5.6.6 It is therefore concluded that existing accesses located in the vicinity of the proposed development site access, which generate more turning movements than the proposed development will, operate safely. Therefore it is likely that the proposed development site access will also operate safely.

5.7 Capacity of the highway network

5.7.1 In order to quantify the significance of the volume of traffic generated by the proposed development reference has been made to the Guidance on Transport Assessments (GTA) published by the Department for Transport. The GTA provides thresholds below which a formal assessment may not be needed. The thresholds are based upon scenarios which would typically generate 30 two-way peak hour vehicle trips. The guidance goes on to state that:

"Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussion." (Guidance on Transport Assessment, para 2.11)

5.7.2 Based on the thresholds set out in the GTA and the traffic generation of the proposed development set out in paragraph 4.3.3, the 30 two-way vehicles threshold is not exceeded by the development. It is acknowledge that the next phase of the development will exceed the thresholds identified in the GTA. However, once this traffic turns left or right onto and off Peckleton Lane the two-way traffic flows on Peckleton Lane (E) or (W) will be well below the thresholds. Therefore the thresholds will only be exceeded on the site access arm of the junction.

5.7.3 Therefore based on the thresholds for formal assessment set out in the GTA, which are not exceeded, the predicted traffic generation of the proposed development will not have a detrimental impact on the capacity of the highway network.

5.8 Conclusions

5.8.1 Based on the four keys issues, the evidenced based conclusions are set out below.

5.8.2 The likely turning movements generated by the proposed development are significantly less than those that currently occur in the vicinity of the site access. Therefore turning movements are likely to be expected by other road users.

5.8.3 The site, whilst in a rural location, is not isolated and is accessed from a section of Peckleton Lane that currently serves the largest employer in the area.

5.8.4 There are accesses located in the vicinity of the proposed development site access, which generates more turning movements than the proposed development will, that operate safely. Therefore it is likely that the proposed development site access will also operate safely.

5.8.5 Based on the thresholds for formal assessment set out in the GTA, which are not exceeded, the predicted traffic generation of the proposed development will not have a detrimental impact on the capacity of the highway network.

5.8.6 Therefore in conclusion the reason for refusal is unjustified and planning permission should be granted.

6.0 OTHER CONCERNS

6.1 LCC also raised two other concerns, which were later dismissed by the Planning Officer. These included:

- that the proposed development would create a precedent for similar proposals which would be difficult to resist, and thus could lead to further developments that increase turning movements in unsafe locations and conflict with highway safety
- that the site is not in a good transport choice location and would rely heavily on the use of the car, which is contrary to advice set out in PPG13 in terms of sustainability.

6.2 With regards to the first point, the Planning Officer noted that *"each application should be considered on its own merits and if it was considered that there would be an unacceptable impact on highway safety then they would be determined accordingly. As such, it is not considered that there is need for an additional reason for refusal on precedent grounds".*

6.3 With regards to the second point, the Transport Statement prepared to support the planning application noted that car sharing would be actively encouraged, and an inter-unit car sharing database would be set up. It may also be possible to set up a joint car sharing scheme with Caterpillar and the occupiers of the Peckleton Business Park.

6.4 PPG13 states that "*walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips. Walking also forms an often forgotten part of all longer journeys by public transport*".

6.5 The Institution of Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' [2000] describe acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1000 metres is an acceptable walking distance, and 2000 metres is the preferred maximum walking distance.

6.6 Figure 6 shows the pedestrian catchment area based on a 2000 metres walking distance from the centre of the site. As shown, the pedestrian catchment area

includes all of Desford and the associated leisure, retail and residential facilities within the town.

6.7 There are no footways along Peckleton Lane and therefore, whilst there is a reasonable population within the walking catchment the number of pedestrian trips is likely to be limited.

6.8 Paragraph 78 of PPG13 states that "*cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport*". Figure 7 shows a 5.0 kilometres cycle catchment area, centred on the site, includes all of Desford, and the majority of the surrounding area. The local topography is conducive to cycling and therefore cycling provides a viable alternative means of transport to the private car. It should also be noted that numerous cyclists were observed access the Caterpillar site during the traffic surveys.

6.9 With regards to public transport services the closest bus routes route along the A47 and through Desford. The bus route are presented on Figure 8 and summarised in Table 3. Given the distances from the bus stops to the site there are limited opportunities to travel by public transport to the site, unless as part of a car sharing trip.

