

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00578/FUL

Highway Reference Number: 2026/0578/04/H

Application Address: Sherwood Nutts Lane Hinckley Leicestershire LE10 3EG

Application Type: Full

Description of Application: Demolition of existing buildings and erection of 3no. new residential dwellings

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr J Smith

County Councillor: Hollycroft ED - Ann Pendlebury CC

Parish:

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 consulted by the Local Planning Authority (LPA) on an application seeking the demolition of existing buildings and erection of three new residential dwellings located at Sherwood Nutts Lane, Hinckley, Leicestershire, LE10 3EG.

The LHA is aware of the relevant site history below:

- Ref. No: 25/00396/OUT - Outline planning permission for residential development of up to 2 dwellings (All matters reserved except for access)
The LHA advised approval subject to conditions on 16 May 2025.
The LPA granted planning permission subject to conditions on 20 November 2025.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form;
- Location and Block Plan, drawing number PL-01;
- Existing Site Plan, drawing number PL-02;
- Proposed Site Plan, drawing number PL-03;
- Proposed Compliance Site Plan, drawing number PL-04;
- Proposed Site Plan, drawing number PL-05;
- Proposed Site Section, drawing number PL-06;
- Proposed Plot 1, drawing number PL-07;
- Proposed Plot 2, drawing number PL-08;
- Proposed Plot 3, drawing number PL-09;
- Design & Access Statement; and
- Fire Appliance Vehicle Tracking, drawing number SK01.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](https://www.leicestershirehighwaydesignguide.uk/highway-development-management)) within this report. These are identified in bold, underlined and in blue text. The LHDG is available for reference at the following link:
<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

The site is located on Nutts Lane which is an adopted, unclassified road subject to a 30mph speed limit. The Applicant is proposing to utilise the existing access which will have a minimum width of 4.25m to the site frontage for a minimum distance of 5m behind the highway boundary.

The LHA carried out a site visit on 24 July 2026 and measured the access width to be 4.25 metres wide. This is in accordance with [Table 13](#) of the LHDG where two to five dwellings require a minimum width of 4.25 metres for a minimum distance of 5 metres behind the highway boundary.

Visibility splays of 2.4 metres by 81 metres to the east and in excess of 2.4 metres by 120 metres to the north were measured. This is in excess of the requirements as set out within [Table 6](#) of the LHDG.

The Applicant should note the requirements regarding access for refuse collection below, however, this is not a material consideration for the LHA.

- A minimum drive width of 5 metres;
- Provide turning heads with the site; and
- Construct the drive so it can carry a refuse vehicle.

As the access width is above 3.7m the access is suitable to cater for emergency vehicles.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been two recorded PICs within 500m of the site access in either direction within the most recent five-year period. These were classed as slight in severity.

The LHA is satisfied that no patterns or trends in PICs were identified, the LHA is satisfied that the proposals if permitted would not increase the likelihood of further such incidents from occurring.

Internal Layout

The Applicant is proposing one two-bed dwelling and two four-bed dwellings and demonstrated three parking spaces for each four-bed dwelling and two spaces for the two-bed dwelling. This is in accordance with [Table 28](#) of the LHDG.

The LHA was unable to correlate the given parking measurements to the measurements ratio bar on the 'Proposed Compliance Site Plan', drawing number PL-04. However, the LHA is satisfied with the measurements stated on the above document for Plots 1 and 2. The tandem parking spaces for Plot 3 should be provided at 6 metres in length per space, i.e. 12m length for two spaces.

Although not demonstrated, the LHA is satisfied that there is space to manoeuvre within the site to enable cars to enter and egress the site in a forward gear.

Transport Sustainability

The site is located within the town of Hinckley which has access to multiple shops and services, educational facilities and recreational facilities. There are bus stops approximately 650m from the site, offering services to Leicester. There is also a train station in Hinckley which offers services to Leicester, Derby, Nottingham, Sheffield and London.

The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Conditions

- 1) Notwithstanding the submitted plans, the proposed access shall have a width of a minimum of 4.25 metres for a distance of at least 5 metres behind the highway boundary and shall be surfaced in a bound material. The access once provided shall be so maintained at all times.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

- 2) The development hereby permitted shall not be occupied until such time as the access drive and any turning space has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

- 3) No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2024).

- 4) No part of the development hereby permitted shall be occupied until such time as 1.0 metre by 1.0 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2024).

- 5) Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no gates, barriers, bollards, chains or other such obstructions shall be erected to the vehicular access.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

- 6) The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with 'Proposed Compliance Site Plan', drawing number PL-04. Thereafter the onsite parking and turning provision shall be kept available for such uses 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).

Informative

Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

Date Received
7 July 2026

Case Officer
Emma Peacock

Reviewer
BD

Date issued
3 August 2026