

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: 24/00969/FUL

Highway Reference Number: 2024/0969/04/H

Application Address: Caterpillar UK Ltd Peckleton Lane Desford Leicester Leicestershire LE9 9JT

Application Type: Full

Description of Application: Reconfiguration and expansion of existing staff car park including new cycle and motorcycle stores and solar pv canopies.

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr James Pailing

County Councillor: Cllr Peter Bedford

Parish: Peckleton

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) has been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the reconfiguration and expansion of an existing staff car park, including new cycle and motorcycle stores and solar pv canopies at Caterpillar UK Ltd, Peckleton Lane, Desford.

The LHA has reviewed the following documents submitted in support of the proposals:

- Transport Statement dated 4th April 2024 and authored by ARUP
- Framework Travel Plan dated 4th April 2024 and authored by ARUP
- JJL drawing number 90_00 Rev. P02 (Existing Car park Plan)
- JJL drawing number 90_01 Rev. P06 (Proposed Car park Plan)
- JJL drawing number 90_03 Rev. P02 (Motorcycle Shelter)
- 3ti drawing number PL-00001 Rev. AA (Proposed site layout plan)

The LHA are aware of similar, previous applications at the site as follows:

- *12/00335/FUL – Formation of new car park, internal access road and relocation and alteration to earth bunds. This was granted planning permission by the LPA and the LHA advised no objection subject to a condition. The proposals would have resulted in an additional 100 car parking spaces, however the Application states it was never implemented.*
- *15/00554/FUL - Alterations and extension of an existing car park to provide an additional 276 car parking spaces. This was granted planning permission by the LPA. The LHA do not hold records of being consulted on the application, however hold correspondence that it had no objection to the proposals.*
- *22/00486/FUL - Construction of a gravel filled polymer grid car park. The Application was for an additional 391 car parking spaces, however was withdrawn by the Applicant. The LHA requested additional information from the Applicant. Notably, additional information was required in respect of staff numbers and disabled parking spaces.*

It is understood the proposals would result in an additional 332 car parking spaces being provided within the site, along with a replacement motorbike and cycle shelter due to the current facility being in a poor state of repair. Accessible parking provision would also be improved.

Trip Generation/ Distribution and Off-Site Implications

It is understood that the current number of car parking spaces within the site does not satisfy demand, which means that employees often park in locations not designated for parking, causing frustration and operational challenges. The Applicant has stated that in 2025, a new line called 'Trident' is going to come online, which will see the addition of 130 new members of staff to the factory. Without the addition of extra parking, the Applicant anticipates the pressure on existing parking and negative experience of staff will be exacerbated. No additional industrial floorspace is proposed as part of this application.

An increase in staff numbers does not require planning permission and could be undertaken by the Applicant at any time. In addition, this could happen without any additional car parking spaces being applied for through the planning process.

Under the site-specific circumstances, the LHA therefore do not require a detailed trip generation or distribution analysis and will not be seeking further analysis of the impact of the proposals on surrounding major junctions such as the A47 Hinckley Road/ B582 Desford Road/ B582 Leicester Lane junction (Desford Crossroads), where a number of recent developments have been required to contribute towards an improvement scheme.

Site Access

No amendments are proposed to the existing site access arrangements onto Peckleton Lane, a C classified road subject to the national speed limit. Under the site-specific circumstances, this is accepted by the LHA.

Highway Safety

Based on available records to the LHA, there have been three Personal Injury Collisions (PIC's) recorded within 500m either side of the site access within the last five years. These were all recorded as slight. The first and second PIC's occurred in 2022 at the junctions of Peckleton Lane with the site access and Peckleton Common respectively. These both involved right turning vehicles and rear end shunts. The third PIC occurred in May 2024 and involved a turning HGV and another vehicle at the junction of Peckleton Lane with Neovia Logistics.

Whilst all three PIC's involved turning vehicles at a junction, the LHA considers that they are all individual, isolated incidents at each junction. Furthermore, as detailed further above, the Applicant could increase the number of staff on-site without the need for planning permission.

Internal Layout

The LHA first provides advice in respect of the additional car parking spaces, followed by the installation of the proposed solar panels above sections of the existing car park.

Additional car parking spaces

The Applicant has stated that currently, the car park has a one-way system that makes finding a parking space more difficult and can lead to drivers having to exit the car park, then re-enter should they be unsuccessful in finding a parking space. Drivers do not however need to exit the site onto Peckleton Lane and then re-enter the site in order to travel through the car park again in order to find a parking space. The majority of spaces are also designed to dimensions of 2.4 x 4.8m which it is claimed makes it difficult for larger vehicles to park.