6.10 As detailed in Section 3.2.2, PPG13 also states that local authorities should encourage farm diversification proposals particularly, but not exclusively, where this enables access by public transport, walking and cycling. PPG13 also states that local authorities should not reject proposals where smallscale business development or its expansion would give rise to only modest additional daily vehicle movements... and the impact on minor roads would not be significant.

6.11 PPG13 confirms that farm diversification proposals should be encouraged and that limited access to public transport should not necessarily prevent the progression of the scheme. It has also been demonstrated in Section 5 that the development will only give rise to modest vehicle movements and the impact on local roads would not be significant. Therefore given the scale of the development proposals and that there are some opportunities for sustainable travel to the site (cycling and car sharing) the accessibility of the site is not a justifiable reason for refusal of the proposed development.

7.0 CONCLUSIONS

7.1 BWB Consulting were commissioned by Mr Roger Neep to provide transport and highways advice on the proposed redevelopment of redundant agricultral buildings for office use, to support an appeal against the refusal of planning permission.

7.2 The reason for refusal is stated as follows: *"the proposal, if permitted, would lead to an increase in vehicle turning movements on an unrestricted (60mph) class III road (C4102) where there is no street lighting, outside the limits of the built up area, where such movements would not be expected by other road users, would create additional dangers for highway users, and would not be in the interests of highway safety"*

7.3 The reason for refusal also references three local plan policies including BE20, EMP4 and NE5. These policies are discussed in Section 3 with the main focus of the policies, in terms of transport and highways, being whether or not the development proposals will adversely affect highway safety and/or generate traffic that will exceed the capacity of the highway network.

7.4 Based on the reason for refusal and the referenced local plan policies the key transport and highways issues have been identified as follows:

- Traffic flows generated and turning movements
- Rural location of the site
- Impact on highway safety
- Capacity of the highway network

7.5 Based on the four keys issues, the evidenced based conclusions are as follow:

- The likely turning movements generated by the proposed development are significantly less than those that currently occur in the vicinity of the site access. Therefore turning movements are likely to be expected by other road users.
- The site, whilst in a rural location, is not isolated and is accessed from a section of Peckleton Lane that currently serves the largest employer in the area.
- There are accesses located in the vicinity of the proposed development site access, which generates more turning movements than the proposed development will, that operate safely. Therefore it is likely that the proposed development site access will also operate safely.

- Based on the thresholds for formal assessment set out in the GTA, which are not exceeded, the predicted traffic generation of the proposed development will not have a detrimental impact on the capacity of the highway network.

7.6 Therefore in conclusion the reason for refusal is unjustified and planning permission should be granted.

observed speed mph x	no. of readings f	fx	fx^2
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	1	19	361
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	1	25	625
26	1	26	676
27	0	0	0
28	1	28	784
29	2	58	1682
30	3	90	2700
31	1	31	961
32	7	224	7168
33	2	66	2178
34	2	68	2312
35	4	140	4900
36	7	252	9072
37	6	222	8214
38	8	304	11552
39	8	312	12168
40	8	320	12800
41	3	123	5043
42	6	252	10584
43	3	129	5547
44	7	308	13552
45	2	90	4050
46	3	138	6348
47	5	235	11045
48	2	96	4608
49	3	147	7203
50	0	0	0
51	2	102	5202
52	0	0	0
53	1	53	2809
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	1	62	3844
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
Total Σ	100	3920	157988

SPEED READINGS

location: **Peckleton Lane/site access junction**
direction: **Northbound**
day: **Thursday**
date **17-Jun-10**
time: **0930-1100 hours**
weather: **dry**

SUMMARY

mean	39.20 mph	63.3 kph
85%ile	45.81 mph	73.9 kph
wet 85%ile	43.33 mph	69.9 kph

Mean speed

$$\overline{x} = \frac{\Sigma fx}{\Sigma f} = \quad 39.20 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\Sigma f - 1} \times \left[\Sigma fx^2 - \frac{(\Sigma fx)^2}{\Sigma f} \right]} = \quad 6.61 \text{ mph}$$

