



Proposed Padel Courts

**Hoo Hills Farm, Bosworth Road,
Wellsborough**

**Applicants MTS Storage and
Distribution Ltd**

Accompanying Highways Report

November 2025

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1 Background

- 1.1 Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors. We have been engaged by MTS Storage and Distribution Ltd. to provide a Highway Report to support their current planning application.
- 1.2 MTS Storage and Distribution Ltd. are seeking planning permission for the change of use of an existing agricultural building to 3 padel courts. The proposed development will be served from the existing vehicular access that serves the existing building and Hoo Hills Farm. The proposed site layout has been attached as **Appendix A** for information. The following photograph shows the existing vehicular access serving the site:-



- 1.3 The existing portal framed general purpose farm building that is being proposed for change of use, was granted planning permission in May 2023, (LPA ref: 23/00348/AGDO).
- 1.4 The existing site access was hard surfaced in concrete following planning approval being granted for the change of use of an agricultural building and stables to commercial units (LPA ref: 19/00492/FUL). That application involved the change of use of 1194sqm of floor area to a B1 general industry and B8 storage and distribution use.
- 1.5 In their consultation response to the application, the Highway Authority did not raise any objections to the proposal scheme, but advised the imposition of conditions relating to parking and turning and to the surfacing of the access. A copy of the Highway Authority's consultation response has been attached as **Appendix B** for information.
- 1.6 The Highway Authority did not raise any concerns regarding the standard of the access even though it was going to serve an industrial development and would likely generate commercial vehicles.
- 1.7 This highway report has been commissioned to consider the likely highway impacts of the proposed change of use of the agricultural building to 3 padel courts and seeks to demonstrate that the proposal will not lead to any unacceptable harm to highway safety nor result in any severe residual cumulative impact on the road network.

2 SITE CONSIDERATIONS

- 2.1 The site is situated on the northern side of Bosworth Road in Wellsborough. Bosworth Road is a classified public highway (Class C) that runs from Market Bosworth to the north-east to the A444 to the south-west of the site.
- 2.2 Bosworth Road is subject to a 7.5T weight restriction and has a 50mph speed limit in the vicinity of the site. The following photograph shows the section of road on the site frontage with the site located on the left-hand side of the image: -



- 2.3 The section of Bosworth Road fronting the site has a verge 2.7 metres wide on its southern side, has a 6.1 metres wide carriageway, and a verge 2.8 metres wide on its northern side, the application site side.
- 2.4 The existing vehicular access is surfaced in concrete and is on a slight gradient that slopes away from the highway. The access is 9.6 metres wide at the highway boundary, and is served from a dropped crossing 14 metres wide. The access is 5.6 metres wide at a distance 10 metres back from the edge of carriageway of Bosworth Road. The access then gradually narrows to 3.8 metres wide 20 metres behind the highway boundary.

- 2.5 The access is suitable to allow two vehicles to pass clear of Bosworth Road and in addition there are two further passing bays provided on the access road before reaching the proposed site car parking area that will serve the proposed padel courts.
- 2.6 There is a gate across the access, however the gate is located 80 metres back from the edge of Bosworth Road. The gates therefore do not interfere with vehicle movements at the junction with the public highway.
- 2.7 The access driveway leads up to the proposed padel courts and to a hard surfaced parking area that is capable of catering for 28 car parking spaces and a mini bus parking space. The hard surfaced parking area is of sufficient size to ensure that all vehicles generated by the dwelling can enter, turn and then leave the site in a forward direction.
- 2.8 The visibility splays available out of the access from a 2.4 metres set-back are all contained within the limits of the public highway. Looking to the right (south-west), a splay of at over 300 metres is available, to a 1.0 metre off-set on each side of the road. The following photograph shows the available splay looking to the right (south-west) from a 2.4 metres set-back and a drivers eye height of 1.05m above the ground: -



- 2.9 Looking to the left (north-east) the available splay is over 200 metres to a point 1.0 metres off-set into the far side of the road. The following photograph shows the available splay looking to the left (north-east) from a 2.4 metres set-back and a drivers eye height of 1.05m above the ground: -



