

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00307/P3CR

Highway Reference Number: 2026/0307/04/H

Application Address: Upton Lodge Farm Stoke Road Upton Nuneaton Leicestershire CV13 6BN

Application Type: Change of Use

Description of Application: Application to determine if Prior Approval is required for the change of use of two agricultural buildings to flexible commercial use (Class R) for storage and distribution (Class B8), including associated operational development.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Rory Oliver

County Councillor: Market Bosworth ED - Joshua Melen CC

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 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 Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an application to determine if Prior Approval is required for the change of use of two agricultural buildings to flexible commercial use (Class R) for storage and distribution (Class B8), including associated operational development. The site is located at Upton Lodge Farm, Stoke Road, Upton. The LHA believes the internal floorspace of the two buildings totals approximately 890 sqm.

The LHA has reviewed the following documents submitted by the Applicant in support of the Proposals:

- Application form
- Site Location Plan (reference number TQRQM26089164632457)
- Hayward Architects drawing number 09 (Proposed Access Widening)

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 visited the site on 29th January 2026.

Site Access

Access to the site is currently via the existing access onto Stoke Road, an unclassified single track road subject to the national speed limit. As part of recent application references 25/01128/P3CQ for the conversion of an existing cattle shed to three bungalows, and 25/01129/FUL for the conversion of one farmhouse into three terraced houses at other locations within the same site, the LHA visited the site on 18th December 2025. The LHA noted that the existing site access measured approximately 3.6m wide and was unsurfaced. The Applicant subsequently proposed the access arrangements shown on Hayward Architects drawing number 09, which has also been submitted as part of this current application. The proposed access would measure 6.0m wide access for a minimum of 11.0m.

Based on [Table 4](#) of the Leicestershire Highway Design Guide (<https://www.leicestershirehighwaydesignguide.uk/>), a B8 development would require a major industrial access road, with a width of 7.3m wide. The LHA would require this width for at least the first 15 metres behind the highway boundary. Notwithstanding this, given the existing use of the agricultural buildings, and the fact the Applicant does not anticipate a material change in the level of traffic generated by the site as detailed further below, the LHA would not insist on additional widening at the access.

As part of the previous two applications, the LHA advised that despite visibility splays not being detailed on a drawing, following the site visit, the LHA was satisfied that adequate visibility to the bends in the road at either side of the access is available. Given the scale of the proposals, the very low level of traffic that is likely to use the road, the single track nature, along with the fact the bends will act as natural speed constraints, the LHA are satisfied no additional information is required in respect of visibility.

Highway Safety

Based on available records to the LHA, no personal Injury Collisions have occurred along Stoke Road 500m either side of the site access within the last five years up to mid March 2026.

Trip Generation

It is stated within the Application Form that the buildings are currently used for agricultural purposes which generate regular vehicle movements. The proposed use for low-intensity storage (Class B8) is expected to result in comparable or reduced traffic movements. The proposed use is expected to generate approximately two-four vehicle movements per day, comparable to or less than existing agricultural use, which regularly accommodates tractors, trailers, and delivery vehicles.

Whilst the LHA would consider Stoke Road unsuitable for frequent HGV movements, it is satisfied that given the existing use of the buildings as agricultural barns as well as the scale, it would be difficult to demonstrate a severe intensification in traffic travelling to or from the site.

Internal Layout

The Applicant has not provided details of the internal layout or parking provision within the site. Based on [Table 29\(a\)](#) of the LHDG, the proposals would require nine car parking spaces, along with two HGV spaces. Notwithstanding this, given the existing use of the buildings and the

space within the wider site, the LHA is satisfied the proposals are unlikely to result in vehicles parking within or reversing into the highway.

Transport Sustainability

The site is in a remote, rural location and some distance from public transport provision, and local amenities such as a convenience store. On this basis, the LHA does not consider the site to be in a transport sustainable location and that staff would be heavily dependent on the use of the private car. Nevertheless, the LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Condition

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown Hayward Architects drawing number 09 have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out any off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- 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
14 April 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
8 May 2026