85 percentile dry weather spot speed

$$\overline{x} + S_x = \quad 45.81 \text{ mph}$$

85 percentile wet weather journey speed

$$\overline{x} + S_x - 2.478 = \quad 43.33 \text{ mph}$$

TABLE 1: NORTHBOUND SPEED SURVEY RESULTS

observed speed mph x	no. of readings f	fx	fx^2
< 10	0	N/A	N/A
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	2	50	1250
26	0	0	0
27	1	27	729
28	0	0	0
29	2	58	1682
30	5	150	4500
31	2	62	1922
32	1	32	1024
33	5	165	5445
34	5	170	5780
35	5	175	6125
36	6	216	7776
37	7	259	9583
38	6	228	8664
39	9	351	13689
40	7	280	11200
41	6	246	10086
42	7	294	12348
43	5	215	9245
44	7	308	13552
45	2	90	4050
46	4	184	8464
47	2	94	4418
48	2	96	4608
49	2	98	4802
50	2	100	5000
51	1	51	2601
52	0	0	0
53	0	0	0
54	1	54	2916
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
> 80	0	N/A	N/A
Total Σ	104	4053	161459

SPEED READINGS

location:	**Peckleton Lane/site access junction**
direction:	**Southbound**
day:	**Thursday**
date	**17-Jun-10**
time:	**0930-1100 hours**
weather:	**dry**

SUMMARY

mean	38.97 mph	62.9 kph
85%ile	44.81 mph	72.3 kph
wet 85%ile	42.33 mph	68.3 kph

Mean speed

$$\overline{x} = \frac{\Sigma\ fx}{\Sigma\ f} = \quad 38.97 \text{ mph}$$

Standard deviation

$$S_x = \sqrt{\frac{1}{\Sigma f - 1} \times \left[\Sigma fx^2 - \frac{(\Sigma fx)^2}{\Sigma f}\right]} = \quad 5.84 \text{ mph}$$

85 percentile dry weather spot speed

$$\overline{x} + S_x = \quad 44.81 \text{ mph}$$

85 percentile wet weather journey speed

$$\overline{x} + S_x - 2.478 = \quad 42.33 \text{ mph}$$

TABLE 2: SOUTHBOUND SPEED SURVEY RESULTS

Route No.	Operator	Origin	Destination	General frequency	Number of Services - Monday to Friday						Number of Services - Saturday		Number of Services - Sunday	
					AM Peak (0700-0900)		0900 - 1700 hours		PM Peak (1700-1900)		0900 - 1800 hours		0900 - 1800 hours	
					Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
152/153	Arrivia	Leicester	Coalville	2 per hour	4 services	4 services	17 services	17 services	3 services	3 services	18 services	18 services	3 services	4 services
158	Arrivia	Leicester	Nuneaton	2 per hour	4 services	4 services	16 services	16 services	4 services	4 services	18 services	18 services	9 Services	9 Services
48	Stagecoach Warwick	Leicester	Coventry	3 per hour	4 services	6 services	24 services	24 services	6 services	6 services	23 services	22 services	0 services	0 services
Total number of services					12 services	14 services	57 services	57 services	13 services	13 services	59 services	58 services	12 services	13 services
Number of services per hour					6/hr	7/hr	7+/hr	7+/hr	6+/hr	6+/hr	6+/hr	6+/hr	1+/hr	1+/hr

