

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: 23/00926/FUL

Highway Reference Number: 2023/0926/04/H

Application Address: FP McCann Brascote Lane Cadeby Nuneaton Leicestershire CV13 0BB

Application Type: Full

Description of Application:

Proposed replacement of office and welfare facility, reconfiguration of parking, installation of solar panels and 2no. EV charging points and associated works

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: FP McCann Ltd

County Councillor: Bertie Harrison-Rushton

Parish: Cadeby

Road Classification: PRoW - Bridleway

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 111 of the National Planning Policy Framework (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 on a full application for the proposed replacement of an office and welfare facility, reconfiguration of parking, installation of solar panels and 2no. Electric Vehicle charging points and associated works at FP McCann, Brascote Lane, Cadeby.

Based on the submitted application form, the use class of the building would remain B1(a) - Office (other than A2). The internal floorspace of the existing building is 682 sqm and the proposed building would be 2,372 sqm, resulting in an increase in floorspace of 1690 sqm. The proposals would not result in an increase in staff (170 full time posts).

The Applicant has submitted a Planning and Design and Access Statement ([PDAS] revision 0 - September 2022) in support of the proposals. This details that the planning application seeks to further improve the existing on site facilities by providing a modern office and welfare building, replacing two existing structures on site. This proposed building would provide workspaces for administrative and sales staff along with new changing rooms and welfare facilities for production staff.

Site Access

The site is accessed via a private road, which is a continuation of Brascote Lane, an unclassified road subject to the national speed limit. Brascote Lane connects to Ashby Road, an A classified road (A447) subject to a 60mph speed limit.

The submitted PDAS states that access to the proposed building will come via a new site entrance and access road, as already approved through permission 22/00420/FUL.

The LHA advise that given it is stated the proposals would not result in an increase in staff numbers at the site, it has no objection to the continued use of the existing access arrangements, or the proposed development using the arrangements required by the LHA as part of application 22/00420/FUL.

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury Collisions (PIC's) along Brascote Lane within the last five years. One PIC has occurred at the junction of Brascote Lane with Ashby Road. This involved two vehicles colliding at the junction and was recorded as slight.

Given the proposals would not increase the number of staff on site, the LHA is satisfied the proposed development would not exacerbate the likelihood of PIC's occurring along Brascote Lane or at its junction with Ashby Road.

Trip Generation/ Off-Site Implications

Under the site specific circumstances, the LHA advise that the proposal would not have a severe impact on the level of traffic using Brascote Lane or turning onto/ off Ashby Road, given the proposals would not result in additional staff being employed at the site.

Internal Layout

Details of the parking arrangements are provided on FP McCann drawing number CAD/OFF/PD-020. The Applicant has stated within the PDAS that the proposed development would use an existing hard-surfaced area of the site which is currently used for staff and visitor car parking. The proposed development would not result in any net loss of parking provision at the site. In addition, the removal of the existing office and welfare buildings would free up additional space for parking and this will offset those spaces which may be lost as a result of the proposed building.

While the submitted application form states there are currently 150 car parking spaces proposed and that 150 spaces are currently available, approximately 190 parking spaces are shown on the drawing, including two electric car charging points.

The LHA notes that there are no disabled parking spaces shown on the drawing, and would strongly advise that provision of of spaces is considered by the Applicant, particularly given the

overall number of spaces across the site. Nevertheless, the LHA would not seek to resist the proposals.

Public Rights of Way

Public Footpath S16 runs adjacent to the North of the proposed development, and Public Bridleway S25 runs through the proposed development along the access road providing an access for the facility. Given the proposals would not result in a change in traffic levels to/ from the site, the LHA consider they are unlikely to have an effect on the existing routes.

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 and 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 FP McCann drawing number CAD/OFF/PD-020. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) 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 (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.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
4 October 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 October 2023