

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: 26/00196/FUL

Highway Reference Number: 2026/0196/04/H

Application Address: The Limes Wood Road Nailstone Nuneaton Leicestershire CV13 0QP

Application Type: Full

Description of Application: Change of use of an existing outbuilding to form a dwellinghouse with associated works

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr And Mrs A McCarthy And McCarthy - Young

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Nailstone

Road Classification: Class B

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 consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

‘Change of use of an existing outbuilding to form a dwellinghouse with associated works.’

The proposals are at The Limes, Wood Road, Nailstone, Leicestershire, CV13 0QP.

There has been one previous application at the site which is detailed below:

24/00540/FUL - Proposed conversion of outbuilding to a single dwellinghouse with associated works. The LHA advised approval on 1 August 2024 in matters relating to the highway. The LPA subsequently refused the application.

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 have reviewed the following documents as part of these observations:

- Application Form
- Site Location Plan and
- Proposed Floor Plan and Elevations, Design Section A/A & Roof Plan, Site Layout Plan, drawing number HMD/PD/0546/01.

Site Access

The Applicant is seeking to utilise the existing access onto Wood Road. Wood Road at the location of the access is an adopted, classified B road (B585) subject to a 50mph speed limit.

Whilst the Applicant has not provided any access arrangement drawing the LHA undertook a site visit on 27 April 2026. During this site visit the LHA found the access to be 15.3m in width where it meets the public highway, this narrowed to 5.8m in width, the LHA are satisfied that this accords with [Table 13](#) of the LHDG.

During the site visit the LHA found the visibility splays of 2.4 by 215m in either direction of the access. Given the visibility splays would be suitable for speeds of between 54-62mph, the LHA are satisfied that visibility splays are suitable for the scale of development as per [Table 6](#) of the LHDG.

The LHA do note there is a further live planning application at the site submitted under 26/00197/FUL for the conversion of three outbuildings to form four dwellinghouses with associated works. It is also noted that if permitted by the LPA, this would take the number of dwellings utilising the access to six (One as part of this application, the host dwelling and four as part of 26/00197/FUL). Table 13 of the LHDG also states that for six to 25 dwellings a minimum access width of 4.8m for a minimum distance of 5m behind the highway boundary should be provided. However, if bounded by a wall, fence, hedge, line of trees or other similar obstruction on one side 0.5m should be added, 1m if bounded on both sides. The LHA noted on the site visit that whilst adequate space within the access was afforded to provide the width, this would require further hard surfacing within the access to provide this. However, it would be difficult for the LHA to demonstrate this would have a severe impact on the highway in the event of an appeal should the application submitted under 26/00197/FUL come forward.

Since Wood Road is a classified B road and subject to a 50mph speed limit, the LHA have taken into consideration HDM Policy 2 which can be found within the section of the LHDG [titled 'access to the existing highway network'](#). HDM Policy 2 replaced policy IN5 of the previous version of the LHDG.

HDM Policy 2 states that:

'The council will apply a risk-based assessment of proposals for new accesses onto the existing highway network and alterations to and / or intensification of existing accesses so that they do not result in unacceptable road safety and operational concerns.'

The policy context goes on to state:

'To ensure the provision of safe and suitable accesses for all users, the council will employ a risk based approach to assessing the impact of proposals on new connections or alterations to the existing road network. The council encourages early engagement to discuss issues related future accesses onto the network. In consideration of safety and efficient operation, the council will assess access proposals using a risk-based approach that considers relevant data including whether a proposal sits on Leicestershire's Resilient Network, the Major Road Network, vehicle volumes and speed limit, actual speeds and accident records alongside other relevant transport information provided by the developer. Where necessary data is unavailable this must be provided to the council by the developer. Please refer to the council's Data Collection section. Where access is acceptable to the council in principle, the council will expect its layout to comply with LHDG design guidance. The council will advise refusal of any planning application that raises severe concerns regarding road safety. Approval for a new access (and any associated development) will also depend on the planning authority where planning permission is required.'

For clarity, the highway at this location is not on Leicestershire's Resilient Network or the Major Road Network. Having reviewed all the information provided, the LHA are satisfied the access is safe and suitable for the scale of development in these site-specific circumstances.

Highway Safety

The LHA have reviewed their Personal Injury Collision (PIC) database and have found one PIC which occurred within 500m of the proposed access in all directions during the previous five-year period, this was classed as serious. Whilst the PIC involved a turning manoeuvre, it was not within the location of the site access.

As such, the LHA do not consider the scale of the proposals are likely to exacerbate the existing highway situation.

Internal Layout

The LHA have reviewed the drawing titled 'Proposed Floor Plan and Elevations, Design Section A/A & Roof Plan, Site Layout Plan', drawing number HMD/PD/0546/01 and find the proposals comply with [Table 28](#) (quantum) and [Figure 44](#) (dimensions and on-site turning) of the LHDG.

Other Considerations

Whilst not a material consideration for the LHA, the Applicant should ensure that bin collection points are not within the public highway or visibility splays.

For the reasons set out above, the LHA would not seek to resist the proposals subject to the following condition.

Condition

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Proposed Floor Plan and Elevations, Design Section A/A & Roof Plan, Site Layout Plan', drawing number HMD/PD/0546/01. 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
15 April 2026

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
7 May 2026