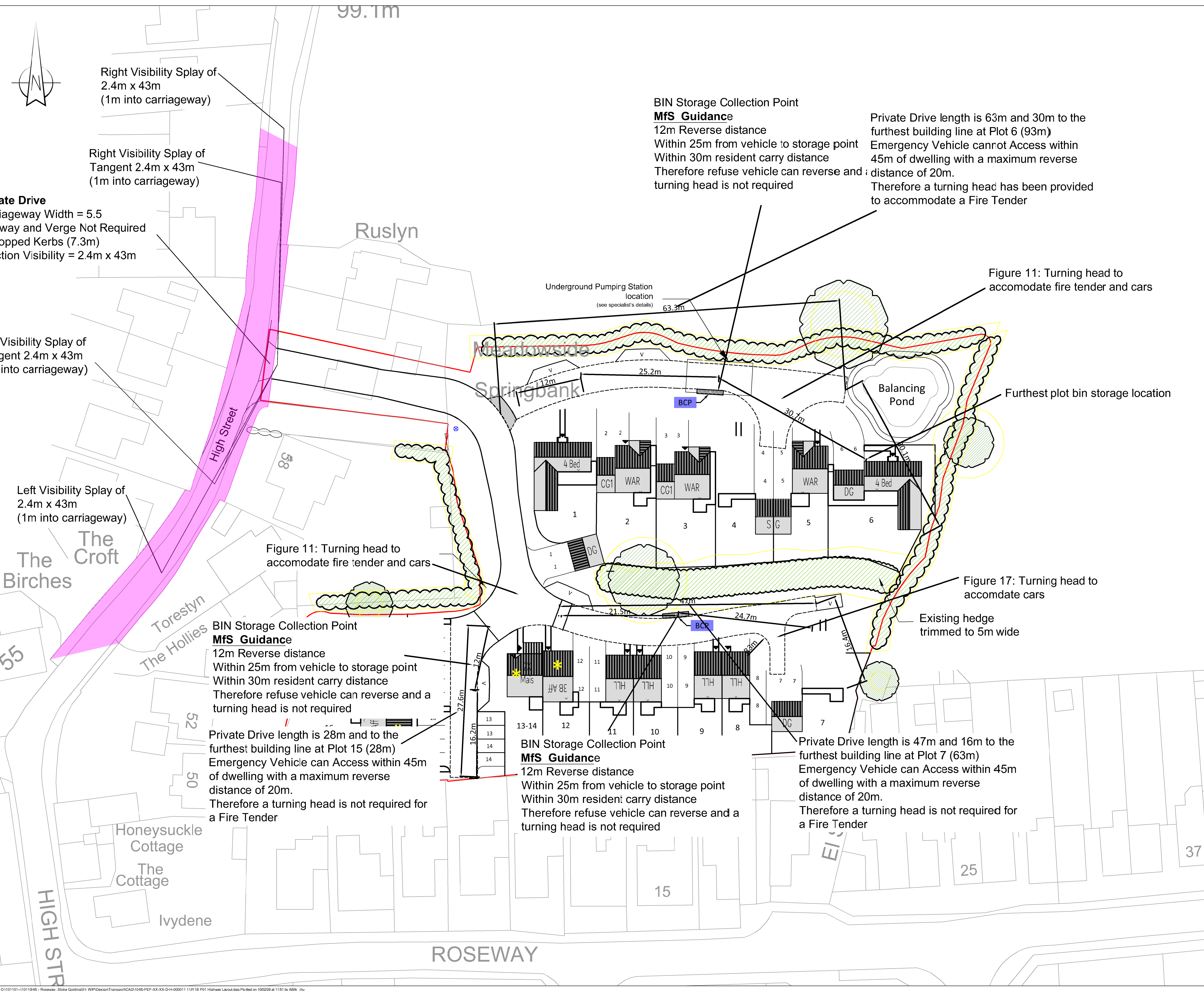
Case Officer
Emma Peacock

Reviewer
BD

Date issued
21 November 2025

Appendix 2 – 10145-PEF-XX-XX-D-H-000011 P01 Access Road Dimensions
& Visibility

Appendix 3 – 10145-PEF-XX-XX-D-H-000011A P01 Access Road Layout



NOTES:
1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.