- 2.10 An investigation into the accident record for Bosworth Road in the vicinity of the site using the accident records purchased from Leicestershire County Council, shows that there have been 1 recorded personal injury collision accident within 500 metres of the site in the last 5 years of available data up to 17 August 2025 (see the accident map and report attached as **Appendix C** for information).
- 2.11 The one reported accident occurred approximately 450 metres to the east of the site access on Bosworth Road. The accident, which is noted as being a slight severity, involved a single vehicle at 2am in the hours of darkness. There are no details given in the accident report as to the cause, but it as the accident involved a single vehicle, it may be that it was caused by driver error. The fact that the accident is the only 1 that occurred would suggest that it was a complete one off.
- 2.12 The accident record shows that there is not an inherent road safety issue on this section of road, and I do not consider that the proposal will result in any unacceptable level of harm to highway safety or that it would exacerbate an existing highway safety problem.

3 CONSIDERATION OF DEVELOPMENT

- 3.1 The proposal seeks approval of the change of use of an existing portal framed general purpose farm building into a recreational use for padel courts. The site is currently served from an existing access off Bosworth Road at Wellsborough. The site will include a large hard surfaced car parking area to serve the padel courts.
- 3.2 It is proposed that the padel courts will be open between 6am and 10pm. Players will be able to book in online to play. Bookings will be in one hour slots, however it is likely that some players will book for 2 or more hours at a time.

Access arrangement

- 3.3 The existing access is surfaced in a hard bound material for its entire length from Bosworth Road up to the building being proposed for change of use. The access has a very gentle slope away from the highway and therefore prevents surface water running from the site into the highway.
- 3.4 The proposed development will continue to be served from this existing access. This access has been considered acceptable to serve industrial development (general industry and storage and distribution) at Hoo Hills farm, a use that has the potential to generate movements by HGV's.
- 3.5 Given that the Highway Authority did not raise any highway safety concerns with the use of the access to serve an industrial use, I can see no reason why there should be any highway safety concerns with the proposed recreational use of the existing agricultural building.
- 3.6 The access has sufficient width and junction radii, to allow two vehicles to pass clear of the public highway. In addition to the hard surfaced access, there are grass verges on each side of the private access road, that could if needed, be used to allow the safe passing of two vehicles. There are two passing bays between the gates and the proposed car park that would allow vehicles to safely pass.
- 3.7 Although there are gates provided across the access road, these gates are set back some 80 metres from the edge of Bosworth Road. As a result vehicles can safely wait in front of the gates and be well clear of the highway whilst waiting for the gates to be opened. Players using the padel courts will be given the access code to the gate when they book the courts, in order that they can open the gates on arrival.

Visibility splays

- 3.8 As stated previously, the Highway Authority did not raise any concerns with the site access in their consultation response to the application for the industrial development of the adjacent building. The Highway Authority must therefore have considered that the visibility splays out of the site access were appropriate.
- 3.9 The available visibility splays out of the site access on to Bosworth Road are 2.4 metres by over 300 metres looking to the right and over 200 metres looking to the left.
- 3.10 These splays are very good and are more than suitable for the likely speed of traffic approaching on Bosworth Road. As stated the speed limit on this section of Bosworth Road is 50mph, and as Bosworth Road is not a Trunk Road, then the appropriate guidance on visibility splays is provided in Manual for Streets 2 (MfS2). This guidance is Government backed and has been accepted by Planning Inspectors at numerous Appeals around the Country including a number of Appeals in Leicestershire.
- 3.11 The guidance contained in MfS2, which is backed by research, suggests that on roads where the speed of traffic exceeds 60kph (40mph) a deceleration rate of 0.375g can be used when calculating the required sight stopping distances for approaching vehicles. In fact on roads such as Bosworth Road where the volume of HGV's and buses is low, a greater deceleration rate of 0.45g can be applied to the calculation.
- 3.12 Using the calculation given in MfS2, and using a 2 second reaction time and the lower deceleration rate of 0.375g, even the shorter splay looking to the left out of the access of 200 metres, is suitable for vehicle speeds of 70mph. The splay looking to the right of 300 metres would be suitable for speeds of almost 90mph.
- 3.13 Even though the 85th percentile speed of traffic travelling on Bosworth Road were to exceed the 50mph, it certainly would not be as high as 70mph. I therefore consider that these splays are more than suitable for the likely speed of traffic on Bosworth Road.
- 3.14 It is also worth noting that as the volume of HGV's and buses is very low on Bosworth Road, that if the stopping distances of light vehicles only was to be

considered as recommended by MfS2, then the shorter splay of 200 metres would be appropriate for vehicle speeds of 75mph.