TABLE 3: SUMMARY OF LOCAL BUS SERVICES

Rev.	Date	Drawn	Checked

Rev.	Date	Appvd	Date
		RE	CH

Scale	NTS	Date	18.06.10
Project No.	LCC038	Drawing No.	FIGURE 1

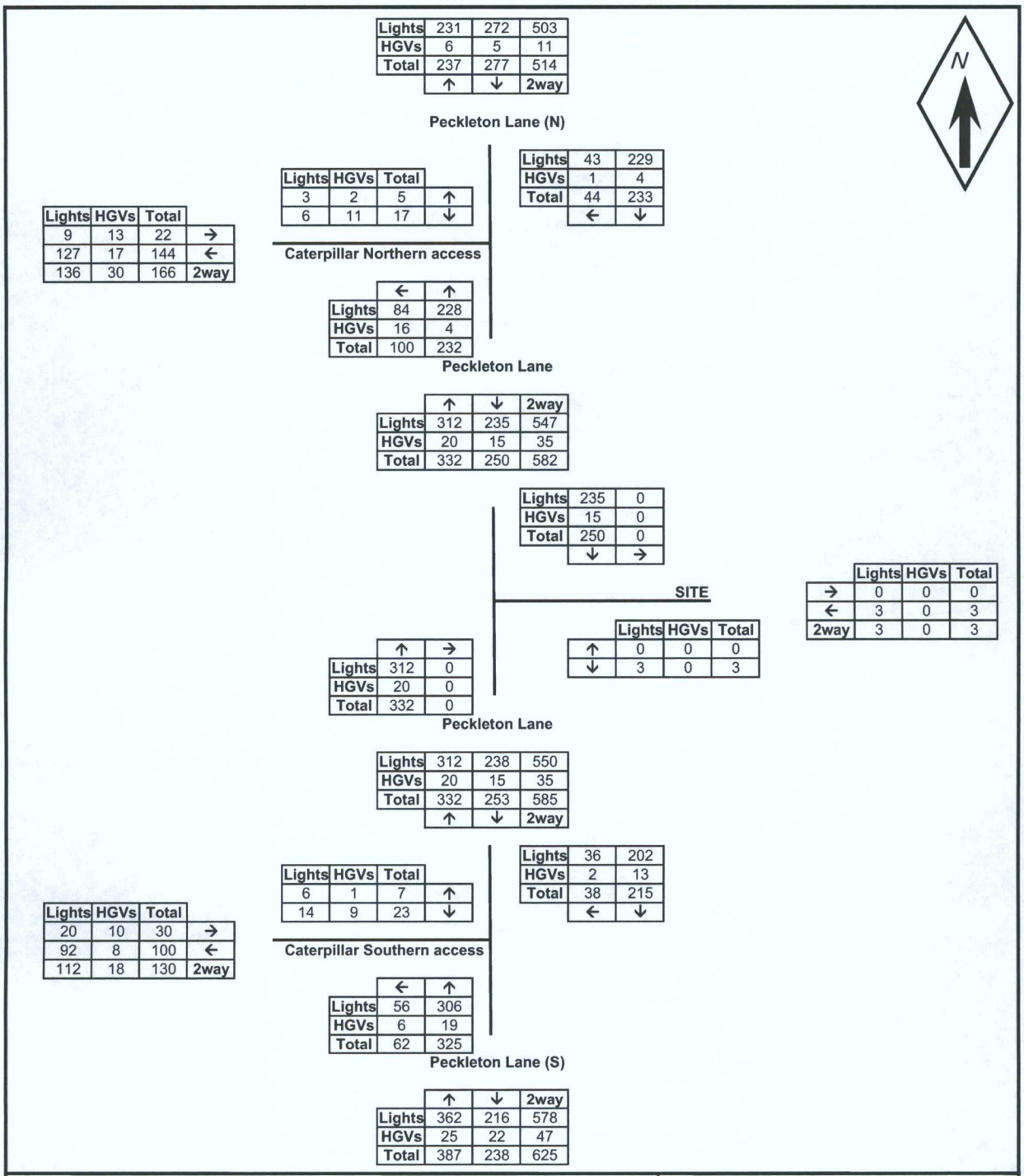
Title: **General site location**

Project: **FOREST VIEW FARM, DESFORD**

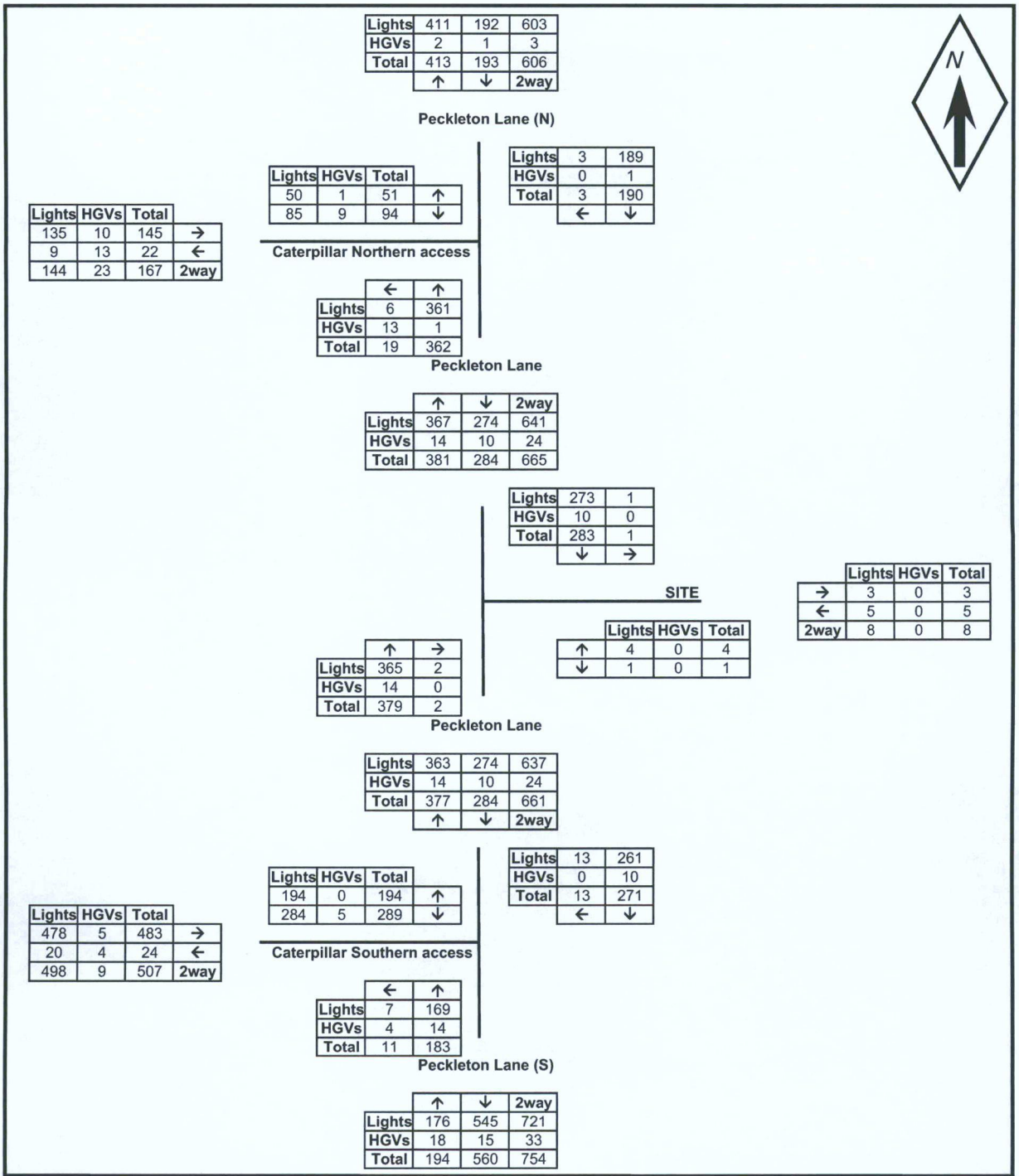
BMB CONSULTING LIMITED
3-4 KAYE'S WALK
TAMWORTH STAFFORDSHIRE
B79 7EN
TEL: 01827 310 888
FAX: 01827 309 888

BMB consulting

Site access junction
New Caterpillar access permitted in 2007
Caterpillar Southern access
Caterpillar Northern access
Peckleton Business Park access
Forest View Farm
Broomhills Farm
Elms Farm
Oakfield Farm
Hall Farm
Orchard Farm
Kirby Lane
Desford Lane
Main Street
Peckleton Lane
Forest View Farm
Hall Farm
Orchard Farm
Kirby Lane
Desford Lane
Main Street
Peckleton Lane
Elms Farm
Broomhills Farm



Project: FOREST VIEW FARM, DESFORD		Project No. LCC)38	
		Drawn: RE	Approved: CH
Title: AM peak hour observed traffic flows		Checked: CH	Date: 21.06.10
BWB CONSULTING LIMITED 3-4 KAYES WALK THE LACE MARKET NOTTINGHAM NG1 1PY TEL: 0115 924 1100 FAX: 0115 950 3966		Scale: NTS	
		Drg. No. FIGURE 3	



Project: FOREST VIEW FARM, DESFORD		Project No. LCC)38	
		Drawn: RE	Approved: CH
Title: PM peak hour observed traffic flows		Checked: CH	Date: 21.06.10
BWB CONSULTING LIMITED 3-4 KAYES WALK THE LACE MARKET NOTTINGHAM NG1 1PY TEL: 0115 924 1100 FAX: 0115 950 3966		Scale: NTS	
		Drg. No.	
		FIGURE 4	

