

**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.

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**APPLICATION DETAILS**

Planning Application Number: 25/00347/FUL

Highway Reference Number: 2025/0347/04/H

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

Application Type: Full

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

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**GENERAL DETAILS**

Planning Case Officer: Ashleigh Gade

Applicant: Mr P Sheppard

County Councillor: Joshua Melen

Parish: Stoke Golding

Road Classification: Adopted Unclassified

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**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, Nuneaton, Leicestershire, CV13 6HE.

The LHA had previously been consulted on application referenced 21/00070/FUL which was for the *'Proposed development of 6 detached dwellings with associated access, parking and landscaping'* which was refused by the LPA on 07/05/2021. The LHA previously advised approval of the scheme subject to planning conditions and it is noted that no highway matters were included in the decision notice.

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

- Planning Design and Access Statement dated March 2025 reference 058447
- Application form
- 24.079.DL0101\_P1 - Location Plan
- 24.079.DX0002\_P1 - Site Plan As Existing Detail
- 24.079.DX0006\_P1 - Elevations As Existing
- 24.079.DK0006\_P1 - Elevations As Proposed
- 24.079.DK0002\_P2 - Site Plan As Proposed Detail

## **Site Access**

The site is accessed from High Street which is an unclassified road with a speed limit of 30mph. From the submitted information above, the applicant proposes to retain the location of the existing vehicular access which is currently used to serve the existing Public House and leads to an informal parking area.

The access width to serve the proposals given the commercial nature of the site should be in accordance with Table 15 of the Leicestershire Highways Design Guide (LHDG), (<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/developments-served-private-drives-and-areas>).

Table 15: Unadopted access serving up to 3000m<sup>2</sup> GFA of offices

Minimum effective width (w)	6m (Add 0.5m if bounded by a wall on one side, 1m if bounded on both sides.)
Minimum kerbed radii (r)	6m
Vehicle visibility splays	As in Table 6 and Fig 9, measured from a setback of 2.4m
Pedestrian visibility splays	Normally 1m x 1m both sides (no planting permitted) unless there are local circumstances which apply e.g. a significant pedestrian traffic generator is located in the vicinity (such as a school, playground or playing fields etc.) in which case 2m x 2m is required. No planting permitted
Gradient	Preferably not greater than 1:20 for first 15m behind the highway, and should never exceed 1:12
Surfacing	Bound material, for example, bituminous or concrete, or block paving for at least the first 15m behind the highway

From drawing number 24.079/DK0002 P2 the Applicant proposes an amended access with a gate and fence on the site boundary, this may hinder the required visibility as detailed further below.

Gates should be set back an appropriate distance from the highway boundary so the largest vehicle anticipated to access the site can stand clear of the public highway should the gates be closed, in the interest of highway and pedestrian safety. The Applicant should amend the access accordingly and supply details regarding the largest vehicle anticipated to access the site.

## **Visibility**

For any new, amended or intensified access, visibility splays are required to be demonstrated in both directions in accordance with Figure 7 of the Leicestershire Highway Design Guide (LHDG). The LHA conducted a site visit on Monday 12th May 2025 and were unable to measure the vehicular visibility at the site access due to the presence of the security fence surrounding the perimeter of the site.

Visibility splay lengths in accordance with Table 6 of the LHDG should be demonstrated based upon recorded 85<sup>th</sup> percentile speeds. Splays should be set back 2.4m from the edge of the carriageway and drawn to a 1m offset point of the nearside carriageway in either direction.

The LHDG is available for reference at the following link:

<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/road-layouts-and-design/visibility-splays>

### Pedestrian visibility

Pedestrian visibility should be demonstrated in accordance with Table 15 and Figure 17 (below) of the LHDG measured from the back of the footway.