Proposed site layout

- 3.15 The proposed site layout includes a surfaced car parking that will be capable of accommodating 30 parking spaces, including 4 disabled parking spaces and a parking space for a mini bus. In addition secure cycle parking will be provided within the building.
- 3.16 The proposed car park layout will include sufficient turning and manoeuvring space and the site layout will allow all vehicles to enter and leave the highway in a forward gear. The car park will be located over 250 metres from the highway boundary, so vehicles manoeuvring into and out of the proposed car park will be well clear of the highway and will therefore not result in any adverse impact on the public highway.
- 3.17 The proposed 3 padel courts will have a maximum of 12 players using the courts at any one time. In addition to the 12 players, there are likely to be up to 12 more players at the site who have either just finished playing or getting ready to play. Therefore the maximum number of players on site at any one time would be 24. The proposal is expected to employ 2 members of staff.
- 3.18 Leicestershire County Councils car parking standards for sports grounds and clubs, states that spaces required for maximum use of the facility (staff plus customers plus visitors) based on two people per car.
- 3.19 Therefore based on Leicestershire County Councils car parking standards the proposed 3 padel courts with a maximum usage of 24 players and 2 members of staff will generate a minimum requirement of 13 car parking spaces, based on 2 people sharing.
- 3.20 The proposed car parking layout, which shows 24 car parking spaces, 4 disabled parking spaces and a mini bus parking space will therefore achieve a level of parking well in excess of LCC's car parking requirements. Even if most people were to arrive in single occupancy cars, the level of car parking will even cater that parking demand.

Trip generation

- 3.21 It is normal practice to assess the likely traffic generation for new developments by obtaining trip generation figures using the National Trip Rate Computer System (TRICS). In this instance, TRICS does not contain any information relating to padel courts or indeed any specific court sport.
- 3.22 Therefore an estimate of trip generation will have to be made on first principles. Each court session will be booked out for an hour, although it is expected that some bookings will be made for two hours or even longer.
- 3.23 Therefore just before the courts are open and booking starts at 6am, up to 12 players could arrive, and using the assumed car occupancy rate of 2 persons per car (used for the purposes of calculating parking requirements) that will mean that 6 cars will arrive. Then just before the 1st hour session finishes another 12 players will arrive in 6 cars in readiness to play in the second hour. During the second hour, the first set of 12 players will leave and before the start of the 3rd hour 12 players will then arrive to get ready to play.
- 3.24 That will go on every hour until the courts close, and after the courts close the 12 players remaining will leave. This means that the maximum number of vehicles that will be generated by the courts will be 12 cars in any one hour.
- 3.25 As stated earlier, it is expected that some bookings will be made for at least 2 hours and therefore that will mean that the change over of players will be less when the courts have an extended booking. It is also the case that not every court will be booked for doubles and courts could be booked for singles play and not every court will be booked every hour, so the assumption that every hour there will be 12 cars is the worst-case scenario.
- 3.26 It is likely that given padel tennis is a leisure sport, that the courts will be at their busiest during normal off-peak highway hours and weekends, so their impact at peak-hours on the road network is likely to be minimal.
- 3.27 I am of the opinion that the proposed site access is more than suitable to cater for the maximum of 12 vehicle movements per hour. I am also of the view that 12 vehicles per hour will not result in any severe impact on the road network.

- 3.28 I am therefore of the opinion that the proposed site access, is both safe and suitable to serve the proposed development, which is only likely to generate a very low volume of traffic movements.
- 3.29 As such I believe that the proposal meets the requirements laid out in paragraph 115 of the revised National Planning Policy Framework 2024, and there should be no reasonable grounds to refuse the application on the basis of paragraph 116 of the revised NPPF 2024.

