

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: 23/01000/FUL

Highway Reference Number: 2023/1000/04/H/R1

Application Address: Hall Farm 16 Altar Stones Lane Markfield Leicestershire LE67 9PX

Application Type: Full

Description of Application:

Re-consultation. Demolition of existing buildings and erection of 2no. buildings and associated parking areas, landscaping, access, solar panels, EV charging stations and other works for the purposes of car sales

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: Mr Ravi Dhir

County Councillor: Cllr Peter Bedford

Parish: Markfield

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) submitted a detailed response to the Local Planning Authority (LPA) in respect of the proposals on 23 November 2023. This response asked the Applicant to submit further information in support of the proposals, notably:

- Swept path analysis of a vehicle transporter, along with a Stage 1 Road Safety Audit (RSA1) of the site access;
- Clarification as to the level and frequency of use of the southern access as well as the type of vehicles which would use it, or preferably, a drawing detailing the permanent closure of the southern access;
- Further consideration of Personal Injury Collisions (PIC's) on the surrounding highway network;

- Further consideration in respect of trip generation using TRICS and potentially actual data from the Applicants existing site; and
- Consideration of the impact of the development on the Field Head junction may also be required.

The Applicant has subsequently submitted the following documents, which have been reviewed by the LHA:

- A response letter authored by Vectio Consulting dated 31st December 2023 with the view to resolving the LHA's comments;
- Tree Planting Plan (authored by Outline Trees Arboricultural Consultancy dated January 2024); and
- Outline Trees drawing number JH- TPP - 1 of 1 (Proposed Layout & Tree Planting Plan).

Site Access

As previously requested, the Applicant has undertaken a Stage 1 Road Safety Audit (RSA1) of the site access arrangements shown on Vectio Consulting drawing number 001 Rev A. The RSA1 was undertaken by Road Safety Consulting Ltd and dated 19 December 2023.

The RSA1 raised no issues in respect of the proposed site access arrangements. This is accepted by the LHA.

The LHA previously advised that given the land use of the site would be for car sales and the fact that the occupier or site requirements could change over time, the LHA consider it is reasonable that swept path analysis of a vehicle transporter is provided.

The Applicant has reiterated that the site is not large enough to be a main dealership, which would use large multi-vehicle car transporters. All vehicles transported to/ from the site will be transported by either single car transporters or driven individually.

The LHA previously suggested the existing south-eastern access could be permanently closed on the basis that the Applicant had stated this would not be used by visitors or staff. Alternatively, situations in which the access would be used were requested. The Applicant has stated it is still the intention to retain the access and has not provided any further information in respect of how the access would be used, other than that, it clearly cannot be used in any intensive form and would be used infrequently. Overgrown vegetation would also be cut back and drainage installed to prevent surface water flowing in to the highway.

Whilst the LHA accept that the south eastern access is unlikely to be used on a frequent basis, given the design of the site and location of the northern access, there is concern that in the absence of swept path analysis larger vehicles such as a multi vehicle transporter would not be able to turn within the site. If such occurrences were to occur, the LHA consider the Applicant could load and unload from the highway in front of the main northern access, with vehicles being driven to/ from the site through the south eastern access and the single track arm of Altar Stones Lane (leading to Altar Stones Lane Cattery) used for turning. As such, the LHA advises a Delivery Service Management Plan should be conditioned in order to confirm that the vehicles travelling to and from the site are appropriate given the lack of turning space for larger vehicles.

Highway Safety

The LHA previously advised the Applicant that there were discrepancies within the PIC analysis. The Applicant has now obtained PIC data from Leicestershire County Council in respect of PIC's within their study area for between 1st January 2018 and 31st October 2023. Four slight and one serious PIC were recorded during the study dates.

The LHA has reviewed the Applicants PIC analysis within Item 4 of the submitted letter and accepts the conclusion that there appears to be no pattern or trends in the existing PIC's and that the proposals are unlikely to exacerbate an existing highway safety concern.

It should be noted that the LHA is aware of an additional PIC which occurred on the A50 close to the westbound exit slip road from the A50 to Whitwick Road. This occurred in May 2020 and was recorded as serious. The PIC involved a cyclist and another vehicle. Whilst regrettable, the LHA consider the PIC would not change the Applicants conclusion.

Trip Generation / Junction Capacity Assessments/ Off-Site Implications

The LHA previously advised that the Applicant had considered trip generation on a first principles approach, however car showrooms form one of the categories available on TRICS.

