

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: 24/00626/FUL

Highway Reference Number: 2024/0626/04/H/R2

Application Address: Markfield Equestrian Centre Stanton Lane Stanton Under Bardon Markfield Leicestershire LE67 9TT

Application Type: Full

Description of Application: Re-consultation. Change of Use of an equestrian building to commercial and storage and distribution use with ancillary offices (Use Class B2 and B8) and HGV storage within the existing car park.

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr A Angrave

County Councillor: Cllr Peter Bedford

Parish: Markfield

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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been reconsulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the change of use of an equestrian building to commercial and storage and distribution use with ancillary offices (Use Class B2 and B8) and HGV storage within the existing car park. The site is located at Markfield Equestrian Centre, Stanton Lane, Stanton Under Bardon.

The LHA previously advised that the applicant was required to submit additional information to the LPA, notably:

- Further information in respect of the number of HGV trips
- Consideration of B8 trips as well as B2 trips

- Clarification in respect of the number of car and HGV spaces within the site

The Applicant has subsequently submitted the following information to the LPA for consideration by the LHA:

- Technical Note

Site Access

The LHA previously advised that a visibility splay of at least 130m would be required to the north of the site access based on Design Manual for Roads and Bridges guidance and the recorded 85th percentile speeds of the road. The Applicant has now advised that their visibility calculations were based on weekday speeds only, whereas the LHA had calculated visibility based on the seven day speeds. Nevertheless, the Applicant has provided ttc drawing number 210944-0 Rev A which shows a 2.4 x 160m visibility splay could be achieved in both directions within the highway or land under the Applicant's control. The LHA has also visited the site and accepts that appropriate visibility could be achieved at the access, however this will require the existing vegetation to be cut back in the immediate vicinity of the site access.

Whilst the swept path analysis previously provided by the Applicant shows HGVs taking up the full width of the access, the LHA accepts that this is more than 7.3m wide and the junction radii appear to be greater on-site than what is shown on the swept path analysis drawings, which appear to be based on Ordinance Survey data rather than a topographical survey. This could mean in practice, HGVs would take up less of the site access width. Given the site specific circumstances, the LHA advise it has no objection to the site access arrangements.

Highway Safety

The LHA previously advised it was considered unlikely that the proposals would exacerbate an existing highway safety concern in the area.

Trip Generation

The Applicant has undertaken an assessment of B8 trip rates using the TRICS database as previously requested. The approximate total level of trips which could be generated by the site under B8 use are detailed in Table 1.

Time Range	Trip Rate (100sq.m GFA)			Traffic Generation (1,116sq.m GFA)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way*
AM Peak Period (08:00 – 09:00)	0.148	0.047	0.195	2	1	3
PM Peak Period (17:00 – 18:00)	0.021	0.116	0.137	0	2	2
Daily	1.289	1.447	2.736	14	16	30

*Trips have been rounded to represent the worst-case

Table 1: Proposed Trip Rate and Traffic Generation – B8 use.

As established previously by the LHA, under B2 use, the proposals could generate a total of 38 two-way trips under B2 use, with four two way trips in both the AM and PM peaks respectively.

The Applicant has also provided trip rates for the anticipated number of HGV trips which could be generated throughout the day should the site be used for both B8 use (Table 2) and B2 use (Table 3).

Time Range	OGV Trip Rate (100sq.m GFA)			OGV Traffic Generation (1,116sq.m GFA)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way*
AM Peak Period (08:00 – 09:00)	0.026	0.026	0.052	1	0	1
PM Peak Period (17:00 – 18:00)	0.005	0.021	0.026	0	0	0
Daily	0.283	0.268	0.551	3	3	6

*Trips have been rounded to represent the worst-case

Table 2: Proposed HGV trip rates and Traffic Generation – B8 use.

Time Range	OGV Trip Rate (100sq.m GFA)			OGV Traffic Generation (1,116sq.m GFA)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way*
AM Peak Period (08:00 – 09:00)	0.017	0.017	0.034	0	0	0
PM Peak Period (17:00 – 18:00)	0.000	0.000	0.000	0	0	0
Daily	0.152	0.140	0.292	2	2	4

*Trips have been rounded to represent the worst-case

Table 3: Proposed HGV trip rates and Traffic Generation – B2 use.

Whilst the LHA has ascertained marginally higher trip rates for the PM peak for both B8 and B2 use using TRICs, it is advised this would make negligible difference to the level of trips generated during the peak hours. The LHA is therefore satisfied with the Applicant trip rates.

The Applicant has also stated that there would be eight HGV storage spaces, which are expected to generate a single HGV arrival and departure per day, per space. The Applicant therefore advises as a worst-case scenario, 16 two way trips (eight arrivals and eight departures) would be generated by these spaces.

Under a worst case scenario, the proposals could generate up to 22 two way HGV trips under B8 use. The Applicant has previously provided details in respect of how many trips the equestrian centre could generate. Whilst this has not been backed up with any form of traffic count at the access, or a breakdown of how many trips could be generated solely by the buildings subject to this change of use application in comparison to the proposals, overall, the LHA considers the total number of daily trips generated by either B2 or B8 use and the eight HGV parking spaces would not be significant.

Junction Capacity Assessments

Given the level of trips which could be generated by the proposals, the LHA is satisfied that junction capacity assessments are not required because of the proposals.

Internal Layout

The LHA previously requested clarity in respect of the car and HGV parking spaces within the site.

The Applicant has subsequently stated that there would be the following level of parking at the site for both B2/ B8 use:

- 23 car parking spaces
- Five HGV parking spaces
- Three cycle spaces
- In addition, eight HGV parking spaces are proposed

Whilst the proposals would represent a shortfall of one HGV parking space under B2 use, the LHA considers the level of parking proposed to be acceptable. It should however be noted that the parking spaces for the site have not been fully detailed on a plan, the LHA do however consider the parking details could be conditioned.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 by metres by &TEXT& metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (December 2023).

2. The development hereby permitted shall not be first used until such time as details of off street car and HGV parking provision (with turning facilities) has been submitted to the Local Planning Authority and agreed in writing. The approved scheme shall then be provided, hard surfaced (and demarcated) prior to first use of the development. 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 (December 2023).

Date Received **Case Officer**
9 September 2024 **Ben Dutton**

Reviewer
DH

Date issued
26 September 2024