TRANSPORT NOTE

PROPOSED CONVENIENCE STORE

BLUE BELL INN, 39 HIGH STREET, DESFORD, LEICESTER, LE9 9JF

PLANNING APPLICATION REF. 23/00711/FUL

1.0 INTRODUCTION

Purpose of Report

1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Transport Note, on behalf of Everards Brewery Ltd and Central England Co-op Ltd, following a Committee decision to defer the planning application (ref. 23/00711/FUL) for a proposed change of use from a café (Class E(b)) and residential (Class C3) to a convenience foodstore (Class E(a)), construction of a two-storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping and other works at The Blue Bell Inn, 39 High Street, Desford, Leicester, Leicestershire, LE9 9JF.

1.2 This Note has been prepared for the benefit of the upcoming Committee to provide clarity on the evolution of the planning application with respect to the transport and highway matters.

2.0 PLANNING HISTORY

2023 Work

2.1 ADL initially prepared a Transport Statement (TS ref. ADL/AM/5428/10A) which was submitted to Hinckley & Bosworth Borough Council (H&BBC, the Local Planning Authority) on 18th July 2023.

2.2 In response to the TS, Leicestershire County Council (LCC, the Local Highway Authority) provided advice to H&BBC on 14th September 2023. A summary of the comments in closing is shown below:

"The LHA advise that the following additional information is required to be submitted to the LPA, for consideration by the highway authority:

- *A Stage 1 Road Safety Audit of the site access arrangements, along with a Designer's Response and revised drawing (if necessary) to any problems raised.*
- *Clarification in respect of PIC data and the dates assessed.*
- *Further consideration of the TRICs trip rates for a cafe and a convenience store, particularly during the weekends in respect of the convenience store as these are considered low.*
- *A review of the parking accumulation study following provision of updated trip rates.*
- *Clarification as to why the public house parking accumulation assessment was not undertaken on a Friday.*
- *A capacity assessment of the site access.*
- *Further clarity within the CP&DM in respect of how deliveries/ refuse collection would be undertaken for the public house, as well as staff parking."*

2.3 In order to address LCC's comments, ADL submitted a formal Rebuttal Note (with attachments) on 23rd November 2023 addressing the comments. A summary of the work provided in the Note is outlined below:

- Stage 1 Road Safety Audit (RSA1) and Designers Response.

- Revised Personal Injury Collision (PIC) review including confirmation on study period/area and additional 2022 data to highlight a PIC which occurred at the Manor Road / Main Street / High Street junction.

- Re-assessment of TRICS data to include "Neighbourhood Centre" sites and an associated revised parking accumulation study.

- Confirmation that, despite prevailing traffic flows on High Street and the low vehicle trip generation expected from the proposed convenience store, ADL would complete a capacity assessment of the site access using Junctions 10 (PICADY).

- Clarification of existing floor areas of the public house and therefore the permitted trip generation (and car parking demand/standards).

- Track analysis (12m rigid delivery vehicle).

2.4 ADL then separately prepared an Addendum Note (ref. 5428, 06.12.23), which captured the requirement for the junction capacity assessment (Junctions 10 – PICADY) which was advised to follow as part of the previous Rebuttal Note submitted in November. The outcome of the capacity assessment is summarised below:

> *"3.12 … the maximum RFC would be 0.09 with negligible queues during the weekday PM peak on the B582 in the '2025 Total' scenario.*
>
> *3.13 The proposal would accordingly not result in any queuing or delay and resultant issues with congestion at the site access."*

2.5 LCC Highways provided a short response on 20th December 2023 advising the Local Planning Authority (LPA) that the application should not be determined before LCC complete a full review of the information provided and have a chance to submit formal observations.

2024 Work

2.6 Following this, LCC provided a full response on 11th January 2024 with the following comments in closing:

> *"The LHA advise that the following additional information is required to be submitted to the LPA, for consideration by the highway authority:*
>
> - *An updated site access drawing detailing kerbed radii instead of a dropped kerb arrangement, tactile paving at the junction and an uncontrolled pedestrian crossing point.*
> - *An updated capacity assessment which includes Covid-19 uplift factors and committed development as well as a sensitivity test.*
> - *An updated CP&DMP to include the information on how parking for deliveries to the public house would be managed.*

2.7 To alleviate LCC's concerns, ADL submitted a Response Note on 29th January 2024 with an appended revised Rebuttal Note, summarised below:

- Access re-designed to provide formal bell-mouth radii and dropped kerbs with tactile paving.
- COVID uplifts and committed development traffic info received and captured in a revised capacity assessment.
- Revised Car Park & Delivery Management Plan including details on public house deliveries.

2.8 The outcome of the revised capacity assessment (PICADY) using a robust methodology which included using COVID uplift factors, factoring committed development flows, and undertaking a sensitivity test was a maximum RFC of 0.12 (negligible queues) during the weekday PM peak for vehicles turning right-out of the site access in the '2025 Total' scenario.

2.9 Based on the revised capacity assessment, the proposals would not generate any queues or delays at the site access or the surrounding network.

2.10 Following submission of ADL's Response Note with attached Rebuttal Note on 29th January 2024, LCC Highways provided the following response on 4th March 2024 concluding that there would be *no highways objection* (subject to commitments/planning obligations).

> *"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."*

Conclusion

2.11 Extensive evidence and justification has been provided by ADL on behalf of the Applicant as summarised within this Note. It has been demonstrated that the proposal is policy compliant, and as concluded by LCC Highways, does not conflict with NPPF paragraph 115:

> *"115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*