A TRICS assessment of car showrooms for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peaks has now been undertaken by the Applicant, however it has been highlighted that none of the sites selected are in truly comparable locations to that of the proposed development. This is accepted by the LHA.

The results of the Applicants TRICS assessment are shown in Table 1, extracted from the Applicants letter:

	Weekday AM Peak			Weekday PM Peak			Weekday
Trip Rates	0.913	0.318	1.231	0.248	0.672	0.92	11.618
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Generation	17	6	23	5	13	17	221

Table 1: TRICS Trip rates, car showroom (2009.8 sqm) AM and PM peaks.

The Applicant has highlighted the TRICS trip rates are lower in comparison to their first principles approach to peak hour trips which was presented in the original Transport Statement, which detailed 25 two way trips. The Applicant has also confirmed that the site would be operational between 08:00 - 18:00 on weekdays and 08:00 - 15:00 during Saturdays as per the application form.

The Applicant has not provided trip distribution data, however has been highlighted the proximity of M1 J22 is likely to result in traffic routing towards this junction. The LHA previously advised that the LHA is aware that the Ratby Lane, A50 Leicester Road/ Leicester Road/ Markfield Lane roundabout (Field Head roundabout) roundabout is operating over capacity during the peak hours, and it may be necessary for the Applicant to contribute towards the Coalville Transport Strategy that would deliver improvements to the junction. Notwithstanding the lack of information in respect of trip distribution, the LHA advise it will require a contribution from the proposed development towards the Coalville Transport Strategy, which will be in proportion to the impact and scale of the development proposed.

Internal Layout

Details of the sites internal layout are provided on Thinking Buildings drawing number 0050 Rev P09. The LHA has no further comments to make in respect of the internal layout of the site.

Highway Trees

The LHA has reviewed the submitted Tree Planting Plan document and Outline Trees drawing number JH- TPP - 1 of 1 and can advise that the removal of highway trees identified as T2 and G4 would be acceptable with suitable replacements at the Applicants expense. The species mix and specification of proposed trees is acceptable, however the overall number of replacements is not acceptable.

Highway tree numbers T54 & T55 are of a larger size and are arguably a key component of the adjacent woodland plot. There does not appear to be any widening of the access proposed towards the trees, as such LCC cannot currently see any viable reason for the removal of trees T54 and T55. The arboricultural reports puts them in reasonable health and does not state need for removal, however the proposed site layout plan and wider access show the trees as being removed. Proposed replacement planting would also be in the verge at the front of T54 & 55 and closer to the proposed access, adding further uncertainty as to why the two trees are proposed for removal.

The LHA advise that in the event the LPA grant planning permission of the proposals, the Applicant would need to contact Forestry@leics.gov.uk at a suitable time to discuss removal and replacement of the highway trees. All costs associated with the works would be at the Applicants expense.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, 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 use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be first used until a Delivery Service Management Plan to prevent loading and unloading in the highway has been submitted to and agreed in writing by the Local Planning Authority. This shall include, number of deliveries, details of the types of delivery vehicles and accesses to be used to serve the development and also state larger vehicles such as HGV's and multi vehicle transporters would not be used, unless it can be demonstrated such a vehicle can ingress and egress the site in a forward gear. The approved document shall be adhered to at all times.

REASON: To reduce the possibility of the proposed development leading to large vehicles loading, unloading and turning in the highway, in the interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

3. No part of the development hereby permitted shall be first used until such time as the access arrangements shown on Vectio Consulting drawing number 001 Rev A have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (December 2023).

4. No part of the development hereby permitted shall be first used until such time as vehicular visibility splays of 2.4 meters by 25 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (December 2023).

5. The development hereby permitted shall not be first used until such time as the parking and turning facilities have been implemented in accordance with Thinking Buildings drawing number 0050 Rev P09. 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).

6. The development hereby permitted shall not be first used until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 15 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

7. No part of the development hereby permitted shall be first used until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (December 2023).

Contribution

1. A contribution towards the Coalville Transport Strategy to enable required highway works along the A511/ A50 corridor as considered appropriate by Hinckley & Bosworth Borough Council in consultation with Leicestershire County Council.

REASON: To mitigate the otherwise severe impact of the development on the A511/ A50 corridor.

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 major section 184 permit/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>
- Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.
- 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
12 January 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
5 March 2024