Checked	CH	Date	10.06.12	Scale	NTS	Drg. No.	FIGURE 5	Rev.
Drawn	EK	Approved	CH	Project No.	LCC038			

Project

FOREST VIEW FARM, DESFORD

Title

Location of recorded Pla

BWB CONSULTING LIMITED
3-4 KAYES WALK
THE LACE MARKET
NOTTINGHAM
NG1 1PY
TEL: 0115 924 1100
FAX: 0115 950 0885

consulting BWB

Destford
Site
5km
A0
Kirkby Mallory
Hinckley
Leicester
Nuneaton
Market Bosworth
Desford
Newbold Verdon
Groby
Markfield
Ratby
Thornton Reservoir
Bagworth
Ellistown
Battram
Coalville
Whitwick
Swannington
Ibstock
Donington le Heath
Osgathorpe
Peckleton
Stanton under Bardon
Kirkby Mallory
Sheepy Magna
Sheepy Parva
Ratcliffe Culey
Shenton
Carlton
Market Bosworth
Cadeby
Sutton Cheney
Dadlington
Stoke Golding
Hinckley
Barwell
Earl Shilton
Burbage
Hinckley
Elmesthorpe
Aston Flamville
Thurlaston
Normanton le Heath
Heather
Ashby Woulds
Moira
Donisthorpe
Oakthorpe
Measham
Appleby Magna
Appleby Parva
Packington
Ashby de la Zouch
Blackfordby
Woodville
Swadlincote
Hartshorne
Church Gresley
Linton
Castle Gresley
Overseal
Netherseal
Lullington
Walton on Trent
Rosliston
Coton in the Elms
Stanton by Bridge
Melbourne
Weston on Trent
Aston on Trent
Elvaston
Shardlow
Great Wilne
Draycott
Breaston
Sawley
Long Eaton
Sandiacre
Stapleford
Toton
Chilwell
Beeston
Attenborough
Bramcote
Wollaton
Nottingham
Clifton
Ruddington
Keyworth
Tollerton
Gotham
Kingston on Soar
Ratcliffe on Soar
Costock
Rempstone
Wysall
Cotgrave
Radcliffe on Trent
Gamston
Tythby
Cropwell Bishop
Colston Bassett
Granby
Langar
Barnstone
Car Colston
Hawksworth
Scarrington
Flintham
Orston
Bingham
Newton
Cropwell Butler
Tollerton
Normanton on Soar
Loughborough
Shepshed
Quorn
Mountsorrel
Rothley
Thurcaston
Anstey
Cropston
Swithland
Woodhouse
Woodhouse Eaves
Newtown Linford
Groby
Ratby
Markfield
Field Head
Bardon Hill
Coleorton
Peggs Green
Ravenstone
Snibston
Greenhill
Thringstone
Whitwick
Coalville
Broom Leys
Donington le Heath
Osgathorpe
Sheepy Magna
Sheepy Parva
Ratcliffe Culey
Shenton
Carlton
Market Bosworth
Cadeby
Sutton Cheney
Dadlington
Stoke Golding
Hinckley
Barwell
Earl Shilton
Burbage

FIGURE 7

Dwg. No.

LCC038

Project No.

NTS

Scale

Cycle Catchment Area

Title

FOREST VIEW FARM, DESFORD

Project

Drawn	Checked
KE	CH
Approved	Date
CH	01.07.21

BMB CONSULTING LIMITED

3-4 KAYES WALK

NOTTINGHAM

NG1 7BW

TEL: 0115 824 1100

FAX: 0115 950 3969

BMB consulting

Key	Date	Dig. no.
		FIGURE 8
Project no.	Scale	
LCC038	NTS	
elliT		

Drawn	Checked
mwb	bekp

Date	CH
Approved	RE
12.06.10	CH

Project

BWB CONSULTING LIMITED
Key Plan
TEL: 0115 959 0100
FAX: 0115 959 0888
3-4 KING EDWARD COURT
KING EDWARD PARK
NOTTINGHAM
NG7 1EL

