

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: 23/01023/HYB

Highway Reference Number: 2023/1023/04/H/R1

Application Address: Land East Of Stretton Croft Wolvey Road Burbage Leicestershire

Application Type: Hybrid

Description of Application:

Re-consultation. Construction of motorway service area comprising of vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south/western boundary fronting the M69 (Cross boundary application with Rugby Borough Council)

GENERAL DETAILS

Planning Case Officer: Tim Hartley

Applicant: Mr Ross Fraser

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Class A

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) previously requested additional information from the Applicant within the highway observations dated 29th November 2023, including:

- A detailed drawing showing the full extents of the proposed site access arrangements and off-site works;
- A comparison of the hourly/ daily traffic for the approved employment/ services development and the proposed development;
- Further information in respect of the level of traffic which could be generated at the A5/ Wolvey Road junction; and
- Potentially capacity assessments of M69 J1 depending on the level of traffic generated in comparison to the approved application during for example a peak lunch time.

The Applicant has subsequently submitted an e-mail dated 6th December 2023 with the view to resolving the LHA's previous comments.

Site Access/ Off-Site Implications

The LHA previously requested details of the full extents of the site access arrangements and off-site works. As advised previously, given the site is accessed off the A5, the LHA consider National Highways as the most appropriate authority to comment on the site access arrangements. However, road re-alignment and marking improvements are also proposed at the A5 Watling Street/Wolvey Road junction, with the provision of both right-turn/left-turn pockets into Wolvey Road (north and south). This could therefore affect Wolvey Road, which falls within the county highway network.

The Applicant has now submitted DTP drawing number 3702718/SK004 Revision C, which is the same drawing as that is conditioned as part of application reference 20/00531/HYB. The LHA previously advised no objection to this arrangement and, given the LHA are satisfied there is unlikely to be a material change in the level of vehicle trips using Wolvey Road as detailed further below, consider the proposals to be acceptable.

Highway Safety

The LHA previously advised it would consider highway safety in further detail, once further clarification in respect of the developments trip generation had been provided. Given the proposals are unlikely to result in additional traffic on the county network compared to the permitted development, as detailed below, the LHA accept proposals are unlikely to exacerbate any existing highway safety concerns on the county network.

Trip Generation

The Applicant has provided a table which identifies the remaining headroom from the permitted development trip generation, when removing the trip generation associated with the proposed motorway service area. The exercise has demonstrated that there would be a remaining headroom for the permitted development on site in each hour period across the day, with the total headroom of 1,197 total daily two-way trips.

In terms of weekend traffic, the Applicant has considered the traffic surveys undertaken on Thursday 18th May 2023, between 07:00 – 09:00 and 16:00 – 18:00, and Saturday 20th May between 11:00 – 14:00. The survey results indicated that traffic flows on the A5 in the AM/PM peak

hour periods for a weekday were 2,462 and 2,443 two-way PCUs respectively. The Saturday traffic data revealed that there was a peak on the A5 of 1,546 two-way PCUs. Therefore, the Saturday scenario has a much greater reduction in background traffic (around 900 two-way PCUs in the peak hour period) and has therefore not been considered in the assessments.

Overall, the LHA considers the Applicants trip generation analysis to be acceptable.

Junction Capacity Assessments

Given the above, the LHA considers that junction capacity assessments are not required in respect of the county network.

Off-Site Implications

DTP drawing number 3702718/SK004 Revision C provides details of the proposed off-site works including the road re-alignment and marking improvements proposed at the A5 Watling Street/Wolvey Road junction, with the provision of both right-turn/left-turn pockets into Wolvey Road (north and south).

Given these improvements have been accepted previously by the LHA as part of application 20/00531/HYB, the LHA have no objection to the proposals.

Internal Layout

Details of the site layout are now shown on ADS drawing number 26 Rev K. The LHA remains satisfied the proposals are unlikely to result in vehicles parking indiscriminately on the county highway network.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan dated 21st August 2023 and authored by Dynamic Transport Planning and can advise the following points:

- The travel plan describes that the majority of the surrounding highway network is supported by a reasonable level of pedestrian infrastructure, with crossing provision and surrounding street-lighting. A good level of pedestrian infrastructure is in place within the residential areas of Burbage and Sketchley, which enhances pedestrian accessibility between the site and Hinckley Town Centre, local bus services and rail.
- A walk accessibility plan is provided, and improvements are proposed to improve access and links the PRow with a new footway link.
- The local area benefits from a good level of cycling infrastructure linking the site to the town centre and local residential settlements. It is anticipated that the cycle crossing facilities, improvement of existing cycle-way infrastructure and on-site cycle parking provision would further encourage cycling trips for both visitors and staff.
- Public transport and rail access is also identified. Initiatives are identified to encourage this as a mode of travel to work.
- All staff receive a TP information pack before commencing employment at the development site to ensure they are aware of the travel options available to them, as well as allowing staff to make an informed decision on their mode of travel to work.
- Personalised Journey Planners will be provided by the TPC along with the promotion of car sharing.
- A Travel Plan Co-Ordinator (TPC) will be appointed, and the Travel Plan is clear on their role. Encouragement of sustainable travel is shown with work planned to implement initiatives regarding walking, cycling, use of public transport and car sharing.

- A clear Action Plan is provided in section 9 with SMART targets with timescales.
- The TP highlights the next steps should the Travel Plan measures fail to have an impact on the single car occupancy.

The LHA advise that given all of the above, the TP is acceptable. The Modeshift Stars travel plan monitoring fee for this site would be £6,000.00, which can be secured as part of a S106 contribution. In addition, the LHA would advise one travel pack and a six-month bus pass is provided per employee in order to raise awareness of sustainable travel options in the area and encourage the use of public transport.

Conditions

1. No part of the development shall be occupied until such time as the offsite works shown on DTP drawing number 3702718/SK004 Revision C have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

2. The development hereby permitted shall not be occupied until such time as off street car and HGV parking provision (with turning facilities) has been provided, hard surfaced (and demarcated) in accordance with ADS drawing number 26 Rev K. 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 (December 2023).

Contributions

Please note that the exact monetary values will need to be agreed prior to the signing of the Section 106 agreement and may be subject to indexation.

1. To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing employee car use:
 - a. Travel Packs, one per employee; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

Reason: To inform new employees from first use what sustainable travel choices are available in the surrounding area.

Suggested trigger point: Prior to first use of the development.

- b. Six month bus passes, one per employee (one application form to be included in Travel Packs and funded by the developer); to encourage new employees to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at an average of £510.00 per pass).

Reason: To encourage new residents to use bus services as an alternative to the private car to establish changes in travel behaviour from first occupation.

Suggested trigger point: Payment of 100% paid prior to the occupation of the development. However, payment of 75% of the total contribution may be deferred to a later date by agreement of a timescale with the County Council.

- c. Appointment of a Travel Plan Co-ordinator from commencement of development until 5 years after first use. The Travel Plan Co-ordinator shall be responsible for the implementation of measures, as well as monitoring and implementation of remedial measures.

Justification: To ensure effective implementation and monitoring of the required Travel Plan.

- d. Modeshift Stars travel plan monitoring fee of £6,000.

Reason: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

Suggested trigger point: Prior to the first use of the development.

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>.

Date Received
29 January 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
18 March 2024