

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: 25/00902/FUL

Highway Reference Number: 2025/0902/04/H

Application Address: Pinehollow Barn Stoke Lane Higham on the Hill Nuneaton Leicestershire CV13 6ES

Application Type: Full

Description of Application: Siting of four static caravans and two touring caravans for residential use and conversion of the existing barn into a day room

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr John Price

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Higham on the Hill

Road Classification: Class C

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:

‘Siting of four static caravans and two touring caravans for residential use and conversion of the existing barn into a day room.’

The proposals are at Pinehollow Barn, Stoke Lane, Higham on the Hill, Leicestershire, CV13 6ES.

The LHA note there has been previous applications associated with the site, latterly a variation of condition application submitted under 11/00475/CONDIT. This application sought to vary condition 12 attached to 08/00891/FUL to allow for the occupation on the site of eight caravans, of which no more than four would be static caravans. Whilst the application was withdrawn by the Applicant, it is noted the LHA raised no objections subject to a condition on 29th June 2011.

The LHA note the proposals currently being considered are smaller in nature, with a reduction of two x touring caravan pitches over the previous scheme considered by the LHA under 11/00475/CONDIT. As such, the LHA are of the opinion these proposals would likely lead to less trips on the public highway than the scheme submitted under 11/00475/CONDIT to which the LHA raised no objection.

In relation to the change of use of an existing barn to a day room, the LHA have no objections in principle given it is unlikely this would have a material impact on the public highway. However, the LHA would request the following:

The LHA would request the LPA include a suitably worded condition to ensure the proposed day room is ancillary to the proposed four static caravans and two touring caravans and no use of the building by third parties can take place without the prior written approval of the LPA.

and

The LHA would request the LPA include a suitably worded condition to ensure no additional caravans/mobile homes can be placed on the site whether permanent or temporary, without the prior written approval of the LPA.

Public Right of Way (PRoW) T47

The southern red line boundary includes a section of public right of way Footpath T47 as shown in Figure 1 below where the site plan is overlaid by pink dashes indicating the route of T47 as legally recorded on the Definitive Map of public rights of way, the official record.

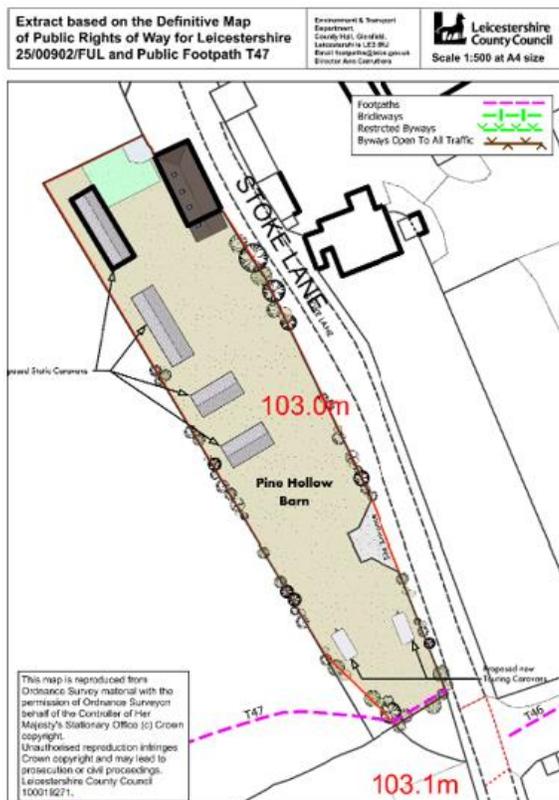


Figure 1 – Definitive legal line of PRoW T47 (pink dotted line)

This section of footpath runs between an old hedge on the south side, and on the north side, a close-boarded fence which screens the footpath from the existing area of land.

The line of this close-boarded fence is not shown on the current Ordnance Survey small scale mapping. In this case the impact on the layout of the site makes no practical difference if the existing fence remains in situ. However, because of this element of uncertainty, as a precaution the LHA will request the inclusion of a condition relating to the boundary treatments at this location.

For the reasons set out above, the LHA would not object to the proposals subject to the following conditions.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking have been implemented in accordance with Plans, Site & Location Plan, drawing number PHB-01. Thereafter the onsite parking 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 in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

2. Notwithstanding the submitted plans, any changes to the existing boundary treatment currently separating the development site from Public Right of Way T47 to the south of the site must be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire Highway Design Guide annex on Development and public rights of way at: <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>

Reason: in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 105 of the National Planning Policy Framework 2024.

Informative

- Prior to construction, measures should be taken to ensure that users of the public Right(s) of way are not exposed to any elements of danger associated with construction works.
- The public right(s) of way must not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The public right(s) of way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a public right of way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a public right of way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences, or other structures affecting a public right of way, of either a temporary or permanent nature, should be installed without the written consent of the

Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a public right of way and the County Council may be obliged to require its immediate removal.

Date Received
13 October 2025

Case Officer
Neal Chantrill

Reviewer
DH

Date issued
10 November 2025