

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: 23/00563/P3CR

Highway Reference Number: 2023/0563/04/H/R2

Application Address: Hilmarco Thornton Lane Markfield Leicestershire LE67 9RP

Application Type: Change of Use

Description of Application:

Re-consultation. Change of use of agricultural building to storage use (B8)

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Hilmarco Ltd

County Councillor: Cllr Peter Bedford

Parish: Markfield

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 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) have been consulted on application 23/00563/P3CR which is for the change of use of an agricultural building to storage use (B8). The proposals are at Hilmarco, Thornton Lane, Markfield, Leicestershire, LE67 9RP.

The LHA previously replied to the Local Planning Authority (LPA) via email on 25 September 2023 requiring further information which related to trip generation.

Site Access/Trip Generation

The Applicant is proposing to utilise the existing albeit amended southwestern access onto Thornton Lane. Thornton Lane at the location of the access is an adopted, classified C road subject to a 50mph speed limit.

As part of the application the Applicant provided an email to the LPA on 8 September stating the proposals are to convert a former covered manure store and agricultural storage building associated with the Applicants poultry egg production farm. It is the Applicant's intention to cease egg production as a result of regulation change and therefore the buildings are redundant.

As previously alluded to, the access will be via an existing gated access off Thornton Lane. The proposed use will comprise of low level storage and will be significantly less than the historic vehicular movements associated with an existing large scale egg production unit. The business historically comprised of a 2,300 bird laying system as part of the extant use.

The Applicant has provided below the 2-way trips as generated by the extant use:

- Egg sales – 50 vehicular movements (100 two way movements) 6 days per week;
- Staff – 2 members of staff 365 days per year - (4 x 2-way trips);
- HGV's - (2 x 2-way trips);
- Feed stuff delivery - (2 x 2-way trips);
- Chick deliveries - (2 x 2-way trips);
- Bird Collection - (2 x 2-way trips);
- Feed Deliveries - (2 x 2-way trips);
- Litter Deliveries Poultry sales - (2 x 2-way trips); and
- Litter removal; Exporting muck to neighbouring farmland – one tractor and trailer twice per week on average - (2 x 2-way trips).

Total: 118 x 2-way trips a day.

In relation to the proposed trips to and from the site, the Applicant has stated the below within their email to the LPA on 8 September:

'I refer to a recent application in the District at Drayton Barn Farm (23/00239/FUL) which was for B8 Storage use for domestic and small business users. The existing facility, there, measured 1,225 sq m with 12 vehicular movements per day (24 two way movements) associated with the existing building and as outlined in a Transport Assessment by David Tucker Associates. This would infer that a building just under 500 sq m (488.48 sq m) would generate 5 vehicular movements (10 two way movements) and these would be restricted to cars and smaller LGV's in the vast majority of cases and no longer include HGV's.'

(For the record the LHA have amended the application number as this was incorrect).

The LHA accept the Applicants methodology.

The above equates to 10 x 2-ways trips a day which is approximately 12 percent of the current trip level. The Applicant has also indicated proposals would also lead to no slow moving HGV trips to the site.

As part of the application, the Applicant is proposing to amend the access, and as such has provided the following drawings:

- Proposed Visibility;
- Proposed Access; and
- Swept Path Analysis.

The LHA have reviewed the above and find the proposals to be in accordance with Figure DG20 (Access width and control radii), Table DG4 (Visibility) of Part 3 of the Leicestershire Highway Design Guide (LHDG), a copy of which can be found at:

<https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2022/3/18/Part-3-design-guidance-interim.pdf>

Highway Safety

The LHA have reviewed its Personal Injury Collision (PIC) data for the most recent 5-year period. This shows there has been two recorded PIC's within 500m within either direction of the access. Both PIC's were to the northeast of the access and classed as slight in severity.

Given the proposals would likely lead to a reduction in 2-way trips to the site, it is not anticipated that the proposed development would exacerbate any highways safety issues.

Internal Layout

Whilst the Applicant has not provided any off-street car parking space details, the LHA are satisfied there is adequate parking and turning within the site in accordance with LHDG standards for the expected quantum of vehicles likely to use the site.

Conditions

1. The development hereby permitted shall not be brought into use until such time as the parking and turning facilities have been implemented in accordance with Site Location Plan, received on 3 July 2023. Thereafter the onsite parking and turning provision shall be kept available for such use 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).

Date Received
26 September 2023

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
3 October 2023