

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: 25/00840/FUL

Highway Reference Number: 2025/0840/04/H

Application Address: Unit 3 Midland Distribution Centre Markfield Road Groby Leicester
Leicestershire LE6 0FS

Application Type: Full

Description of Application: Extension to existing workshop

GENERAL DETAILS

Planning Case Officer: Ashleigh Gade

Applicant: Thomas Alan Crossley

County Councillor: Groby & Ratby ED - Cllr Ozzy O'Shea

Parish: Groby

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 116 of the National Planning Policy Framework (2024), 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 consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the extension of an existing workshop at Unit 3 Midland Distribution Centre, Markfield Road, Groby. Based on the submitted application form, the proposed extension would have a total internal floorspace of 736sqm B8 use. The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Design & Access Statement dated July 2025
- Transport Statement dated 20th May 2025 and authored by Aval Consulting Group
- Travel Plan dated 20th May 2025 and authored by Aval Consulting Group
- A.T.C. Design & Build Ltd. drawing number ATC 1120.50 (Existing Block Plan)
- A.T.C. Design & Build Ltd. drawing number ATC 1120.51 (Proposed Block Plan)

The LHA advise that given the scale of the proposals, a Transport Statement and Travel Plan are not required, therefore these documents have not been studied in detail.

Site Access

Access to the site is proposed via the new access onto the A50 Markfield Road, which has been approved by the LPA as part of application reference 20/01284/FUL (Demolition of existing buildings, refurbishment of an existing building and erection of workshop buildings (Use Class B2) with ancillary offices and welfare floorspace, parking together and new access). The LHA is aware that works are underway within the site to construct the access road, however this has yet to be connected to the highway and brought into use.

Currently the site is accessed via an existing point of access onto the A50 Markfield Road approximately 60m to the west of the new access.

Given the scale of development proposed, the LHA advise that it would be difficult to require the new access to be built as a direct result of the proposed extension.

Highway Safety

Based on available records to the LHA there have been no recorded Personal Injury Collisions (PIC's) which have occurred on the westbound carriageway 500m either side of the site access within the last five years. Two PIC's have however occurred on the eastbound carriageway, which could be linked to the westbound carriageway. One PIC involved a vehicle intending to undertake a U turn and another PIC on the eastbound carriageway resulted in a vehicle crossing the central reservation and colliding with a vehicle on the westbound carriageway. Both PIC's were recorded as slight.

Notwithstanding the two PIC's, the LHA advise that there does not appear to be a pattern or trend in PIC's, and given the scale of the development the proposals would be unlikely to exacerbate the existing situation.

Trip Generation

Given the scale of development proposed, the LHA advise that a detailed assessment of the proposed trip generation is not required.

Internal Layout

The LHA has reviewed A.T.C. Design & Build Ltd. drawing number ATC 1120.51, which provides details of the proposed internal layout.

The LHA advise the LPA that the overall site layout plans appear to differ from those approved by the LPA as part of previous application reference 20/01284/FUL. Notably A.T.C. Design & Build drawing number 1120.05p (Proposed Block Plan Layout) which was conditioned as part of that application shows the Keltruck building, which is outside of the red line boundary to this current application site, in a different location to where it is shown as part of this application. In addition, as part of the previous application, the Keltruck building was labelled as the Westermans building and vice versa.

As part of the previous application, at total of 30 visitor parking spaces, three accessible spaces and nine technician spaces were proposed for the Keltruck (now Westermans) unit. The LHA previously advised that the Keltruck unit would require 48 car parking spaces for B2 use and 22 spaces for B8 use. The proposed development would require an additional seven car parking spaces on the basis the Application form states this would be for B8 use. The submitted drawing details 13 car parking spaces for the Westermans building, including four electric vehicle and three accessible parking spaces. Whilst the submitted Transport Statement details that there would be

49 car parking spaces within the wider site, additional demarcated parking is outside the red line boundary of the site.

The LHA considers there would be sufficient space to accommodate car parking within the wider site. In terms of HGV parking provision, 21 HGV spaces were previously proposed for the Keltruck (now Westermans) unit. While HGV parking provision is not demarcated within the site, the LHA is satisfied that HGV parking could be managed appropriately. The proposed extension to the building would require one additional parking space. The LHA accept that there would be additional space within the site to accommodate HGVs over and above the current site layout.

It should be noted that the access road is considered likely to present tight turning manoeuvres for HGV drivers at the location where they are required to undertake a U turn, along with ingress and egress of the access to the Westermans building. No swept path analysis has been provided by the Applicant. The LHA consider HGV turning manoeuvres in this area could be a risk to other road users within the site.

Transport Sustainability

The existing site is located an approximate 500 metre walk from bus stops served by half hourly services between Leicester and Coalville and an approximate 900 metre walk from the centre of Groby, with amenities such as a local supermarket.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not lead to on-street parking problems in the area.

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with A.T.C. Design & Build Ltd. drawing number ATC 1120.51. Thereafter the onsite parking (and turning) provision shall be kept available for such uses 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 (2024).

Informative

- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
13 October 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
14 November 2025