

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: 25/00495/P3CR

Highway Reference Number: 2025/0495/04/H

Application Address: Holly Lodge Farm Twycross Road Sheepy Magna Atherstone Leicestershire CV9 3RT

Application Type: Change of Use

Description of Application: Notification to determine if Prior Approval is required for the change of use of an agricultural barns to storage and distribution (Class B8)

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Mr R Davies

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Sheepy

Road Classification: Class B

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) to determine if Prior Approval is required for the change of use of agricultural barns to storage and distribution (Class B8) at Holly Lodge Farm, Twycross Road, Sheepy Magna, Atherstone, Leicestershire, CV9 3RT.

The LHA has reviewed the following relevant submitted documents:

- Application Form;
- Supporting Letter, dated 16 May 2025;
- Highways & Transport Technical Note (HTN);
- Site Location Plan, drawing number 2023-1043-CR-001C;
- Existing Site Plan, drawing number 2023-1043-CR-100B;

- Existing Plans - Barns, drawing number 2024-1043-B-101A;
- Existing, Proposed Elevations 1- Barns, drawing number 2024-1043-B-102;
- Existing, Proposed Elevations 2- Barns, drawing number 2024-1043-B-103;
- Proposed Site Plan, drawing number 2023-1043-CR-200B; and
- Proposed Floor Plans - Barns, drawing number 2024-1043-CR-201A.

Site Access

The proposed development will maintain the use of the existing access from Twycross Road (B4116), which is a classified B road subject to a 30mph speed limit.

It is understood from the Covering Letter and Technical Note that the immediate access onto the site is via Rodney Gardens is to be retained as part of the proposals. Rodney Gardens is a private unadopted road which serves approximately 20 dwellings and leads on to Twycross Road.

Holly Lodge Farm is located approximately 215m along a farm track from the Rodney Gardens access point, which measures approximately 5.5m in width. The width of the farm track varies, but at its narrowest point measures approximately 2.6m.

The farm track appears to be formed of compacted gravel.

The Applicant states within the Supporting Letter that *‘the proposed development is for the change of use of 995m² of floorspace of the existing agricultural barns to Class B8 storage units.’*

The Applicant states within Point 9 of the Supporting Letter:

‘The application proposes storage in connection with the applicant’s arboriculture business. The business conducts tree works and is an arboriculture contracting business. There will be no operations conducted from the site in association with the business.’

The LHA will comment further as to whether the LHA have any concerns regarding the use of the existing access once an understanding of the proposed trip generation is made clear.

Visibility

The Applicant has not demonstrated visibility splays on any of the submitted drawings but the LHA welcome the permitted Automatic Traffic Count (ATC) which recorded both volume and speeds of traffic along Twycross Road and the existing farm access track.

The ATC’s recorded both volumetric traffic and speed data by direction between Tuesday 4th February 2025 and Monday 10th February 2025 and is shown in Tables 2.1 and 2.2 below, taken from Section 2 of the HTN.

The LHA acknowledge that a speed survey was undertaken at Rodney Gardens, however, the LHA have no comments to make on this aspect as Rodney Gardens is a private unadopted road.

Table 2.1 Summary of Traffic Survey Results – Twycross Road

Period/Data Type			
B4116	Weekday Flow AM Peak (08:00 – 09:00)	Weekday Flow PM Peak (17:00 – 18:00)	85 th Percentile Speed (7-day)
Northbound	132	203	38.7
Southbound	257	105	36.0
Daily	1,675	1,729	

In accordance with the Leicestershire Highway Design Guide (LHDG) for recorded speeds between 36 and 40mph visibility splays of 2.4 x 65m in either direction are required to be demonstrated. This information can be found within [Table 6](#) of the LHDG and should be demonstrated in accordance with [Figure 7](#) of the LHDG.

Notwithstanding the above, the LHA would only request that visibility be demonstrated whereby it is evident that the proposals will result in a significant intensification of use. As detailed further below under the Trip Generation section the LHA require further information from the Applicant to determine this.

Should it indeed be demonstrated that the site access will be significantly intensified, the Applicant should demonstrate the achievable visibility splays at the site access at Twycross Road. Splays should be contained within land within the Applicants control or within the highway boundary and should not encompass third party land. Splays should be free from obstructions above 0.6m from ground level.

The Applicant may need to contact Highway Records Enquiries (HRE) to obtain an accurate depiction of the highway boundary. HRE can be contacted at hre@leics.gov.uk.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been four recorded collisions within 500m of the proposed site access on Twycross Road. All of these were classed as slight in severity. Whilst the LHA consider there are no patterns of PICs that are likely to be exacerbated by the proposed development the Applicant is yet to demonstrate the extent of the impact on the existing highway network that the proposals may have.

