

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: 25/00871/P3CR

Highway Reference Number: 2025/0871/04/H

Application Address: 8 Wood Lane Norton Juxta Twycross Atherstone Leicestershire CV9 3QB

Application Type: Change of Use

Description of Application: Notification to determine if prior approval is required for the change of use of two agricultural buildings to two office units (Class E)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Jaz Sahota

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Twycross

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 a notification to determine if prior approval is required for the change of use of two agricultural buildings to two office units (Class E). The site is located at 8 Wood Lane, Norton Juxta Twycross, Atherstone, Leicestershire.

The LHA has reviewed the following documents submitted by the Applicant:

- Transport Note, reference: 25/740/B, dated September 2025 and authored by Magna Transport Planning Ltd; and
- Marrons drawing number 2501587.7 (Proposed Site Plan).

Based on the submitted Transport Note, the internal floorspace of the building's totals approximately 990 square metres.

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

Access to the site would be via the existing access on to Wood Lane. An unclassified road subject to a 30mph speed limit. Details of the existing site access are provided on MAGNA drawing number 25-740-SK01 within Appendix 1 of the Transport Note. This shows a 5.0m wide access road with 2.4 x 43m visibility splays in each direction. The access is considered to be sub-standard in width and the LHA would usually require a Minor Road Industrial Access to be constructed, as detailed in [Table 4](#) of the LHDG. Under the site specific circumstances, given the existing trip generation of the site as detailed further below, it is considered the LHA would not be able to insist on improvements to the access.

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury Collisions along the length of Wood Lane within the last five years up to July 2025. There are therefore no pre-existing highway safety concerns along the road.

Trip Generation

The Applicant has outlined the existing trip generation for the site within Part 3 of the Technical Note. The trips equate to approximately 788 agricultural vehicles arriving / departing the site i.e., 1,576 two-way agricultural vehicle trips on an annual basis, or up to five two-way HGV trips per day, including weekends. In addition to this, there were six staff members employed on ancillary duties, which would have generated up to eight two-way car trips.

Overall, the agricultural barns would have generated a combined 17 two-way vehicular trips daily, including weekends – which on a 10-hour basis equates to approximately two vehicular trips per hour.

Part 6 of the Transport Note considers the number of trips the proposed development is likely to generate. The Applicant has utilised the TRICs database to ascertain the likely number of trips the proposed development would generate. These are detailed below:

Modes	AM Peak Hour			PM Peak Hour		
	In	Out	Two-way	In	Out	Two-way
Driving in a car/ van	30	3	33	2	28	30
Passenger in a car/van	3	0	3	0	3	3
Bicycle	1	0	1	0	1	1
On Foot	3	0	3	0	3	3
Total	37	3	40	2	35	37

Table 1: Proposed Development - Trip Generation – All Modes [990 sqm]

The LHA considers the proposed trip rates to be acceptable.

Part 7 of the Technical Note considers the net trip generation of the site. The Applicant has stated that whilst the development would result in an increase in the level of traffic travelling to and from the site, frequent tractor-trailer combinations and articulated lorries associated with the agricultural use, would be replaced instead by predominantly car and light van movements.

The LHA considers that overall, given the reduction in large, slow moving vehicles from the site, it would not be able to demonstrate the proposals would result in a severe impact on the surrounding highway network. On this basis, it is also considered it would not be possible to justify improvements to the access, given the current use and vehicles accessing the site, which would also typically require an access width of a Minor Road Industrial Access.

Internal Layout

The Applicant has stated a total of 40 car parking spaces will be provided within the site. This will include four electric car charging points. In addition, there would be four motorcycle spaces and three Sheffield stands for cyclists. Details of the car parking arrangements are provided on MAGNA drawing number 25-740-SK02, available within Appendix 2 of the Transport Note.

Based on [Figure 29\(c\)](#) of the LHDG, for 990sqm E(g)(i) (Offices for operational or admin functions) use, one car parking space per 25sqm floorspace would be required. The LHA therefore consider the proposed level of car parking provision to be acceptable. This is also the case for cycle and motorcycle provision. Whilst details of cycle parking have not been provided, the LHA advise this could be secured by a condition. Cycle parking will need to be secure and undercover.

Transport Sustainability

The LHA advise that Norton Juxta Twycross is not served by a regular bus service, however the Fox Connect Demand Responsive Transport service does operate in the area. The LHA does not however consider the site to be in a particularly sustainable location in transport terms. Nevertheless, the LHA is satisfied for the Local Planning Authority to include this transport context in its wider sustainability considerations for the site.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with MAGNA drawing number 25-740-SK02. 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).

2. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use(s) in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

Informative

- 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.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received **Case Officer**
23 September 2025 **Ben Dutton**

Reviewer
DH

Date issued
14 October 2025