4 CONCLUSIONS

- 4.1 The proposed application seeks approval for the change of use on an agricultural building for 3 padel courts. The proposal includes car parking that will exceed the minimum requirement to comply with Leicestershire C C's standards and will cater for the likely demand generated.
- 4.2 It is proposed to serve the development using the existing vehicular access that serves Hoo Hills Farm. The Highway Authority previously considered that this access is suitable to serve an industrial use. I am of the opinion that the existing access is more than suitable to cater for the additional traffic likely to be generated by the addition of 3 padel courts.
- 4.3 The additional level of traffic likely to be generated by 3 padel courts, up to 12 movements per hour, would not have any negative impact on highway safety nor on highway capacity.
- 4.4 The proposal includes more than sufficient parking provision to cater for the likely demand and the level of parking shown exceeds the minimum requirements for a court based sport. All vehicles generated will be able to enter and leave the site in a forward gear.
- 4.5 I am of the opinion that this report has demonstrated that the proposal will be served from a safe and suitable access. The National Planning Policy Framework makes it clear that development should only be prevented or refused on highway grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.6 I consider that the proposal will not lead to any unacceptable harm to highway safety. On that basis, I believe that there should be no reasonable grounds to refuse the application on the basis of paragraphs 115 or 116 of the revised NPPF 2024.

Duncan Clarke
Edwards & Edwards Consultancy Ltd

Project No 12746
Date November 2025

Appendix A. Proposed site layout

Appendix B. HA consultation response to previous application 19/00492/FUL

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: 19/00492/FUL

Highway Reference Number: 2019/0492/04/H

Application Address: Hoo Hills Farm Bosworth Road Wellsborough Nuneaton Leicestershire

Application Type: Full

Description of Application:

Change of use from agricultural building and stables to commercial units

GENERAL DETAILS

Planning Case Officer: Carol Grant

Applicant: Mr M Milner

County Councillor: Cllr Ivan Ould

Parish: Sheepy

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 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) are in receipt of a full application for the change of use of existing agricultural buildings and stables to B1(c) light industrial units. The total internal floorspace of the buildings to be converted measures 1194 square metres. The submitted Supporting Statement details different proposals to the application form however, detailing the change of use of the buildings to B1/ B8 and the conversion of the stable building to B1.

After Clarifying with the Local Planning Authority, the LHA have been advised the application is for B1/ B8 use.

Previously, the LHA advised no objection subject to conditions to application reference 18/00796/FUL, which was to change the use of the buildings to B1(a) and B1(c) units. This application was refused by the Local Planning Authority on non-highways related matters. The proposals appear to be similar to this application.

Site Access

No amendments are proposed to the site access with the highway, which is some 350m from the site entrance. However, the access from the highway at the end of the access lane is loose bound material and the LHA would request that this is resurfaced in a bound material such that no loose stones or debris is deposited onto the highway, which can be a hazard for road users.

Highway Safety

The Personal Injury Collision (PIC) data for the last 5 years has been reviewed, and there were no PICs in the vicinity of the access/site the LHA would not seek to resist the application on highway safety grounds.

Trip Generation

The trip generation from the proposed development is not likely to differ substantially from the existing use. Therefore the LHA would not consider that the proposed development would derive a severe impact to the operation of the highway network.

Internal Layout

The proposed internal layout shown on Ritchie & Ritchie Architects drawing number 150 Rev B is the same as per the layout put forwards as part of the previous application, which was considered acceptable.

Transport Sustainability

The site is somewhat remote from local services and bus stops, however the LHA is satisfied that the LPA can consider transport sustainability alongside its other 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 Ritchie & Ritchie Architects drawing number 150 Rev B. Thereafter the onsite parking provision shall be so maintained 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 (2019).

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 10 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 (2019)