KEY:
Extent of Adopted Highway

P01	Amended Layout	AB	MA	MA	10.02.26
REV	DESCRIPTION	DRN	CHK	APP	DATE

Pell Frischmann
THE LEEING BUILDING, LUDGATE HILL, LEEDS, LS2 7HZ
www.pellfrischmann.com

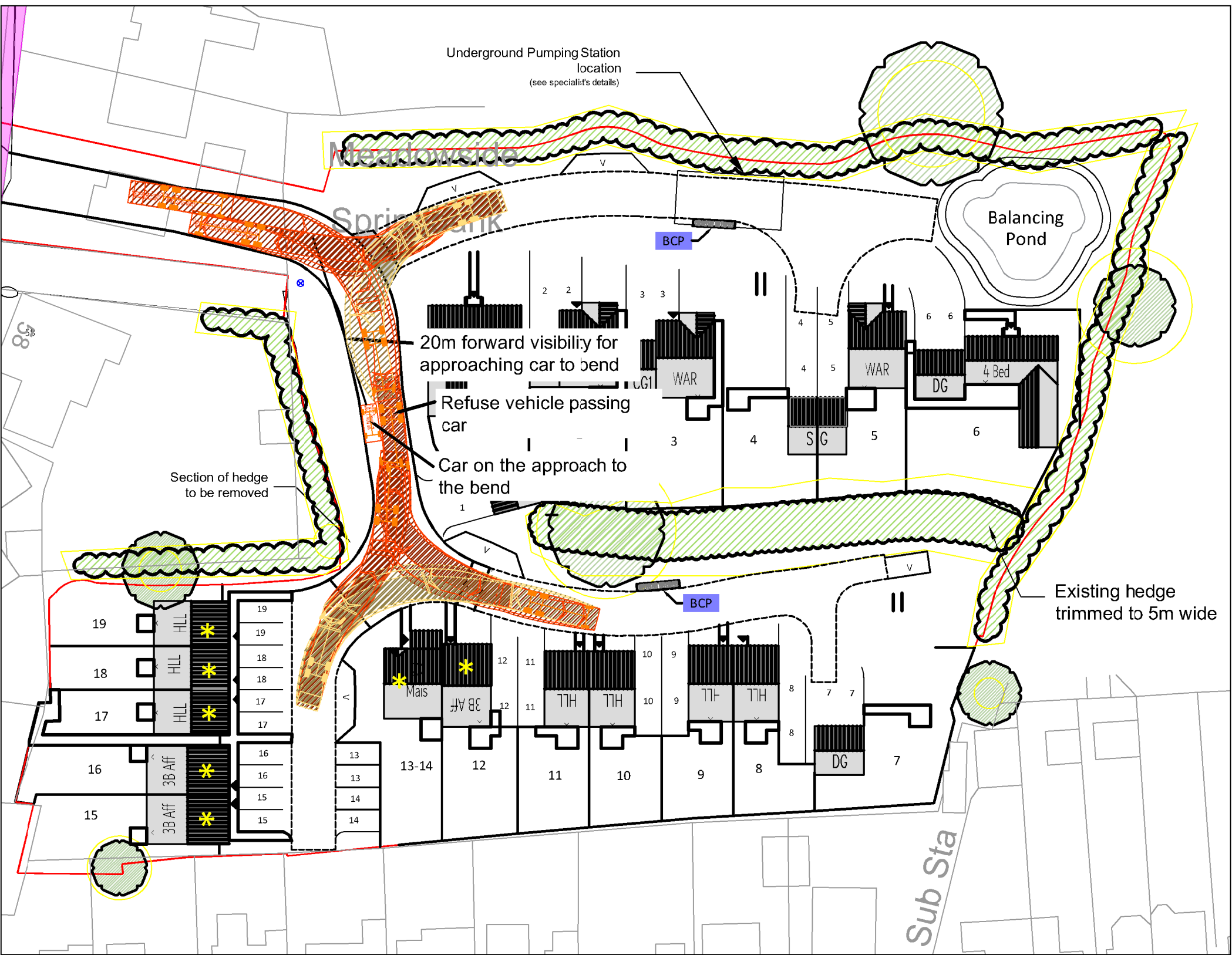
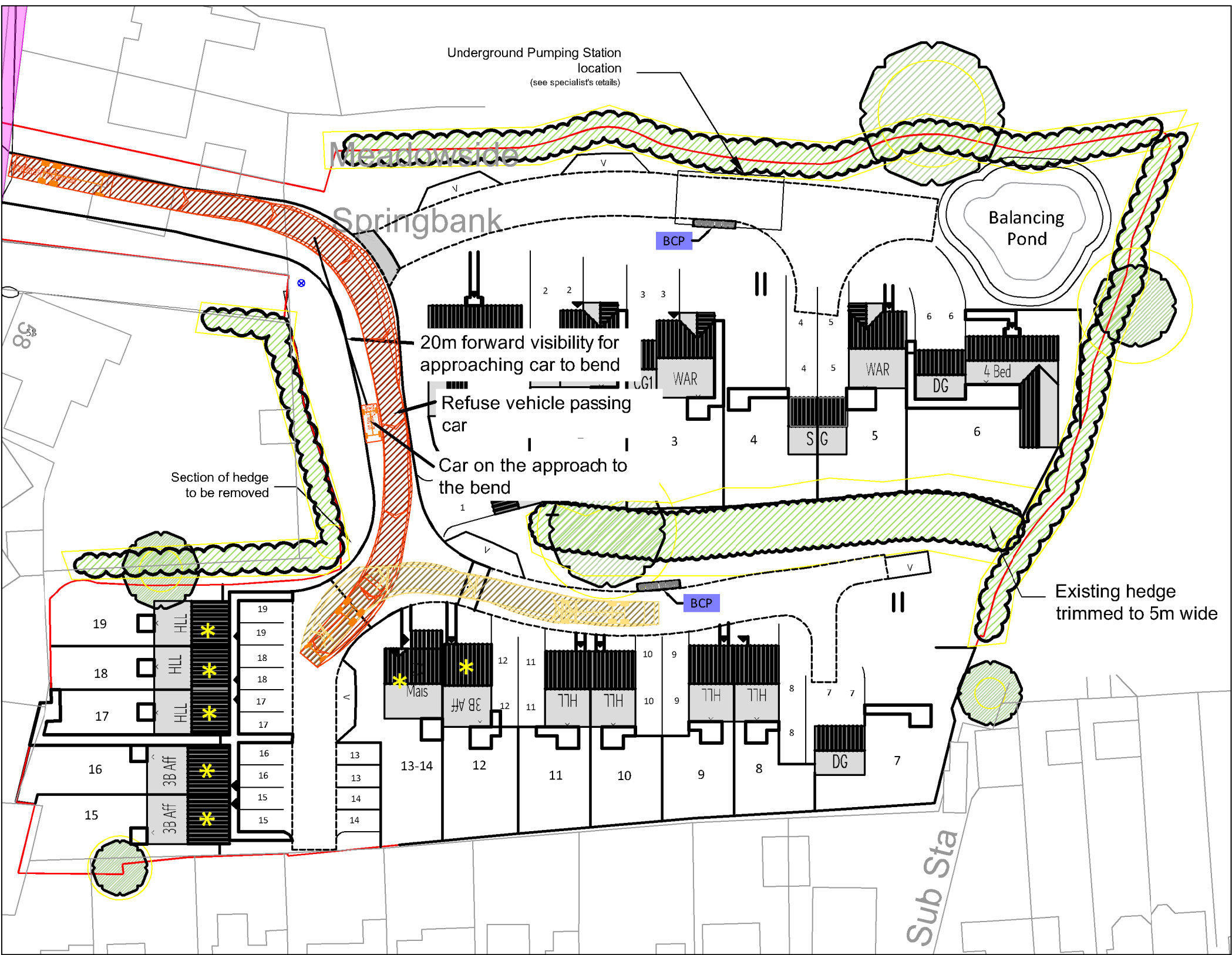
Client
A.R. Cartwright Limited