Trip Generation

Table 5.1 (below) within the HTN states the existing farm access track traffic generation of 9 and 2 two-way movements during the peak AM and PM hours, and a total of 68 two-way movements. It is unclear from the submitted information as to whether this is solely for the agricultural buildings included within the Applicants red line (and subject to this application) or if this is for the entire site as a whole.

Time Range	Arrive	Depart	Two-way
	Estimated Existing Traffic Generation		
AM Peak Period (08:00 – 09:00)	4	5	9
PM Peak Period (17:00 – 18:00)	1	1	2
Daily	28	40	68

Table 5.1 from the Highways & Transport Technical Note.

The LHA has reviewed the TRICS information within the HTN. In terms of the TRICS analysis for the proposed trip generation the LHA is satisfied with the selection criteria and methodology.

Table 5.4 (below) of section 5 of HTN indicates that the proposed development with a total GEA of 995 sqm has a potential to generate a total of 3 and 4 two-way traffic trips in the typical weekday peak hours with a total of 64 two-way total daily traffic movements.

'02 – Employment F, Warehousing' - 995sqm			
AM Peak Period (08:00 – 09:00)	2	1	3
PM Peak Period (17:00 – 18:00)	1	3	4
Daily	31	33	64

Table 5.4 from the Highways & Transport Technical Note.

The image below has been taken from the 'Site Location Plan', which shows that other buildings on site that may contribute to the trip generation of the site as a whole.

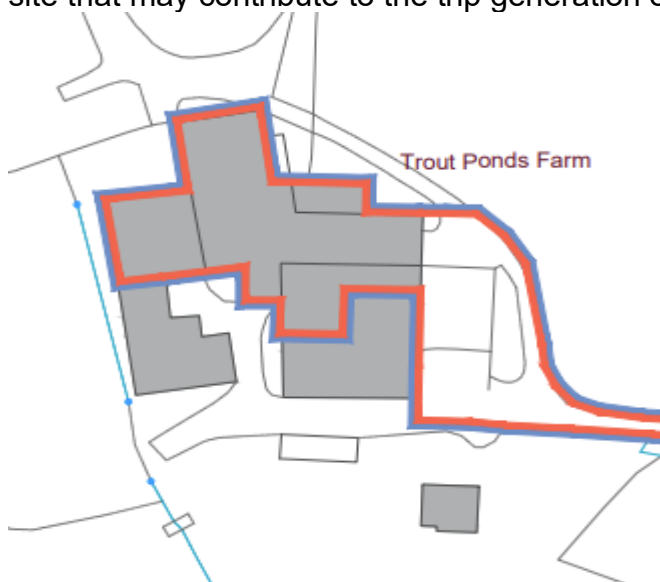


Image from Site Location Plan (not to scale).

The existing trip generation for the site is reflected in table 5.1 but it remains unclear if this includes the site as a whole at Holly Lodge Farm or only the buildings within the red line boundary.

Therefore, the LHA request the following information be submitted in order to fully assess the impact of the proposals:

- The proposed trip generation for the building subject to this application (within the red line boundary)
- The trip generation of the remaining barns not subject to this application
- The types of vehicles, including size, that will be accessing the site for the proposals.

The LHA require this information in order to undertake a comparison exercise between the existing use and the proposed change of use.

Notwithstanding the above, as referenced above and from point 9 of the Supporting Letter, the Applicant states that the proposed storage use will be ancillary to the existing arboricultural business, the LHA would therefore question why a robust trip analysis has been submitted for the proposed use based upon commercial storage site.

Internal Layout

The Applicant has stated within the Supporting Letter that:

‘Parking provision for the employees can be accommodated within the existing yard area, which benefits from existing hardstanding as shown on the site layout plan.’

Details of parking and turning provision have not been submitted as part of this application. [Table 29\(a\)](#) of the LHDG states that one parking space per 100sqm is required for B8 storage and distribution units with a floorspace of up to 2,500sqm.

The LHA request a revised plan demonstrating parking provision levels in accordance with LHDG standards based on the proposed land uses is provided in support of the proposals. Without this information the LHA are unable to assess whether adequate parking provision is provided to prevent overspill parking on the existing highway, to the detriment of highway safety.

Date Received
29 May 2025

Case Officer
Emma Peacock

Reviewer
SH

Date issued
18 June 2025