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

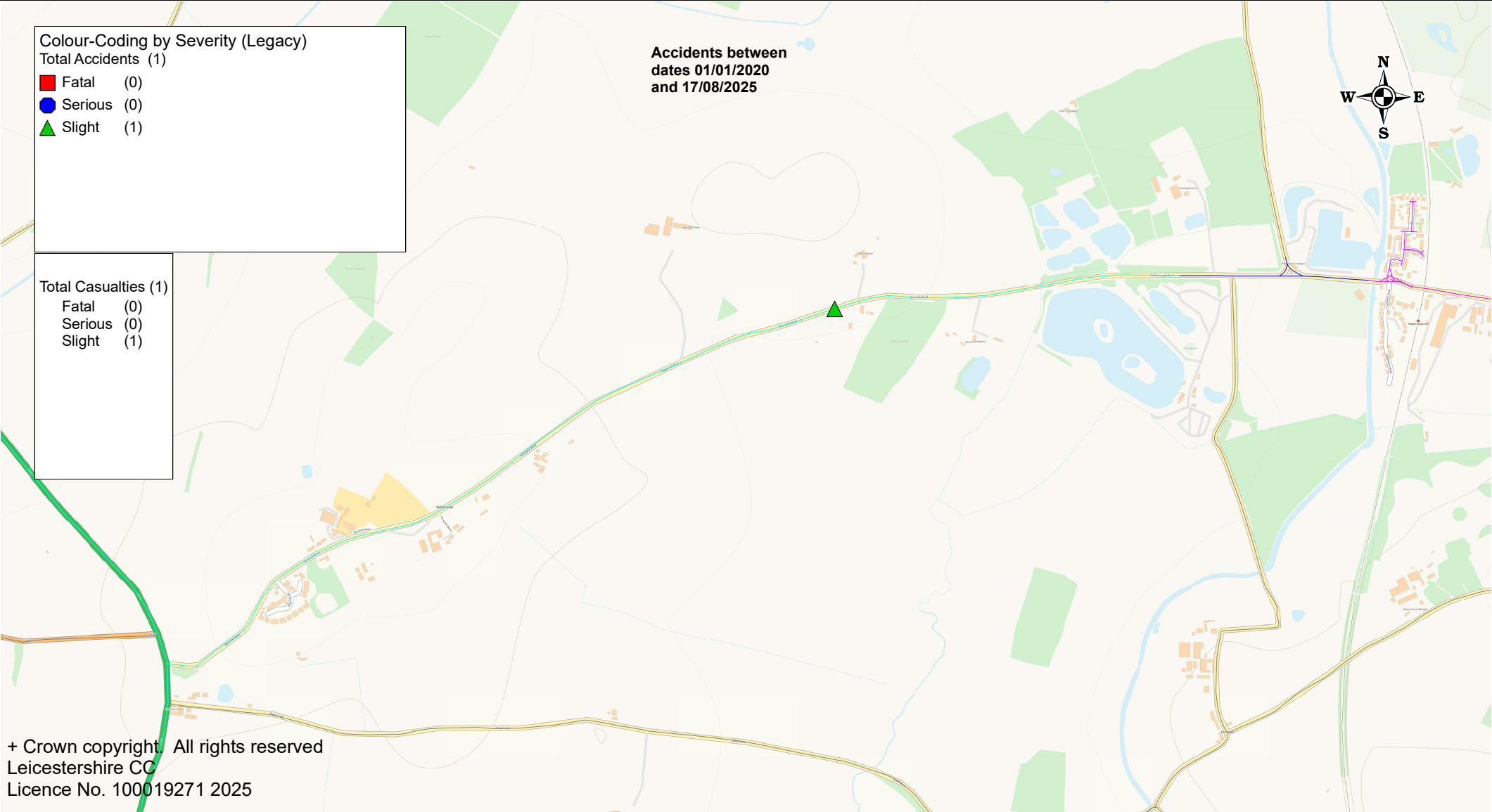
Date Received
10 May 2019

Case Officer
Ben Dutton

Reviewer
BR

Date issued
31 May 2019

Appendix C. Accident records from Leicestershire CC



	Edwards Bosworth Road	Her Majesty's Office (c) Crown Copyright	
		SCALE	1 : 15130
		DATE	29/10/2025
		DRAWING No.	
		DRAWN BY	

Accidents between dates 01/01/2020 and 17/08/2025 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Edwards Bosworth Road 29.10.2025")

Selected Polygon:Edwards Bosworth Road 29.10.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202500373	19/04/2025	437620	303135	Fine without high winds	Dry	Darkness: no street lighting	Slight	0200

Location: C6118 BOSWORTH ROAD SHEEPY NR BYRONS COURT.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 1



Accidents between dates: 01/01/2020 and 17/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Bosworth Road 29.10.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	1	1
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	0	0	1	1

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	-	-	-	1	1
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	-	-	-	-	-	-	0
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	-	-	-	-	-	0
TOTAL	0	0	0	0	0	1	1

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0



Accidents between dates: 01/01/2020 and 17/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Bosworth Road 29.10.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	1	1
TOTAL	0	0	0	0	0	1	1

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0