

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: 23/00519/FUL

Highway Reference Number: 2023/0519/04/H/R1

Application Address: Eastwoods Service Station Ashby Road Stapleton Leicester Leicestershire
LE9 8JE

Application Type: Full

Description of Application:

Re-consultation. Proposed storage container site with replacement gate, associated landscaping and 2 non-illuminated advertisement boards

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Rakesh Odedra

County Councillor: Ross Hills

Parish: Peckleton

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 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) previously advised additional information was required in respect of the proposals within its observations dated 28 June 2023.

The Applicant has now submitted additional information in support of the proposals, including the following documents which have been reviewed by the LHA:

- Vehicle movement data, received by the Local Planning Authority (LPA) on 24 July 2023
- A sketch plan showing 2.4 metres splays out of access within the limits of the public highway, received by the LPA on 21 August 2023
- Addendum to Planning Justification Statement (APJS) dated August 2023 and authored by Landmark Planning.

- HGV Turning Demonstration drawing dated 25 July 2023.

Trip Generation

The LHA previously suggested that the Applicant gives further clarification in respect of the existing use and scale of the site, given the discrepancies between the application form and the Planning Statement. Clarification was also requested as to the level of trips the existing site could generate throughout the day as well as the AM and PM peaks (e.g. 08:00 - 09:00 and 17:00 - 18:00), along with the types of vehicles undertaking the trips. A comparison of the existing trips the site generates to the level of trips the proposed self-storage development could generate was then requested.

Within the APJS, the Applicant has stated that the application forms should refer to existing floorspace as B2, not B8. It has also been stated that the existing site provides parking for 15 to 20 HGV's at any one time. This can be from short (up to eight hours) to mid term (10 days) depending on logistics shift patterns. There are also a number of cars parked at the site daily including staff and short term visitors.

The Applicant has also submitted details of the average number of visits to the site per day under the existing logistics/ storage use and the anticipated average number of trips to/ from the site per day under the proposed self-storage use as detailed in Table 1. This is based on data from existing sites.

TRAFFIC VISITS AVERAGE PER DAY	CARS staff AVERAGE	CARS other AVERAGE	VANS AVERAGE	HGV AVERAGE
EXISTING LOGISTICS/STORAGE USE	6	6	5	9
PROPOSED SELF-STORAGE USE	3	8	5	0.3
DIFFERENCE IN VISITS	-3	2	0	-8.7
DIFFERENCE MOVEMENTS (IN+OUT)	-6	4	0	-17.4

*Based upon operational data Januray to June 2023. Assuming 212 containers at average occupancy.

** Visit times are sporadic through the day with no particular concentration between 08.00 – 09.00 or 17.00 to 18.00.

Visits outside 7am to 8pm are seldom made and usually due to circumstances such as urgent retrieval of a passport.

*** Sundays have fewer movements than Monday to Saturday.

**** Survey sites: Crescent Ind Estate, Nursling, Southampton, Hants SO16 0YD. Hanney Rd, Steventon, Abingdon OX13 6AP.

***** Additional data including seasonality taken from 55 operational centres throughout the UK.

Table 1: Existing and proposed trip comparisons.

Based on Table 1, the existing use of the site could generate an average of 52 two way trips (25 arrivals and 26 departures), including 18 two way HGV trips. The proposals could generate 33 two way trips, including up to one two way HGV trip. The LHA notes that the Applicant considers HGV movements are unlikely and that vehicle movements would likely consist of cars and light goods vehicles only.

The LHA accepts that the proposals are likely to result in a reduction in turning manoeuvres to/ from the A447, particularly large, slow moving HGV's.

Site Access

The LHA previously advised that the Applicant is proposing to use the existing access to the site off Ashby Road (A447) with no amendments. It was advised that consideration may need to be given to Part 1, Section IN5 of the Leicestershire Highway Design Guide ([LHDG, available at <https://resources.leicestershire.gov.uk/lhdg>]) in the event the proposals intensify the use of the existing access. It was also advised in such circumstances, the Applicant would need to demonstrate that the access is (or can be) designed in accordance with Part 3 of the LHDG.

On the basis that the proposals could result in a reduction in the level of traffic using the existing site access, no further assessment is considered necessary.

Highway Safety

The LHA previously advised in the event that the proposals could generate an increase in traffic travelling to/ from the site, Personal Injury Collision data would need to be obtained and considered for 500m either side of the site access.

The LHA is aware of seven Personal Injury Collisions (PIC's) which have occurred within 500m either side of the site access over the last five years, including two serious PICs. On the basis the LHA is satisfied that the proposals are likely to result in a reduction in the level of traffic using the site access, no further analysis of PIC data is required.

Junction Capacity Assessments

Given the above, the LHA is satisfied that the proposals are unlikely to generate in the region of 30 two way vehicle trips over and above existing traffic levels during the peak hours and therefore a capacity assessment of the site access is not required.

Internal Layout

The LHA previously advised it would consider parking provision following a more detailed analysis of trip generation by the Applicant. The Applicant has subsequently stated within the APJS that no dedicated customer parking is shown on site as it would be expected that any visitors to the site would simply drive up to their self-storage container and park close or immediately outside their container.

Therefore no dedicated customer parking is required, however four employee parking spaces are being provided. Given the level of trips anticipated to/ from the site, the LHA considers parking provision to be acceptable under the site specific circumstances. The LHA consider such an arrangement is not uncommon at similar style self-storage sites.

Details of HGV turning are provided on the 'HGV Turning Demonstration' drawing dated 25 July 2023. The LHA are satisfied that HGVs could arrive/ depart the site in a forward gear.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not lead to on-street parking problems in the area.

2. The use of the premises shall be restricted to the use applied for (self-storage units) and no distribution or other retail sales should be permitted.

REASON: Although traffic and parking levels likely to be generated by the applicant's specific proposal are acceptable in highway safety terms, a more intensive use of the premises by another user may be inappropriate and create dangers due to increased traffic and parking in the vicinity of the site or on the local road network.

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with the 'HGV Turning Demonstration' drawing dated 25 July 2023. 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 (2023).

Informative

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

Date Received
7 September 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
15 September 2023