

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: 23/00239/FUL

Highway Reference Number: 2023/0239/04/H

Application Address: Extra Room Self Storage Drayton Grange Farm Drayton Lane Fenny Drayton
Nuneaton Leicestershire CV13 6AY

Application Type: Full

Description of Application:

Proposed extension to self storage unit (B8 Use: Storage and Distribution)

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr Peter Simpson

County Councillor: Bertie Harrison-Rushton

Parish: Witherley

Road Classification: Class C

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 (2021), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted on full application 23/00239/FUL which is for a proposed extension to self storage unit (B8 Use: Storage and Distribution). The proposals are at Extra Room Self Storage, Drayton Grange Farm, Drayton Lane, Fenny Drayton, Leicestershire, CV13 6AY.

There has been one previous application at the site submitted under 17/00107/FUL which also sought to extend the premises, this is detailed below:

17/00107/FUL - Extension to self storage facility. The LHA advised approval with conditions on 8 February 2017. However, the application was withdrawn by the Applicant.

Site Access

The Applicant is proposing to utilise the existing access onto Drayton Lane. At the point of the access Drayton Lane is an adopted, classified C road subject to a 30mph speed limit. The LHA note that almost immediately to the southwest of the access the speed limit changes to 60mph.

Given the extant use of the site, the LHA would normally require an effective access width of 6m as per Figure DG20 of Part 3 of the Leicestershire Highway Design Guide (LHDG). Whilst the access generally accords with Figure DG20 in terms of control radii and surfacing, the Applicant has indicated the current access width is 5.5m. The Applicant as stated in paragraph 2.3.1 of the 'Transport Statement' that vehicles currently accessing the site are cars, small vans and transit vans. Taking this into consideration, the LHA are satisfied in these site specific circumstance 5.5m is acceptable.

The Applicant has not submitted any detailed scaled drawings demonstrating the vehicular visibility splays. Given the proposals would lead to an intensification of use of the access, the LHA have undertaken its own assessment and find that 2.4m x 43m to the southeast and 2.4m x 215m to the southwest can be achieved. This would accord with Table DG4 of Part 3 of the LHDG.

Taking the above into consideration, the LHA find the access arrangement acceptable for the proposed use.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and there have been no recorded PICs within 230m to the southeast of the access to the junction of Drayton Lane/Old Forge Road, and 500m to the southwest. The LHA would not expect the level of extra trips associated with the proposals would exacerbate the existing highway situation.

Trip Generation

The Applicant undertook a survey within the site of vehicles visiting the site from 16 January 2023 until 29 January 2023. This included vehicle types, and the times the vehicle accessed the site. This demonstrated that a minimum amount of vehicles visiting the site in any one day was 8 and the maximum was 16, with 166 vehicles in total.

The above information equates to an average of 11.9 vehicles a day with 24 x 2-way trips to the site a day.

The methodology used by the Applicant for the expected trips to the site is based on the current level of trips to the site given the current Ground Floor Area (GFA) of 1,225sqm, and expected trips based on an additional 926sm² of floor space.

Given the above the proposals could potentially generate an additional 9 vehicles (18 two-way movements) per day. During the morning and evening peak hours, this equates to one additional vehicle trip (2 two-way movements).

The LHA accept the methodology used and the outcomes provided.

Internal Layout

The Applicant has stated that there are currently 5 full time and 5 part time members of staff currently employed at the site. If the LPA are minded to grant the proposals, an additional 2 full time members of staff could be employed at the site, with the possibility of up to 9 members of staff being on site and any one time.

The Applicant has indicated there are currently 12 car parking spaces, this would remain the same. However, having scaled from drawing 'Proposed Plan', received by the LPA on 16 March 2023, the LHA consider more than 12 LHDG compliant car parking spaces could be provided within the approximately 15m by 24m courtyard. As such the LHA consider the level of car parking acceptable.

Public Right of Way (PRoW)

It is noted that PRoW T27 runs to the rear of the application site. Whilst the LHA are satisfied that the use and enjoyment of Public Footpath T27 will not be significantly affected, the Applicant should note the informatives at the foot of this document.

Taking everything into consideration, the LHA do not consider the proposals would have a severe impact on the highway contrary to Paragraphs 110 and 111 of the National Planning Policy Framework (NPPF) 2021. As such the LHA would not resist the proposals in these site specific circumstances subject to the following condition.

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 'Proposed Plan', received by the LPA on 16 March 2023. Thereafter the onsite parking and turning provision shall be kept available for such use(s) 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 (2021).

Informative

- a) Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- b) The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- c) The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- d) If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- e) Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- f) No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
23 March 2023

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
5 April 2023