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Crown Farm, Bagworth Road, Nailstone, CV13 0QL

Transport Statement

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Project No.: P23145

Class Q Ltd
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1. INTRODUCTION

- 1.1. This Transport Statement (TS) has been commissioned by Robin Higgott to support a planning application for the ***Proposed Change of Use from Agricultural to Storage and Distribution (Class B8)*** at Crown Farm, Bagworth Road, Nailstone, CV13 0QL.
- 1.2. The proposal follows a previously withdrawn application for the same development. During the previous application, the Local Highways Authority raised no objections to the development, subject to conditions.
- 1.3. The aim of this report is to identify the transport characteristics of the development site and surrounding area and to examine the likely transport impacts of the proposed development.

2. POLICY REVIEW

National Planning Policy Framework

- 2.1. The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.2. Policies aimed at promoting sustainable development are covered within section 9, paragraphs 104 to 113 of the NPPF, with paragraph 104 stating that: -

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places."

- 2.3. Paragraph 110 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*

- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.4. Furthermore, Paragraph 111 states:

"Developments 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."

3. EXISTING CONDITIONS

Site Context & Local Highway Network

- 3.1. The site is located off Bagworth Road, between the Hinterland Villages of Brome and Oakley and within the open countryside. The site comprises seven agricultural buildings with six being proposed for change of use to a B8 use.
- 3.2. The existing buildings can easily be repurposed for the proposed use and given the site's location on a Class B Road, which is designated as an HGV route, it maintains fluid connectivity to the primary highway network.
- 3.3. Located on the north-eastern flank of Bagworth Road, a Class B road, also known as the B585, stretches from Newbold Verdon in the south to Ellistown to the north of the site. In the area surrounding the site, Bagworth Road is subject to the national speed limit, 60mph.
- 3.4. The site is an operational farm comprising cattle and arable activities. These functions naturally incur routine significant traffic movements characteristic of agricultural operations, including the transit of heavy-duty vehicles and seasonal surges in activity.
- 3.5. Close to the site's entrance, Bagworth Road has a 2-metre-wide verge on the south-western side, a 6.8-metre-wide road, and a 7.7-metre-wide verge on the north-eastern side, where the application site is located.



- 3.6. The current entrance to the site is 5 metres wide and features gates installed at the highway boundary. The existing access has a rough surface extending across the highway verge.



- 3.7. The sightlines from the site in both directions are 2.4 metres by 156 metres when looking to the left (in a south-easterly direction) and 213 metres when looking to the right (in a north-westerly direction). Thanks to the considerably wide verge on the application site's side of Bagworth Road, these visibility splays are fully encompassed within the boundaries of the public highway.

Highway Safety

- 3.8. Personal Injury Collision (PIC) data has been obtained from Crashmap for the latest available five-year period. The data shows no incidents at the point of access. The low number of collisions across the most recent five-year period suggests that there are no highway safety issues that would be exacerbated by the proposed development.

4. DEVELOPMENT PROPOSALS

Overview

- 4.1. The application proposes the change of use of modern farm buildings to storage and distribution (use class B8); No additional built development is proposed.

Planning History

- 4.2. The proposal site was subject of a previous application under reference 21/00664/FUL. The earlier application, virtually identical to the current submission, also sought to change the use of the same six agricultural buildings to a B8 use class.
- 4.3. The application was recommended for approval by officers. Subsequently, during the Hinckley & Bosworth Planning Committee on 16th November 2021, members resolved to approve the application subject to the completion of a Section 106 agreement.
- 4.4. Due to the intended occupier failing to conclude on an agreed deal to purchase the land, the application was withdrawn prior to the Section 106 agreement being completed.
- 4.5. As such, whilst the permission was not formally granted, a proposal synonymous to this application was scrutinised by officers and committee members and was found to be acceptable in all respects, subject to conditions and Section 106.
- 4.6. Consequently, since this application follows the same strategy as regards the proposed access improvements.

Access Improvements

- 4.7. The submitted site layout plan accompanying the present application proposes to utilise the current agricultural vehicular entry point from Bagworth Road. The plan sets out enhancements to the existing access, including widening to facilitate the passage of two vehicles simultaneously, and repositioning the gates to allow large goods vehicles to remain clear of the public road while waiting for the gates to be opened.
- 4.8. The site entrance will be extended to 7.3 metres, accompanied by the installation of a hard-bound surface and the repositioning of the existing gates to 30 metres from the main road. These modifications will enable large vehicles, including HGVs, to pull off the highway safely.
- 4.9. HGV swept path analysis has been completed to demonstrate that HGVs can safely access and exit from the site onto the highway network. Additionally, the appended plans demonstrate that HGVs can turn safely within the site and exit in forward gear.
- 4.10. During 21/00664/FUL, the applicant provided Automatic Traffic Count (ATC) data to support the proposals. The ATC assessment, conducted by Edwards & Edwards Consultancy Ltd, found that"

"Vehicles approaching from southwest had just come up a hill and turned at a relatively sharp bend, then it should not be surprising that the results of the survey showed the 85th percentile dry weather speed of traffic was 43.4mph. Similarly for vehicles approaching from the northwest they would have just turned into Bagworth Road from Wood Road, and again it is

not surprising that the results showed 85th percentile dry weather speed of traffic was 39.8mph as vehicles pull away from this junction."

- 4.11. Additionally, the previous application provided a Road Safety Audit (RSA) and anticipated trip generation figures. None of the supporting reports found that the proposal would lead to an unacceptable impact on the highway network. This proposal is identical to its predecessor both in terms of the scale and layout of the proposed change of use and the proposed access upgrades.
- 4.12. There has been no material change to the highway network since the previous submission and it is not therefore considered necessary to undertake further assessments addressing the same stretch of road.
- 4.13. Visibility splays of 2.4m x 156m to the left and 2.4m x 213m to the right are achievable and can be secured by condition.
- 4.14. The same package of highway mitigation measures was considered by the Local Highways Authority (LHA) during the determination of 21/00664/FUL. Subject to conditions, the LHA had no objections, providing:

"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 (2021), subject to the conditions and/or planning obligations outlined in this report."

- 4.15. The LHA's final consultation response is appended to this application. That the LHA had no objections to an identical proposal in 2021 is a clear material consideration in the context of this application.

Parking

- 4.16. The site layout offers 22 car parking spaces, featuring four electric charging stations, a space for storing six cycles, and designated areas for HGV parking and unloading.

5. SUMMARY AND CONCLUSION

- 5.1. The proposal is identical to 21/00664/FUL in all respects, including access upgrades.
- 5.2. The LHA did not object to the previous scheme, subject to conditions. The LHA's final consultation response, inclusive of proposed conditions, is a material consideration in the context of this application.
- 5.3. The revised proposal includes an additional 22 parking spaces, 6 HGV parking spaces, and appropriate cycle store provision.
- 5.4. Based on the material considerations above, the development would not result in an unacceptable impact on highway safety.

APPENDIX 1 – SITE PLAN

