

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: 23/01243/FUL

Highway Reference Number: 2023/1243/04/H/R1

Application Address: Barwell Business Centre Kingsfield Road Barwell Leicester Leicestershire
LE9 8GZ

Application Type: Full

Description of Application:

Re-consultation. Alterations to the existing vehicular access and service yard

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Lee Townsend

County Councillor: Ross Hills

Parish: Barwell

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 the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (December 2023) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

The Local Highway Authority (LHA) advises the following reason for refusal:

- 1. The applicant has failed to demonstrate that an appropriate and safe vehicular access would be provided to the proposed development, which would require heavy goods vehicles to reverse on the footway and raises an unacceptable impact on highway safety, contrary to paragraphs 114 and 115 of the NPPF (December 2023).**

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by the Local Planning Authority (LPA) on the above planning application. The LHA's initial observations 2nd February 2024 requested further information regarding swept path analysis at the site access and information regarding the existing daily HGV trips to the site to gain a fuller understanding of the impact of the proposed development.

The applicant has now submitted additional information in support of the proposals including:

- Drawing numbers 05 A and 06 A providing details of HGV swept path analysis of turning movements at the site access.
- An e-mail dated 12th February 2024 which provides additional information in respect of vehicle trips.

Site Access/Highway Safety

The applicant has provided further information in respect of HGV trips within an e-mail dated 12th February 2024. The existing trips generated by the application site are as follows.

- Panther Logistics – Daily HGV arrival and departure between 13:00-17:00
- Dunelm Fleet - Daily HGV arrival and departure between 10:00-17:00
- Wayfair WDN – Daily HGV arrival and departure between 13:00-17:00
- Limelight Vehicle – Daily arrival and departure of 1 x 7.5 tonne truck & 2 x 3.5 tonne trucks between 09:00-17:00
- Customer Collections – Daily collections of vehicles of all sizes - Numerous times per day between 09:00-17:00
- Dennisons – Weekly arrival and departure of a single HGV usually on a Wednesday for goods trunking to Ireland between 09:00-17:00
- Container Deliveries – 40ft HC containers delivered via HGV between 80-100 times per year usually from 9am. A 3 hour unload then commences in the shared yard with Barwell Trailers before the HGVs depart.
- All other delivery companies such as DHL, Evri, BJS, DX, TNT – any time between 09:00-17:00 usually once a day

The applicant has previously stated the proposal will not affect the existing use of the site, the number of employees or the number and frequency of deliveries.

Kingsfield Road and the surrounding road network is subject to a 7.5 Tonne weight restriction, however it is acknowledged by the LHA that this does allow for access.

The LHA previously requested swept path analysis information at the site access for HGVs accessing and egressing the site in all directions and for each of the proposed two HGV parking spaces. This information was requested because the swept path analysis information shown on Haywards Architects Ltd Drawing number 03 was unclear.

Revised swept path analysis is shown in Hayward Architects Ltd Drawing Number 05 A and 06 A. Both drawings show that HGVs would have to undertake a reversing manoeuvre to access the site as the applicant is unable to provide turning provision for HGVs within the site itself. Both drawings also demonstrate insufficient turning space within the highway for HGVs to access/egress site without over running the footway on the opposite side of the road to the site access.

The LHA consider that the issues highlighted above are to the detriment to highway safety as the proposal would result in HGVs reversing over the public footway, potentially increasing the risk of collisions between HGVs and pedestrians using the footway on both sides of Kingsfield Road. It should be noted that the applicant has acknowledged that it would not be possible to fully adhere to current LHA highway guidance in the Leicestershire Highway Design Guide to create the HGV parking area, however they consider the proposals to be an improvement on the existing situation. The existing situation as observed by the LHA on a site visit conducted on 25 January 2024 leads to HGVs turning within the carriageway and parking in the highway to load/unload outside the site. Whilst the LHA accept the existing situation is not ideal, it does exist and the LHA can also confirm there have been no recorded Personal Injury Collisions (PICs) involving HGVs in the vicinity of the site within the last five years. Furthermore, the existing situation does not require HGVs to reverse on the footway.

It should be noted that currently there are no loading restrictions along Kingsfield Road and the double yellow lines present do not restrict loading / unloading at the site location.

Conclusion

On balance, when considering the existing and proposed situations, the volume of HGVs visiting the site and the PIC history for the surrounding area, the LHA advise that the proposed development could introduce a new highway safety concern to the detriment of pedestrian and highway safety. The LHA therefore advise that it cannot support the proposals and would ask the Local Planning Authority to refuse the planning application for the reasons outlined above.

Date Received
12 February 2024

Case Officer
Oliver Rivera

Reviewer
AW

Date issued
26 February 2024