

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: 25/00161/SCOPE

Highway Reference Number: 2025/1054/04/HEN

Application Address: Land At Wiggs Farm Wood Road Nailstone Coalville Leicestershire, LE67 1GE.

Application Type: Enquiry (District Council)

Description of Application: Enquiry. Warehouse unit

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: via Hinckley & Bosworth Borough Council

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Class C

Advice to Local Planning Authority

The Local Highway Authority (LHA) have been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an Environmental Impact Assessment Scoping Report to assess the likely effects of a proposed 31,726m² warehousing development at land at Wiggs Farm, Wood Road, Nailstone, Coalville.

It is understood that the end user of the site would be Pall-ex, who are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their nearby existing site on Victoria Road.

Given the scale and location of the proposed development, the LHA welcome the opportunity to be involved in the early scoping of the required Transport Assessment work for such a proposal. As acknowledged within the Scoping note however, the LHA has provided pre-application advice in respect of the proposals. This was submitted to the LPA on 24th April 2024.

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.

The proposals are anticipated to have an impact on the operation of the local highway network and any submission should be prepared in accordance with the principles set out in the National Planning Policy Framework i.e. safe and suitable form of access, mitigation of impacts, and appropriate opportunities to promote sustainable travel.

The LHA has reviewed the submitted Environmental Impact Assessment Scoping Report, and would make the following comments on the scope identified at this stage:

- Based on the scale of the proposals, in accordance with [Table 1](#) of the LHDG, a Transport Assessment and Travel Plan will be required to support any future planning application at the site.
- The site would be accessed off Station Road. The access would need to be designed to major industrial road standards as detailed in [Table 4](#) of LHDG. It is noted a ghost right turn lane may be provided at the access. Further guidance can be found in the Department for Transport document CD123 Geometric design of at-grade priority and signal-controlled junctions¹.
- Consideration will need to be given to the relocation of the existing weight restriction at the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout. This may need to be relocated to the south of the site access to prohibit HGVs from the proposed development from travelling through Bagworth.
- Car parking provision should be provided based on guidance within the [non-residential parking standards](#) section of the LHDG for a 'rest of rural town' location, which is consistent with other similar developments in the area.

It is noted there is a considerable amount of HGV parking provided which could be over and above LHDG guidance. This suggests the levels of HGV traffic generated by the proposals are high.

- It is noted there is a queue line proposed along the access road to the site. The LHA is aware of local concerns in respect of HGVs queuing along Victoria Road to access the existing Pall-ex site, particularly in the evening. The LHA therefore advise that the Applicant should have sufficient off-highway holding space for HGVs waiting to access the site at peak times, to ensure HGV's do not back up on to the highway.
- The LHA holds its own PIC data which can be obtained via rtcddata@leics.gov.uk, this is likely to provide a more complete and up to date data source of collision data than the Crashmap database.
- The LHA would welcome an evidence-based approach for trip generation given the existing site is nearby, and a comparison to TRICs data. It should be noted that the HGV and employee data would need to be submitted as part of any future application, for example number of employees, dates of any surveys were undertaken and any raw data provided etc for this to be fully considered by the LHA.
- In addition, a traffic count could be undertaken at the existing access if this has not been done so already. The LHA advise that it could be possible for the Applicant to factor actual data gathered from the existing site up to future levels, unless the Applicant has additional supporting information in respect of what the future levels of trips are likely to be. In the event TRICS data was higher than the Applicants own data for any scenario, it is advised TRICS data is used for a robust assessment.

¹ <https://standardsforhighways.co.uk/search/html/962a81c1-abda-4424-96c9-fe4c2287308c?standard=DMRB>

- It is noted that trip distribution would be based on postcode data and routing considering peak hour congestion.
- Unless any other evidence or information is provided, the LHA advise that it would consider all trips on the network to be new on the basis that the existing site could be occupied by a new business, which could generate similar levels of trips as at present.

Date Received
24 February 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
24 March 2025