Current shift patterns and a headcount of staff have been provided by the Applicant within Appendix A.1 of the Transport Statement (TS). In addition, they have made reference to a travel survey which was undertaken at the site in 2011. The Applicant has advised that whilst the results in 2024 may be slightly different, the broad activity/ feedback aligns with current activity, and they are aware that some staff also car share. A car occupancy rate of 1:1 people per car has been assumed on the basis that similar home locations and shift start/ finish times may be uncommon. Whilst the LHA consider the travel survey is out of date, under the site-specific circumstances given the Applicant could increase staff numbers without an expansion of the car park, as well as the site location, an occupancy rate of 1:1 people per car is considered reasonable.

The Applicant has then calculated the current accumulation of cars on-site throughout the day for the current workforce, as shown within Figure 9 of the TS. This shows that the parking facilities are oversubscribed for most of the day. The Applicant states that while staff do eventually get parked, the current pattern of activity sees vehicles parked erratically across the site, with staff expressing feedback about frustration with current provisions.

The Applicant has repeated this process for the 130 additional staff, along with the additional 332 parking spaces. Figure 10 of the TS shows that car parking would not exceed capacity if the new car park was implemented, meaning staff would find parking spaces quicker and leading to more efficient use of the site. In addition, improvements are proposed to the level of disabled parking provision within the site and electric vehicle parking is proposed.

The LHA accept that the additional parking provision would be beneficial to the site and the operation of the public highway.

The Applicant has submitted JNL drawing number 90_03 Rev. P02 which provides details of the replacement motorcycle shelter. This shows 21 undercover motorcycle spaces, with Sheffield style motorcycle hoops. This is welcomed by the LHA. While 72 cycle parking spaces are shown on JNL drawing number 90_01 Rev. P06, it is unclear what the design of the replacement cycle shelter would be. Nevertheless, the LHA advise that a replacement cycle shelter could be secured by way of condition.

Proposed solar panels

As shown on 3ti drawing number PL-00001 Rev. AA, solar panels are proposed to be installed above a number of the existing car parking spaces. Whilst the LHA advises it has no objection to this, the Applicant should provide details as to how staff car parking would be managed throughout the installation process, as the LHA assume areas of car parking will need to be closed to staff during the works.

On the basis the Applicant states there is already a lack of car parking spaces on-site, the LHA would have concerns with the temporary closure of additional parking areas without the equivalent number of spaces being available (temporarily or otherwise) elsewhere within the site. Temporary closure of existing car parking spaces without suitable alternative parking areas could displace staff parking onto the public highway for example. The LHA suggest that the solar panels could be installed after the new car parking areas are complete to alleviate some pressure on staff parking during the works and areas of the existing car park are out of use. It is advised that management of staff car parking could be dealt with as a condition with a Temporary Parking Management Plan being submitted to the LPA for consideration prior to the installation of the solar panels.

Transport Sustainability

The Applicant has acknowledged that the site is some distance from bus stops and there is currently no pedestrian footway link to Desford, in addition shift patterns make it difficult for some staff to use public transport and car share. A Framework Travel Plan has been submitted in support of the proposals which outlines how the Applicant intends to promote sustainable travel options such as walking and cycling as well as encourage uptake in the use of public transport. It is also noted an area of the car park may also be allocated as priority parking for car sharers. This is welcomed by the LHA and the Applicant is encouraged to implement the measures proposed. Under the site-specific circumstances however, the LHA believe it would not be possible to justify a Travel Plan monitoring fee.

Conditions

1. Installation of the solar panels shall not commence on the site until such time as Parking Management Plan including as a minimum, details of staff and contractor car parking provision during construction whilst areas of the existing car park are out of use, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The installation of the solar panels shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of to ensure that construction of the solar panels do not lead to on-street parking problems in the area.

2. Prior to the additional 130 staff members starting work on-site, the parking and turning facilities shall be implemented in accordance with JJL drawing number 90_01 Rev. P06. 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 (December 2023).

3. Prior to the additional 130 staff members starting work on-site, replacement secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by

the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (December 2023).

4. Prior to the additional 130 staff members starting work on-site, replacement secure motorcycle parking shall be provided in accordance with JJL drawing number 90_03 Rev. P02. Thereafter the onsite cycle parking provision shall be kept available for such use(s) in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (December 2023).

Informative

- It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
- 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
29 October 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
25 November 2024