

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: 24/00485/FUL

Highway Reference Number: 2024/0485/04/H

Application Address: Holywell Farm Desford Lane Ratby Leicester Leicestershire LE6 0LE

Application Type: Full

Description of Application: Change of use of agricultural building and yard to the storage of drainage materials and associated trade counter (Class B8)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Prestons Contracting

County Councillor: Cllr Ozzy O'Shea

Parish: Ratby

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 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), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

'Change of use of agricultural building and yard to the storage of drainage materials and associated trade counter (Class B8)'

The proposals are at Holywell Farm, Desford Lane, Ratby, Leicestershire, LE6 0LE.

The LHA have reviewed the submitted documents as provided on the LPA's website, these include:

- Application Form;
- Site Location Plan;
- Initial Design, drawing number 01 Rev P01; and
- Design and Access Statement.

Site Access/Trip Generation

The Applicant is proposing to utilise the existing farm access onto Desford Lane. The access is situated on the western extent of Ratby village. At the location of the access, Desford Lane is a classified C road subject to the national speed limit. It is noted the posted speed limit changes to 30mph approximately 30m to the northeast of the site.

The Applicant has indicated within the 'Design & Access Statement (DAS)' that the agricultural building is currently used for storage. It is also noted the DAS indicates the proposed use is B8 use with a trade counter. The Applicant states that the use would be for storage for drainage equipment and trade sales of drainage equipment. The LHA requests further information indicating what type of drainage equipment the Applicant intends to store and retail at the site in order to understand the type of vehicles that are expected to access the site (for example, flatbed HGVs). Whilst the Applicant has stated within the DAS the proposals would be served by vans and lorries, the LHA consider lorries to be a broad term and the Applicant should clarify this point in order for the LHA to determine access suitability. Whilst the proposals state 'trade counter', the LHA seeks clarification that no sales to the public will be undertaken at the site.

Taking the above into consideration, the LHA are unable to determine as to whether the proposals would lead to an intensification of use of an existing access. The Applicant has stated within the DAS they expect the proposals to lead to around 20 movements per day. However, the Applicant has not demonstrated nor validated as to how this figure was derived from, or if these are two-way trips. As such, the Applicant should provide information as to whether this is a first principles approach of the existing business in a comparable location as the site address of this application site or via TRICS. Whichever method the Applicant uses, the data should be provided to the LHA for consideration. For information, two-way trips are the total of all arrivals and departures from a site. Eg.

Arrivals	Departures
1	
	1
1	
	1
1	1
3 in total	3 in total

Add both columns together to get the total number of two-way trips, which is six in the example above.

If it is established that the proposals would lead to an intensification of use of the access, the Applicant should provide a detailed scaled access drawing in accordance with Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG), a copy of which can be found at <https://resources.leicestershire.gov.uk/lhdg> . The access should be designed to be safe and suitable to cater for the largest vehicle expected to access the site.

The Applicant should also provide vehicle swept path analysis demonstrating the largest vehicle accessing and egressing the access in both directions. If the vehicle swept path analysis demonstrates access amendments are required, given this would lead to engineering works within the highway, the Applicant should provide a Stage One Road Safety Audit (RSA1) with designer's response. Revised scaled drawings should also be provided if required.

The Applicant should demonstrate visibility splays in accordance with Table DG4 of Part 3 of the LHDG in accordance with the measured 85th percentile speed of the road. If the Applicant believes speeds are likely to be slower than the posted speed of the road, the Applicant may wish to undertake a speed survey in support of their application. Leicestershire County Councils Network Data & Intelligence Team may already hold speed survey data on record which the Applicant can purchase, or alternatively can undertake a speed survey on the Applicant's behalf. The Applicant may wish to employ the services of a third party to undertake a speed survey, however, the Applicant should be advised that a permit is required to carry out any traffic count / speed survey on the public highway within Leicestershire. Should the Applicant require any further information or a permit, they should contact ndi@leics.gov.uk.

The LHA also notes the existing access is approximately 19m to the southwest of the entrance to the Pear Tree Business Park. Paragraph 3.30 of Part 3 of the LHDG states:

'You should space road junctions on the same side of a road so that a vehicle waiting to enter the main road at one does not interfere with visibility for a vehicle waiting at another.'

Should it be demonstrated that the proposals indeed demonstrate a significant intensification of trips accessing and egressing the access, the Applicant should provide a scaled drawing in accordance with Figure DG3 of Part 3 of the LHDG demonstrating adequate junction spacing.

If an intensification of use of the site is demonstrated, hard-surfacing should typically be provided at the site access for a minimum of 15m behind the boundary in accordance with Figure DG20 of Part 3 of the LHDG for the proposed use class.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and there has been one PIC recorded within 500m to the southwest of the access, and none to the northeast to the junction of Desford Road / Main Street in the last five years.

However, the acceptability of the proposals would be contingent on further information being provided to the LPA demonstrating that a safe and suitable access can be delivered as required by the National Planning Policy Framework (December 2023), ensuring that no new highway safety issues would be introduced to the vicinity of the site.

Internal Layout

The LHA will provide detailed comments once the information requested above has been provided regarding the proposed site set up.

The Applicant should note the quantum of parking should be provided in accordance with the Highway Requirements for Development Part 4 (HRfD4) document which can be found at <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/13/Highway-requirements-for-development-part-4-parking-standards%20Refer-to-part3-sectionDG14-first.pdf> and paragraph 3.165 (Dimensions) and Figure DG13 (On-site turning) of part 3 of the LHDG.

Public Right of Way (PRoW) R42

The LHA notes that access to the public highway crosses bridleway R42. If the proposals are likely to lead to an intensification of vehicles, the LHA have concerns regarding the impact the proposals may have on the bridleway. As such, the Applicant should address this matter with a scheme for the treatment of the Public Right of Way.

If the Applicant has any questions relating to the PRoW they should contact footpaths@leics.gov.uk for further information.

Date Received
29 May 2024

Case Officer
Neal Chantrill

Reviewer
DP

Date Issued
19 June 2024