

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: 23/00947/FUL

Highway Reference Number: 2023/0947/04/H/R1

Application Address: 28 Merrylees Industrial Estate Leaside Desford Leicester Leicestershire LE9 9FS

Application Type: Full

Description of Application:

Re-consultation. Change of use from industrial unit (Class B8) to Class E(g), addition of doors and windows to the building, new fencing and landscaping, alterations to car parking area, new gate, external fire escape and other works

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant:

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Adopted Unclassified

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 advised that additional information was required in respect of trip generation and parking for the proposals within the observations submitted to the Local Planning Authority on 2 November 2023. The Applicant has now submitted a Transport Technical Note ([TTN] report ref 2308250-R01A, dated December 2023) authored by Ardent Consulting Engineers with a view to resolving the LHA's comments.

Site Access

As advised previously, no amendments are proposed to the existing access arrangements, however it is understood a new set of entrance gates and fencing would be installed to ensure the site is secure outside operating hours. The gates would be opened at the start of the day and remain open throughout the working day, allowing the easy access of staff and visitors into the site.

The LHA have no objection to the continued use of the existing site accesses.

Highway Safety

As advised previously, there have been no recorded Personal Injury Collisions along Leaside, or at its junction with Merrylees Road within the last five years. The LHA considers the proposals are unlikely to exacerbate any existing highway safety concerns.

Trip Generation/ Junction Capacity Assessments

The LHA previously advised that the Applicant should undertake a comparison of the level of trips the existing consented B8 use of the site could generate with the level of trips the proposed E(g) use could generate. This exercise has now been undertaken by the Applicant as detailed below.

Existing B8 Use

The Applicant has advised that the site is no longer operational under B8 use and therefore has used the TRICs database in order to ascertain the level of trips which could be generated should a new operator occupy the building under B8 use. Table 1 details the level of trips which could be generated by a new operator under the current use during the AM and PM peaks.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100 sqm)	0.240	0.190	-	0.187	0.346	-	3.630	3.514	-
Vehicle Trip Generation (2,848sqm)	7	5	12	5	10	15	103	100	203

Table 1: Approximate existing vehicle trip generation (2,848sqm B8 use) peak periods and daily.

The Applicant has also provided details of trip generation for between 07:00 - 08:00 and 16:00 - 17:00 advising that employees shift patterns may be staggered, as detailed in Table 2.

Site	Weekday AM (07:00-08:00)			Weekday PM (16:00-17:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per 100 sqm)	0.359	0.206	-	0.190	0.334	-
Vehicle Trip Generation (2848sqm)	10	6	16	5	10	15

Table 2: Approximate existing vehicle trip generation (2,848sqm B8 use) prior to peak periods.

The LHA has reviewed the Applicants selections and considers these to be acceptable.

Proposed E(g) Use

The Applicant has detailed within the TTN that the proposals would consolidate six different buildings located around Market Bosworth into a single building at Merrylees Industrial Estate.

Travel habits of existing staff have been provided including working days, arrival and departure times and those who car share. It has been stated that while all staff would not be on-site at the same time due to annual leave or working remotely, as part of the trip generation assessment it has been assumed all staff would be on-site. In addition, the Applicant has stated that the proposed development would employ 48 people and that rather than increasing staff, the proposals would improve the efficiency of the business.

A summary of the level of trips generated in both the AM and PM peaks, as well as prior to the traditional peaks are provided in Tables 3 and 4 respectively.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation (3273sqm)	6	0	6	0	37	37	57	57	114

Table 3: Approximate existing vehicle trip generation (Proposed development) peak periods and daily.

Site	Weekday AM (07:00-08:00)			Weekday PM (16:00-17:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation (3,272sqm)	29	0	29	0	1	1

Table 4: Approximate existing vehicle trip generation (proposed use) prior to peak periods.

It has been advised that there would be approximately 15 deliveries per day with circa 90% of these made between the hours of 11:00 and 14:00. The Applicant has also advised it is envisaged that the majority of these deliveries would be undertaken by light vehicles, with only the occasional delivery undertaken by a heavy goods vehicle (circa 2.5% of all deliveries).

Net Change in Traffic Levels

The applicant has subsequently calculated the net change in the levels of traffic which are likely to be generated by the proposals as shown in Tables 5 and 6.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation	-1	-5	-6	-5	27	22	-46	-43	-89

Table 5: Approximate net change in vehicle trip generation - peak periods and daily.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Generation	19	-6	13	-5	-9	-14

Table 6: Approximate net change in vehicle trip generation - prior to peak periods.

As can be seen in the tables, the proposals would not result in a net increase of 30 two way trips in either the traditional AM or PM peak, or prior to the peak periods. The LHA therefore advises it is satisfied that the Applicant is not required to undertake any further analysis of the proposals, such as junction capacity assessments.

Internal Layout

The LHA previously requested additional information on parking provision and the total number of employees anticipated to be recruited as the proposed E(g) use required a considerable number of additional parking spaces over and above the existing B8 use. 41 car parking spaces are proposed within the site as detailed on Williams Architects drawing number 230412-013.03 Rev 03.

As detailed further above, the Applicant has stated a total of 48 employees would be employed at the site. Based on the staff travel habit information, the Applicant has produced a table which details the likely demand for parking at the site. This is reproduced in Table 7.

	Monday	Tuesday	Wednesday	Thursday	Friday	Weekly Average
Maximum Number of Cars on Site	39	42	39	41	36	39

Table 7: Maximum Number of Cars on Site – including Car Sharing.

Given the above, under the site specific circumstances, the LHA advises it accepts the proposed level of parking within the site.

Conditions

1. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Williams Architects drawing number 230412-013.03 Rev 03. 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).
2. The development hereby permitted shall not be occupied until such time as 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).