

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/R2

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) advised no objection to the proposals subject to conditions and contributions within its observations which were submitted to the Local Planning Authority (LPA) on 5th March 2024. The LHA advises that the full detail within those observations remains valid.

However, the LHA previously advised that a contribution towards the Coalville Transport Strategy, which would be in proportion to the impact and scale of the development proposed would be required. Accordingly, these observations provide further information in respect of the contribution amount required, following additional information in respect of trip generation being submitted by the Applicant to the LPA.

All the other conditions and obligations advised in the LHA's previous observations are repeated at the end of these observations for completeness.

Off-Site Implications

The Applicant submitted an e-mail to the LPA on 11th March 2024 which gives further consideration to trip distribution.

The Applicant has stated that to be robust, if a third of all forecast weekday peak hour vehicular movements travelled through the Ratby Lane, A50 Leicester Road/ Leicester Road/ Markfield Lane roundabout (Field Head roundabout), this would equate to eight (two-way) movements during the AM peak hour and six (two-way) movements during PM peak. The Applicant considers the additional traffic movements are immaterial with any impact being imperceptible when viewed on street.

In accordance with the NWLDC Coalville Transport Strategy, the Field Head Roundabout, along with several other junctions along the A511 will be improved via a package of transport improvement works that will accommodate the wider growth objectives for the Coalville area. In order to fund this, a contribution strategy has been utilised across the area. The works are partly to be paid for by developer contribution. Further information can be found at:

<https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview>.

Therefore to mitigate the development impact at the Field Head roundabout, the Applicant is expected to contribute to the Coalville Transport Strategy, and the proposed improvement to the roundabout. The LHA will seek a total contribution of £29,109.39 as advised in the Contributions section further below.

The LHA have also provided a calculation for this sum with information on other developments in the area in which the LHA has requested a contribution. Those developments which have been granted planning permission have all contributed towards the Coalville Transport Strategy.

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 of £29,109.39 towards the Coalville Transport Strategy to enable required highway works along the A511/ A50 corridor.

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

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
18 March 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
21 March 2024