

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: 23/00826/FUL

Highway Reference Number: 2023/0826/04/H

Application Address: Countrywide Store Watling Street Caldecote Nuneaton Warwickshire CV10 0RY

Application Type: Full

Description of Application: Extension of existing storage building

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Simpson

County Councillor: Bertie Harrison-Rushton

Parish: Witherley

Road Classification: Class A

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 111 of the National Planning Policy Framework (2023).

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a full application for the extension of an existing storage building at Countrywide Store, Watling Street, Caldecote, Nuneaton, Warwickshire.

The Applicant has submitted a Transport Statement (TS) prepared by David Tucker Associates (reference SJT/BM 25192-01b and dated 14 August 2023) in support of the proposals.

The LHA understands the existing site has a gross floor area of 710 sqm and the proposals are to provide an additional 1,370 sqm B8 use. The existing and proposed uses are for self storage.

Site Access

The Applicant has advised there are two existing access points to the site, with the first directly onto the westbound carriageway of Watling Street (A5) and the second off Atherstone Road (A444). Both A classified roads are subject to a 50mph speed limit. Watling Street falls under the jurisdiction of National Highways and is situated outside of the county boundary. The Applicant states that both accesses will be retained and no amendments are proposed.

The LHA advises it has no objection to the continued use of the Atherstone Road access with no amendments. It is advised the views of National Highways should be sought in respect of the access off the A5.

Highway Safety

The Applicant states they have obtained Personal Injury Collision (PIC) Data from Warwickshire County Council for the study area identified in Figure 1.



Figure 1: PIC Study Area.

Seven PIC's have been identified on the drawing, all of which were recorded as slight and occurred on the A5. The LHA advises it does not hold PIC data for this section of the A5 as it falls outside of the county boundary. The LHA therefore advise National Highways/ Warwickshire County Council would be the most appropriate authorities to provide comments in respect of the A5.

The LHA can however confirm that no PIC's have occurred on the county section of the A444 from the site access junction to a point 500m north of the access.

Trip Generation

The Applicant has undertaken a survey of vehicle movements for the existing self storage use between Monday 17 - Sunday 30 April 2023. This indicates that an average of 6.4 vehicles per day entered the site, or an average total of 12.7 two way trips per day. These movements were spread across the day and comprised of a combination of cars, transit vans and Luton box vans. The LHA notes that the maximum number of arrivals on a single day occurred on the two Wednesdays surveyed, with 11 arrivals (22 two way trips).

The Applicant proposes to expand the existing self storage facility by 1,370 sqm. It is stated that the original application at the site (Application Reference: 19/00447/FUL) for both A1 use and B8

use, (under DTA Transport Statement 21114-01) calculated the net change in vehicle movements from the Countrywide Store to a self-storage facility. At the time the calculations used the TRICS database as the site was not operational and the level of trips identified for the self storage facility was 114 over a 12 hour period.

As part of this current application, the Applicant has used the actual traffic survey undertaken at the existing site to forecast the traffic generation for the proposals. This was undertaken by extrapolating the traffic movements associated with the site's existing operations based on the change in GFA. The Applicant has calculated that the proposals could generate approximately 12 additional vehicles per day, or 24 two way trips and that during the morning and evening peak hours, this could equate to one additional vehicle trip (2 two-way movements), as detailed in Table 1:

	Proposed Traffic Generation (1,370sqm)		
	In	Out	Total
AM Peak 0800-0900	1	1	2
PM Peak 1700-1800	1	1	2
Daily	12	12	24

Table 1: Proposed Additional Traffic Generation – based on existing uses

A comparison has also been made with a nearby self storage facility in Fenny Drayton (application ref 23/00239/FUL). A traffic survey for that site, which has an operational GFA of 1,225 sqm, was undertaken as part of that application. Applying Fenny Drayton's traffic generation to this site of 1,370 sqm gives the forecast generation shown in Table 2.

	Proposed Traffic Generation (1,370sqm)		
	In	Out	Total
AM Peak 0800-0900	1	1	2
PM Peak 1700-1800	1	1	2
Daily	13	13	26

Table 2: Proposed Additional Traffic Generation (Fenny Drayton data).

The Applicant has therefore advised as a 'worst case' scenario, the Fenny Drayton data will be applied to the forecast traffic generation. In this scenario, the existing 12 two-way movements in addition to the forecast generation of 26 two-way movements from the development proposals of 1,370 sqm B8 use gives a worst-case total of 38 two-way movements per day.

The Applicant has then provided the net change in vehicle trip generation between the consented forecast generation from the 2019 application and proposed forecast generation as per Table 3.

	Total Vehicle Trips		
	Consented traffic Generation	Proposed (710sqm +1,370sqm)	Proposed Net Change
AM Peak	2	3	+1
PM Peak	6	3	-3
12-Hour	114	38	-76

Table 3: Summary of Net Trip Generation (two-way flows).

The LHA advise that while it is unable to find the Applicants Transport Statement supporting the 2019 application, it accepts that an increase of approximately 26 two way trips to/ from the site throughout the day could not be demonstrated to have a severe impact on the county highway network.

Internal Layout

Details of the internal layout of the site are provided on Andrew Large 'Proposed Site Plan' drawing received by the LPA on 22 September 2022. This drawing details 14 car parking spaces, which is the same level of parking provision as at present. The Applicant does not propose any amendment to the number of parking spaces within the site as it is stated that during their traffic surveys, the maximum number of vehicles parked on-site at any one time was four. This is accepted by the LHA.

Transport Sustainability

The site is in a rural location, however given the nature of the proposals it is accepted that customers are highly likely to be visiting the site in their own vehicle.

Date Received
5 September 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 September 2023