Project
Roseway in Stoke Golding,
Nuneaton

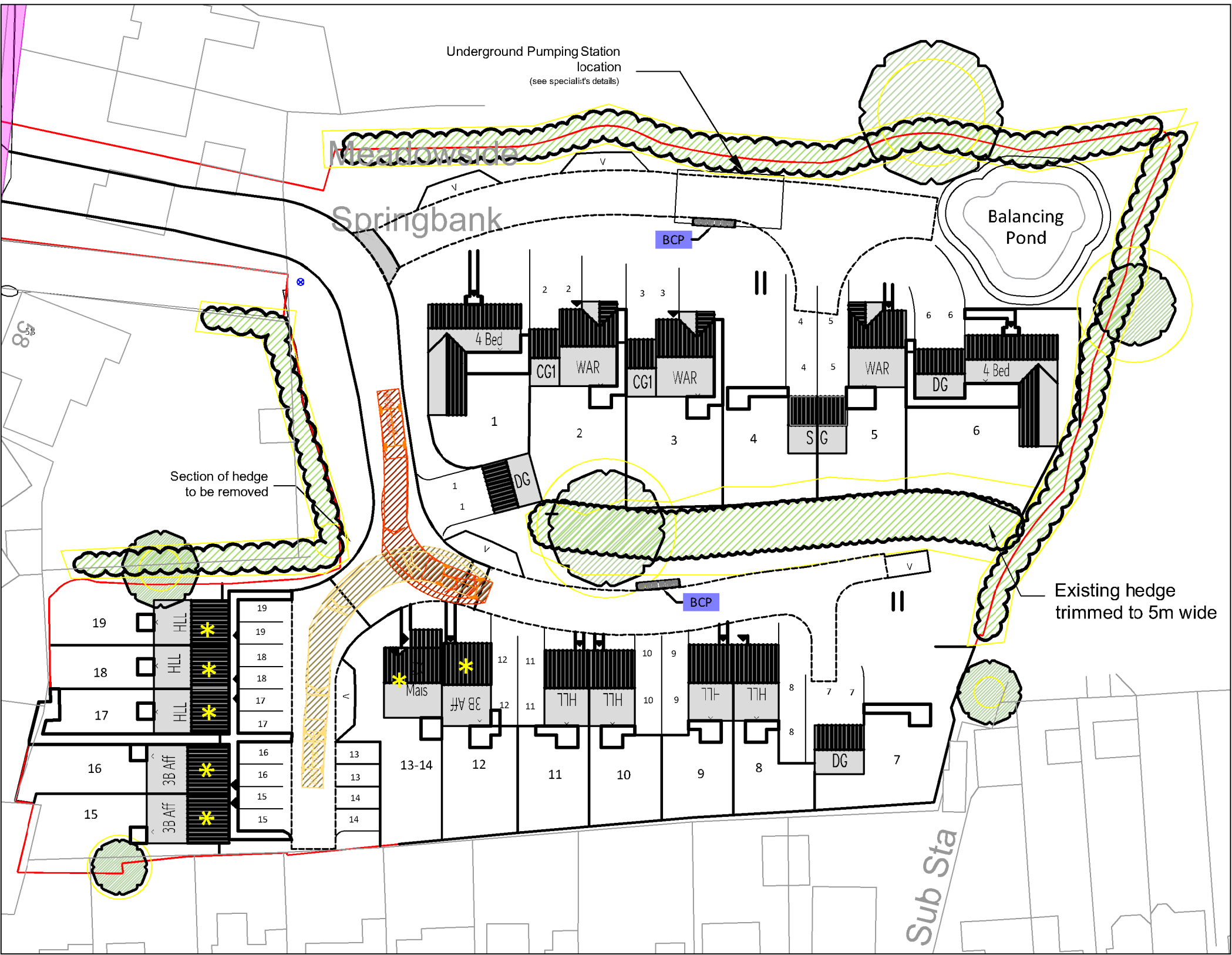
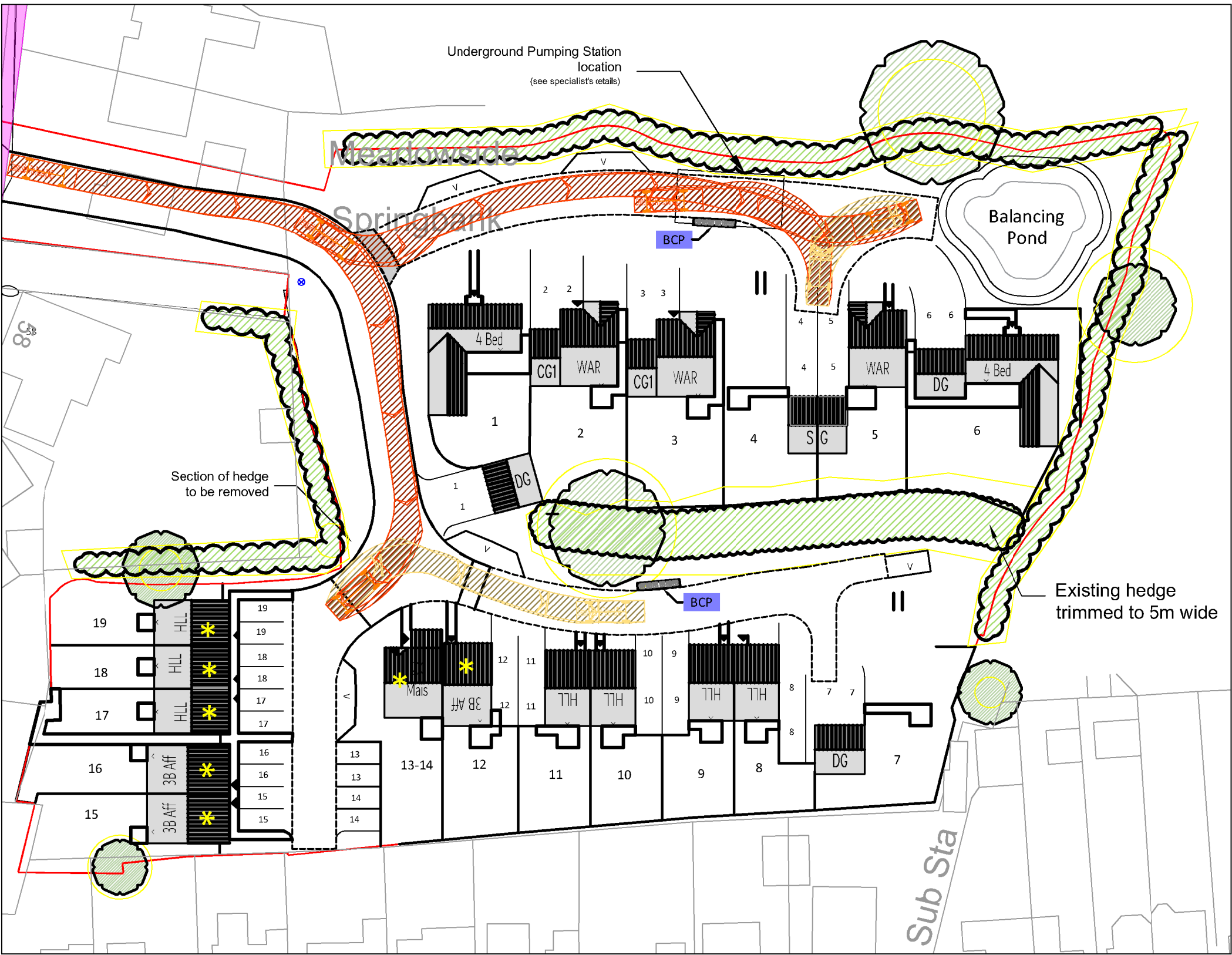
Drawing Title
Highway Layout
Access Road Layout

