

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: 25/00002/FUL

Highway Reference Number: 2025/0002/04/H

Application Address: Little Mulberry Upton Lane Stoke Golding Nuneaton Leicestershire CV13 6EU

Application Type: Full

Description of Application: Construction of barn for agricultural use

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Paul Morris

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Higham on the Hill

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 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:

‘Construction of barn for agricultural use.’

The proposals are at Little Mulberry, Upton Lane, Stoke Golding, Leicestershire, CV13 6EU.

There have been two previous relevant applications at the site which are detailed below:

22/00368/FUL - Erection of agricultural building for housing livestock, hay, straw, fodder and agricultural equipment. The LHA responded to the LPA on 9 August 2025 requesting further information. Whilst this was not received, the LPA granted the application on 4 September 2022.

24/00432/FUL - Construction of two barns for agricultural use. The LHA responded to the LPA on 29 August 2025 advising approval of the scheme in matters relating to the highway. However, the LPA refused the proposals on non-highway grounds.

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;
- Proposed Layout, drawing number 003 Rev C
- Agricultural Justification document dated November 2024; and
- Agricultural Building Statement dated 11 December 2024.

Proposals

The Applicant is proposing to utilise the existing access which is situated on the southern extent of Upton Lane. Upton Lane at the location of the access is an adopted, unclassified road subject to a 30mph speed limit to the east of the access and the national speed limit to the west of the access. The Applicants are not currently proposing any access amendments.

The LHA note that the existing access arrangements meet the public highway at an irregular angle. The LHA previously stated within their observations as part of the application submitted under 24/00432/FUL for the construction of two barns for agricultural use, that considering the information provided by the Applicant which stated no intensification of use of the access was expected, the LHA did not seek to resist the application.

Whilst this application seeks a smaller footprint for the development, all the information currently provided indicates the Applicant is seeking to grow the business and subsequently intensify the use of the site as stated within the 'Agricultural Justification' document dated November 2024 provided below:

'Following the relocation of the business the applicants are wanting to grow the business and make best use of the land that they have available. This will allow for the continued investment and enable the business to grow over time as more land becomes available. The proposed building allows for this expansion as is considered to be of a size and style appropriate for the holding.'

The Applicant also states the proposed steel portal frame building with dimensions of 12.2 m x 10.48m would allow for approximately 55 calves to 6 months however it is envisaged around 30 could be accommodated comfortably to allow for storage of fodder and handling equipment. The Applicant then goes on to state that after the first cut of silage some animals can be reared outside to allow a rotation of ages and numbers. By having a more general-purpose building the numbers and ages can be adapted to market changes. In addition, the stocking rate for older cattle would be around 2.2 per acre so 30 plus older calves could be accommodated outside during the summer months. This could equate to a worst-case scenario of 85 calves located at the site.

The Applicant has not provided any trip rate data to the site, if as currently envisaged there is to be an intensification of what could be a substandard access, the Applicant will be required to provide the following information to the LPA for consideration.

A detailed, scaled site access arrangements drawing would be required. Whilst the LHA does not have any specific access standards for this type of access, the LHA would consider accesses of this type to accord with [Table 15 and Figure 16](#) of the LHDG.

A detailed, scaled visibility splay drawing should be provided and based on the measured 85th percentile speed of the road in accordance with [Table 6](#) of the LHDG. If visibility splay lengths cannot be achieved for the speed limits of the road (national speed limit to the west and 30mph to the east of the access), then the Applicant may wish to commission a speed survey to demonstrate that the achievable splay lengths would be sufficient for the measured 85th percentile vehicle speeds. This would need to be carried out using an Automatic Traffic Counter – not Manual Speed Survey – to avoid influencing driver behaviour. A permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. Details of the services available can be obtained by contacting ndi@leics.gov.uk.

Visibility splays should be drawn over the Applicants or highway land to a point 1m into the carriageway, there should be nothing over 0.6m in height within these splays as per [Figure 7](#) of the LHDG.

Vehicle swept path analysis drawings should be provided to demonstrating the largest vehicle likely to use the site accessing and egressing the site in all directions. A minimum modelling speed of 15 kph going forwards and 2.5 kph going backwards is to be used when analysing swept paths and these speeds should be indicated on the drawing.

Should the proposed development result in an intensification of use the access surfacing should be hard bound for a minimum of 11m behind the highway boundary to prevent the potential depositing of loose materials onto the highway. This can be secured via condition.

Whilst not demonstrated on any drawings, should the proposed development result in an intensification of use any gates currently in situ would be required to be a minimum of 11m behind the highway boundary. This is to ensure vehicles can pull fully clear of the highway. This too can be secured via condition.

The LHA have concerns there is a weak bridge to the east of the access which is weight restricted to an 18-ton Maximum Gross Weight (MGW) as signposted on the bridge. As such, the Applicant will need to provide information as to how the livestock will be transported to and from the site and the vehicle types and weights required.

Highway Safety

The LHA have reviewed their Personal Injury Collisions (PICs) database and have found no recorded PICs within 500m either side of the access within the last five years. However, the acceptability of the proposals would be contingent on the delivery of a safe and suitable access as required by the National Planning Policy Framework (2024) to ensure that new highway safety issues would not be introduced to the vicinity.

Trip Generation

The Applicant should provide details of the existing trip rates to the site and the expected trip rates, along with the types of vehicles intended to be used; this can be done using a first principle approach.

Date Received
9 September 2025

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
30 September 2025