

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/R1

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 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 on a full application for the change of use of an equestrian building to commercial and storage and distribution use with ancillary offices (Class B2 and B8) and HGV storage within existing car park at Markfield Equestrian Centre, Stanton Lane, Stanton Under Bardon, Markfield.

The LHA has assessed the following documentation as part of this application.

- Document titled 'Transport Statement' (TS) prepared by The Transportation Consultancy (report reference 210994 dated April 2024).
- Drawing titled 'Site Location Plan' prepared by CT Planning (uploaded to the planning portal on 25th June 2024).

- Document titled 'Design and Access Statement' prepared by CT Planning (uploaded to the planning portal on 25th June 2024).
- The application form submitted by the applicant (uploaded to the planning portal on 25th June 2024).

Site Access

The site proposes to utilise an existing access which connects to Stanton Lane, a classified C road subject to a 60mph speed limit.

The LHA have assessed the Site Location Plan prepared by CT Planning which shows the site access arrangements. The existing access is approximately 15 metres wide and the LHA note that the applicant proposes no change to the site access arrangements as part of this application.

The LHA welcome that speed surveys have been commissioned along Stanton Lane near the access. The LHA have assessed the results to ascertain the 85th percentile of vehicle speeds to inform the visibility splays required at both sides of the site access. The visibility splays should be in accordance with Table DG4 of Part 3 of the LHDG, an extract of which is provided below for ease of reference.

Table DG4: Visibility splays			
Assessed likely vehicle 85 th percentile vehicle speed (mph)	Measured 85 th percentile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) ^(a) Light vehicles	Visibility distance at junctions, bends and vertical crests (m) ^(f) HGV
15	11 to 15	17 ^(c)	19 ^(c)
20	16 to 20	25 ^(c)	27 ^(c)
Speeds on new residential development roads should normally be controlled to 20mph or less ^(b)	21 to 25	33 ^(c)	36 ^(c)
	26 to 30	43 ^(c)	47 ^(c)
	31 to 35	54 ^(c)	59 ^(c)
	36 to 40	65 ^(c)	73 ^(c)
	41 to 44	120 ^(d)	120 ^(d)
	45 to 53	160 ^(d)	160 ^(d)
	54 to 62	215 ^(d)	215 ^(d)
	63 to 75	295 ^(d)	295 ^(d)

^(a) See Figures DG2a to DG2c below for guidance on constructing splays.

^(b) Where speed is assessed to be over 20mph, splay provision will normally be based on the appropriate 'measured 85th percentile vehicle speed' distance.

^(c) Based on the Manual for Streets documents, 'adjusted for bonnet length'

^(d) Based on Design Manual for Roads and Bridges.

^(e) Use figures for HGV and buses if these vehicles make up more 5% of actual or predicted total traffic flow

^(f) We will accept calculated values for actual agreed 85th percentile speeds

The LHA note the 85th percentile of vehicle speeds at the site access shown by the speed survey were 46.5 mph northbound and 45.2 mph southbound as indicated within paragraph '4.3 Access

Arrangements' of the submitted TS. As such, vehicular visibility splays of 160 metres each direction from the site access are required.

The LHA have assessed the Transportation Consultancy Drawing Number 210944-01 contained within the TS and note the visibility splays demonstrated by the applicant are 122.5m northbound and 127.5m southbound, which is not in accordance with Table DG4 of the LHDG. Within paragraph '4.3 Access Arrangements' the applicant provided their reasoning for the visibility splays demonstrated which is detailed below:

The visibility splay requirements of the proposed access have been calculated using the recorded ATC vehicle speeds, the 85th percentile speeds were recorded to be 46.5mph and 45.2mph in the respective northbound and southbound. Therefore, as the speeds are greater than 37mph threshold, Stopping Sight Distance (SSD) from DMRB has been used to calculate the appropriate visibility. The visibility requirements have been calculated for the proposed access whereby 2.4m x 127.5m in the southbound direction (looking left) and 2.4m x 122.5m in the northbound direction (looking right) need to be accommodated.

The LHA have considered the visibility splays using the calculations and appropriate formula in 'Design Manual for Roads and Bridges (DMRB). Using this method the LHA find that visibility splays 2.4m x 130m northbound and 2.4 x 124m southbound should be provided. The northbound visibility splay demonstrated is therefore insufficient. The LHA await further information on HGV trips generated for the site as detailed further below before commenting on the acceptability of the site access proposals.

The LHA notes that Swept Path Analysis (SPA) is shown in Appendix E Drawing 210944-01 within the submitted TS. The LHA have assessed the aforementioned drawings with regards to the site access proposals and note that all ingress/egress HGV manoeuvres can be performed safely at the site access.

Highway Safety

There have been three Personal Injury Collision (PIC's) that has been recorded within 500m (either direction) of the site within the most recent five-year period. The three PIC's were recorded as slight and occurred on the Little Shaw lane roundabout junction approximately 300m north east of the development. The LHA has given consideration to the circumstances of the PIC's and does not consider that the development proposal would exacerbate the likelihood of further such incidents occurring.

Highway Impact Assessment/Trip Generation

The Applicant has demonstrated the existing trip generation and proposed trip generation for the site within Table 5.1 and Table 5.2 of the submitted TS.

The LHA notes that the Applicant has detailed how they have derived an anticipated vehicle trip generation utilising TRICS © software to establish 85th percentile vehicle trip rates in accordance with Part 7, Appendix C of the LHDG. The TRICS © outputs are provided within Appendix F of the submitted TS, and the proposed vehicle trip generation is indicated within Table 5.2 of the submitted TS, an extract of which is repeated below for ease of reference:

Table 5.2 Proposed Trip Rate and Traffic Generation

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)	0.275	0.046	0.321	3	1	4
PM Peak Period (17:00 – 18:00)	0.04	0.235	0.275	1	3	4
Daily	1.724	1.685	3.409	19	19	38

The LHA has reviewed the existing vehicle trip generation and vehicle trips anticipated and the TRICS report demonstrated within Appendix F.

The LHA note that the applicant has assessed trips for use Class B2 on the site. Whilst the LHA find the TRICS assessment acceptable for a Class B2 development, as this proposal is for a change of use (Use Class B2 and B8), the LHA require the applicant to undertake the same assessment for a Class B8 development to ensure trip rates are acceptable to cater for this further development type. The LHA also request a breakdown of the number of HGV trips which could be generated by each use.

Internal Layout

The LHA have assessed the submitted application form and note that the applicant proposes to keep the existing 23 car parking spaces and 8 HGV spaces on site to serve the proposed development. The applicant proposes to add 3 cycling spaces on site to serve the proposed development.

The existing gross internal floorspace on site is 1116m and the applicant proposes no change to the floorspace as part of this application. The LHA have assessed Highway Requirements Part Four and note the parking provision required for a B2 and B8 development with 1116m internal floorspace below.

Class B2: 23 car parking spaces and 5 HGV spaces

Class B8: 12 car parking spaces and 3 HGV spaces

Whilst the parking provision proposed looks to be suitable to cater for Class B2/B8 development, the LHA note within '4.4 Parking Standards and Provision' of the submitted TS, the applicant mentions the following.

'The proposed development will provide 23 car parking spaces, 3 HGV parking spaces and 3 cycle spaces.'

The above information conflicts with information provided within the submitted application form which states that 8 HGV spaces will be provided by the applicant. The LHA therefore seeks clarification on the HGV parking provision proposed by the applicant and the total HGV movements generated for the site.

Date Received
18 July 2024

Case Officer
Oliver Rivera

Reviewer
BD

Date issued
23 August 2024