	Name	Date	Scale	1:500@A1
Drawn	AB	10.02.26	Status Code	-
Designed	AB	10.02.26		
Checked	MA	10.02.26	Drawing Status	Preliminary
Approved	MA	10.02.26		
Project No.	10145 - PEF - ZZ - XX - D - H - 00011A			Revision
				P1

Appendix 4 – 10145-PEF-XX-XX-D-H-000011B P01 Swept Path Assessment



REFUSE VEHICLE SWEPT PATH ASSESSMENT



FIRE TENDER SWEPT PATH ASSESSMENT

NOTES:

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.

Mercedes-Benz Eonic (P2-15W with Elite 6x4 chassis)

Overall Length	11.700m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

P01	Amended Layout	AB	MA	MA	10.02.26
REV	DESCRIPTION	DRN	CHK	APP	DATE
Pell Frischmann					
THE LEEMING BUILDING, LUDGATE HILL, LEEDS, LS2 7HZ					
www.pellfrischmann.com					
Client					
A.R. Cartwright Limited					
Project					
Roseway in Stoke Golding, Nuneaton					
Drawing Title					
Highway Layout REVISED TRACKING ASSESSMENT					
	Name	Date	Scale	1:500@A1	
Drawn	AB	10.02.26	Status Code	-	
Designed	AB	10.02.26	Drawing Status	Preliminary	
Checked	MA	10.02.26			
Approved	MA	10.02.26			
Project No.				Revision	
10145 - PEF - ZZ - XX - D - H - 00011B					P1