

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



FlorResponse provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/01137/FUL

Highway Reference Number: 2025/1137/04/H

Application Address: Hoo Hills Farm Bosworth Road Wellsborough Nuneaton Leicestershire CV13 6PB

Application Type: Full

Description of Application: The change of use of an agricultural building to Padel Courts and the creation of associated car parking

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Harry Milner

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Sheepy

Road Classification: Class C

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 a full application for the change of use of an agricultural building to Padel Courts and the creation of associated car parking at Hoo Hills Farm, Bosworth Road, Wellsborough.

The LHA have reviewed the following documents submitted by the Applicant in support of the proposals:

- Highways Report dated November 2025 and authored by Edwards & Edwards Consultancy
- Planning Statement (received by the LPA on 27th November 2025)
- Dci Architecture Limited drawing number 01/02 (Proposed Site Plan)
- Dci Architecture Limited drawing number 02/02 (Proposed Floor Plan)

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.

Site Access

The site is accessed off Bosworth Road, a C classified road subject to a 50mph speed limit. The Applicant is not proposing any amendments to the existing site access. The access has previously been considered safe and suitable as part of application references 18/00796/FUL and 19/00492/FUL for the change of use of existing agricultural buildings and stables to B1/ B8 use elsewhere on Hoo Hills Farm.

As detailed within the submitted Transport Note, the access measures approximately 5.6m wide at a distance of 10.0m back from the edge of the carriageway. The access was also hard bound as part of application reference 19/00492/FUL. Whilst the access road narrows to a single lane, the Applicant has stated there are two existing passing places along the access road.

Given the level of traffic likely to be generated by the proposals, which is considered further below in this report, the existing access geometry is considered acceptable to the LHA.

The LHA accepts that visibility splays of 2.4 x 200m to the east of the access and in excess of 2.4 x 215m to the west of the access could be achieved and would be suitable for the existing access, based on [Table 6](#) of the LHDG.

Highway Safety

The Applicant has obtained Personal Injury Collision data from Leicestershire County Council and identified that one PIC has occurred on Bosworth Road within 500m either side of the existing site access within the last five years. This occurred approximately 500m to the east of the access in August 2025 and was recorded as slight in severity. The PIC involved a single vehicle, and the LHA is satisfied the PIC is likely to be an isolated incident rather than a wider pattern or trend of PIC's along the road.

Trip Generation

The Applicant has considered the level of trips the proposed development could generate based on a first principles approach.

The padel courts would be open between 06:00 – 22:00 and the Applicant has stated that each court session would be booked out for an hour, although it is expected that some bookings could be made for two hours or even longer. A maximum of 12 players could use courts at any one time and the site would employ two members of staff. Sessions can be booked from 06:00 and up to 12 players could arrive just before this time.

The Applicant has assumed an occupancy rate of two persons per vehicle, based on parking requirements detailed within [Table 29\(d\)](#) of the LHDG for sports grounds and clubs. The LHA accepts this approach and considers it reasonable that players could car share to/ from the site. On this basis, approximately six vehicles could arrive at the site just prior to 06:00. A further six vehicles would arrive at the site prior to 07:00 as the next players arrive in readiness for the 07:00 session. The first set of players would leave after 07:00 and this would then repeat until the site closes. On this basis, the Applicant considers there would be approximately 12 two-way trips (generally six arrivals and six departures) every hour.

The Applicant has stated that this would be a worst case scenario on the basis that all courts are fully booked throughout the day, however in reality all courts may not be fully booked each day, courts could be booked for single instead of double sessions and could also be booked by the same group for more than a one hour session. Furthermore, the Applicant has suggested that the

site is likely to be at its busiest in the evenings and weekends outside of peak traffic hours given the leisure use.

The LHA considers the above a reasonable assessment of the likely highways impact of the proposals. If all players arrived in their own vehicle, this could result in 24 two-way trips (e.g. 12 arrivals and 12 departures) each hour. The LHA advises should this occur, the level trips generated by the proposals would still not result in the Applicant being required to undertake a capacity assessment of the site access with Bosworth Road.

Further to the above, the Applicant has not provided any information on the level of trips the existing agricultural building could generate. Whilst the LHA believe the proposals could result in an intensification in use of the site access in comparison to the extant use, it could also reduce the number of slow-moving agricultural vehicles at the access.

Internal Layout

Dci Architecture Limited drawing number 01/02 provides details of the site layout, including the car park. 30 car parking spaces are proposed, which includes one minibus and four accessible parking spaces. Given there would be a maximum of 24 players and two members of staff on-site, the number of car parking spaces could be considered excess of the requirements within Table 29(d) of the LHDG. Nevertheless, the LHA would not seek to resist the proposals on this basis.

The LHA considers the design of the car park to be acceptable and provides sufficient turning space for vehicles to ingress/ egress the site in a forward gear.

Transport Sustainability

The site is in a remote, rural location and is not easily accessible by walking or public transport, which in the view of the LHA reduces the transport sustainability of the site. As previously suggested however, given the nature of the proposals it is likely that players could car share to/ from the site. The Applicant is also proposing a cycle storage area within the building. The LHA is satisfied for the LPA to include this transport context in its wider sustainability considerations for the site.

Condition

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Dci Architecture Limited drawing number 01/02. 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).

Informative

- 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
4 December 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
13 January 2026