

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/R1

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

Application Type: Change of Use

Description of Application: Re-consultation. 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 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 re-consulted by the Local Planning Authority (LPA) on the notification to determine if Prior Approval is required for the change of use of agricultural barns to storage and distribution (Class B8) located at Holly Lodge Farm Twycross Road Sheepy Magna Atherstone Leicestershire CV9 3RT.

The LHA's previous response issued on 18 June 2025 requested the following information from the Applicant:

- 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 Applicant emailed the LPA on 24 June 2025 with additional information to inform the LHA's above requests.

Proposed Trip Generation

The Applicant has stated that the proposed trip generation subject to this application within the red line boundary has already been provided within Table 5.4 of the Highways & Transport Technical Note (HTN).

The LHA are satisfied that the Applicant has confirmed that only the buildings within the red line boundary are subject to the proposed trip generation within Table 5.4.

As stated in the LHA's previous response, the LHA would only request that visibility be demonstrated whereby it is evident that the proposals will result in a significant intensification of use.

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 daily two-way movements.

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.

Time Range	Arrive	Depart	Two-way
'02 – Employment F, Warehousing' per 100sqm			
AM Peak Period (08:00 – 09:00)	0.187	0.146	0.333
PM Peak Period (17:00 – 18:00)	0.125	0.302	0.427
Daily	3.106	3.287	6.393
'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

It appears that the proposals will lead to a reduction in trips, therefore it does not appear that the proposals will result in an intensification of use.

Trip Generation of the remaining barns not subject to this application

The Applicant has stated that:

'The existing traffic generated for the site is outlined within Table 5.3, the additional proposal for the livery building is subject to a secondary application which has been submitted to the LPA and is awaiting allocation, within this the cumulative impacts on the highway network are addressed.'

The LHA are satisfied that the existing net traffic generation for the site has been demonstrated in Table 5.3 of the HTN replicated below:

Time Range	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	8	14	22
PM Peak Period (17:00 – 18:00)	8	5	13
Daily	84	96	180

Types of vehicles accessing the site

The Applicant has confirmed that:

'The largest vehicle that will enter the site would be a HGV, which is not indifferent to the existing situation. The existing arrangement can easily accommodate the largest vehicles accessing the site.'

The LHA are satisfied that the existing access arrangements are satisfactory to serve the proposals.

Parking provision

The HTN states that the proposal is for the change of use of 995sqm agricultural units to Class B8 Storage and Distribution.

The LHA welcomes the revised Proposed Site Plan, drawing number 2023-1043-CR-200C whereby eight car parking spaces have been demonstrated.

[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. Although there is a shortfall of two parking spaces, the LHA are satisfied that that the shortfall can be accommodated within the site and will not have a detrimental impact on the highway.

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 the Proposed Site Plan, drawing number 2023-1043-CR-200C. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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).

Date Received
2 July 2025

Case Officer
Emma Peacock

Reviewer
BD

Date issued
11 July 2025