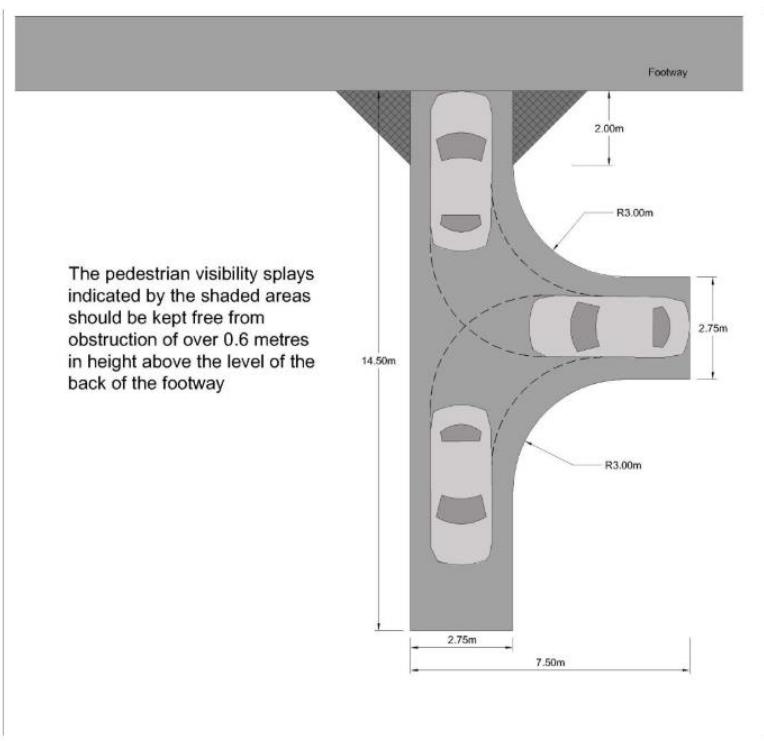


Figure 17: Design of private drive turning facilities

As noted above, the proposed gate and fence may hinder the required visibility.

### Highway Safety

There have been three Personal Injury Collisions (PIC's) recorded within 500m in either direction of the access within the last five years. Two of the PIC's were classed as 'slight' in severity and one as 'serious'. The LHA have reviewed the PIC data and, after investigation the LHA are satisfied there are no patterns or trends the proposals are likely to exacerbate. Nevertheless, the Applicant is however advised that a safe and suitable site access must be demonstrated.

### Trip Generation

Subject to the demonstration of a safe and suitable access by way of appropriate visibility in accordance with the LHDG, the LHA would request further information regarding the extant and

proposed trip generation. This detail will be used in order to ascertain as to whether a significant intensification of use will occur.

The trip generation should be broken down by existing use, proposed glamping pods and the proposed extension of the public house for the LHA to undertake a comparison exercise.

### **Internal Layout**

From the application form, it is noted that existing floor space measures to be 322 sqm however the site proposals will result in an additional 330 sqm of floor space. From drawing number '24.079.DX0002\_P1 - Site Plan As Existing Detail', nine parking spaces are as existing.

The Applicant has submitted a revised drawing, '24.079.DK0002\_P2 - Site Plan As Proposed Detail', proposing a single additional disabled parking space in the reconfigured car park and an additional 10 parking spaces in the proposed car park extension, totalling 19 car parking spaces allocated for the public house. The LHA is satisfied that parking for the public house is acceptable given the existing situation and additional quantum of development proposed.

### **Parking for glamping pods**

The Applicant has submitted revised plans under '24.079.DK0002\_P2 - Site Plan As Proposed Detail' demonstrating separate car parking for the glamping pods. The LHA understand the Applicant has proposed one parking space allocated per glamping pod accessed via a gate from the proposed car park extension.

The LHA request for the applicant to provide further information regarding the maximum number of people that will occupy the pods in order to determine is adequate parking provision is proposed.

### **Cycle parking**

The LHA acknowledge and welcome the addition of cycle parking provision.

**Date Received**  
**10 April 2025**

**Case Officer**  
**Taron Aujla**

**Reviewer**  
**GG/BD**

**Date issued**  
**27 May 2025**