consulting
BWB

APPENDIX A

SPEED SURVEY RESULTS

SPEED SURVEY

DAY/DATE Thursday 17/06/10

TIME 9.30 -10.30

START TUNING FORK TEST READING 50 MPH

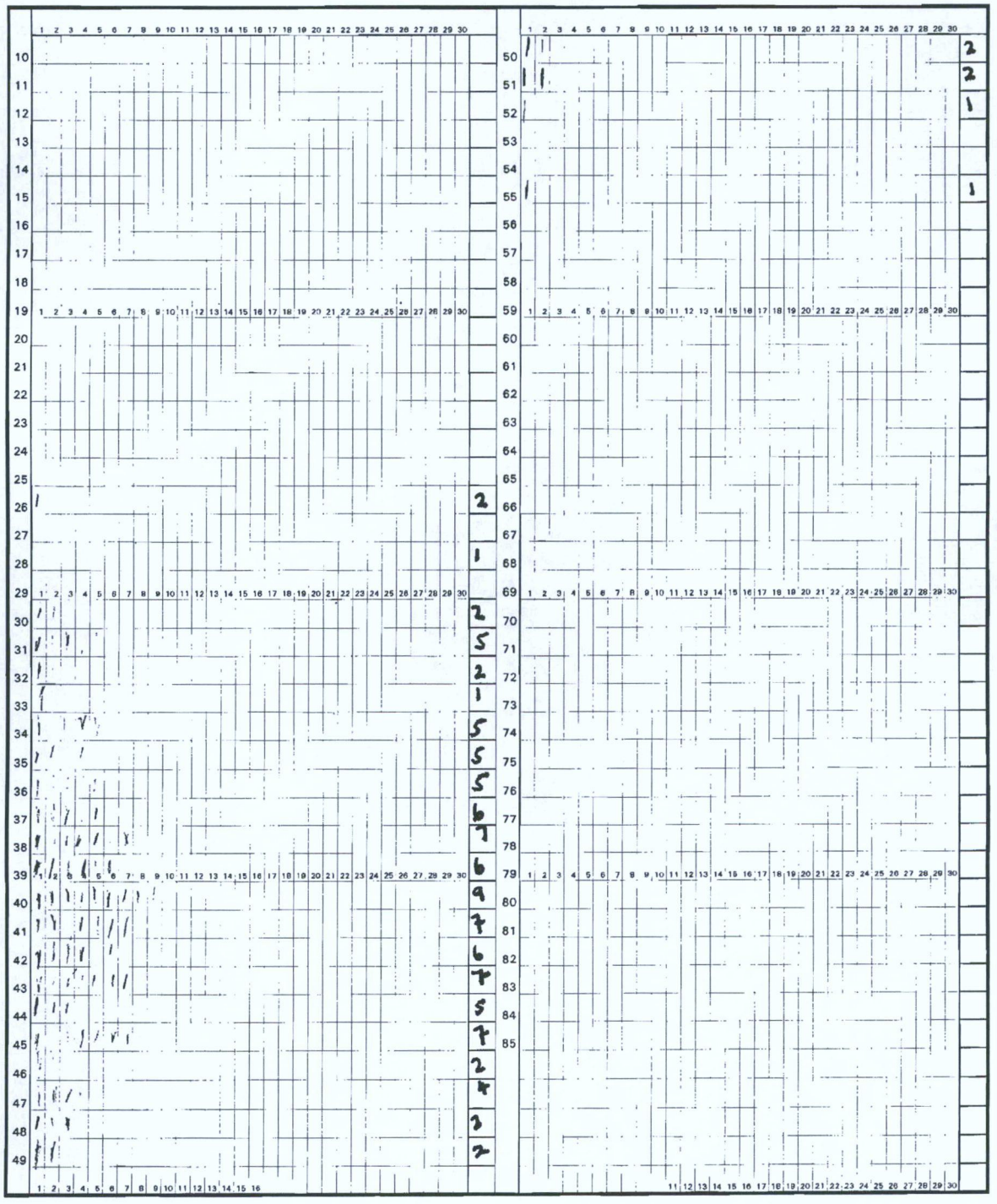
END TUNING FORK TEST READING 50 MPH

ENUMERATOR CH

LOCATION Pedleton Lane / site access

DIRECTION NORTH / [illegible]

WEATHER DRY



SPEED SURVEY

bwb consulting

DAY/DATE Thursday 17/06/10

TIME 9.30-10.30

START TUNING FORK TEST READING 50 MPH

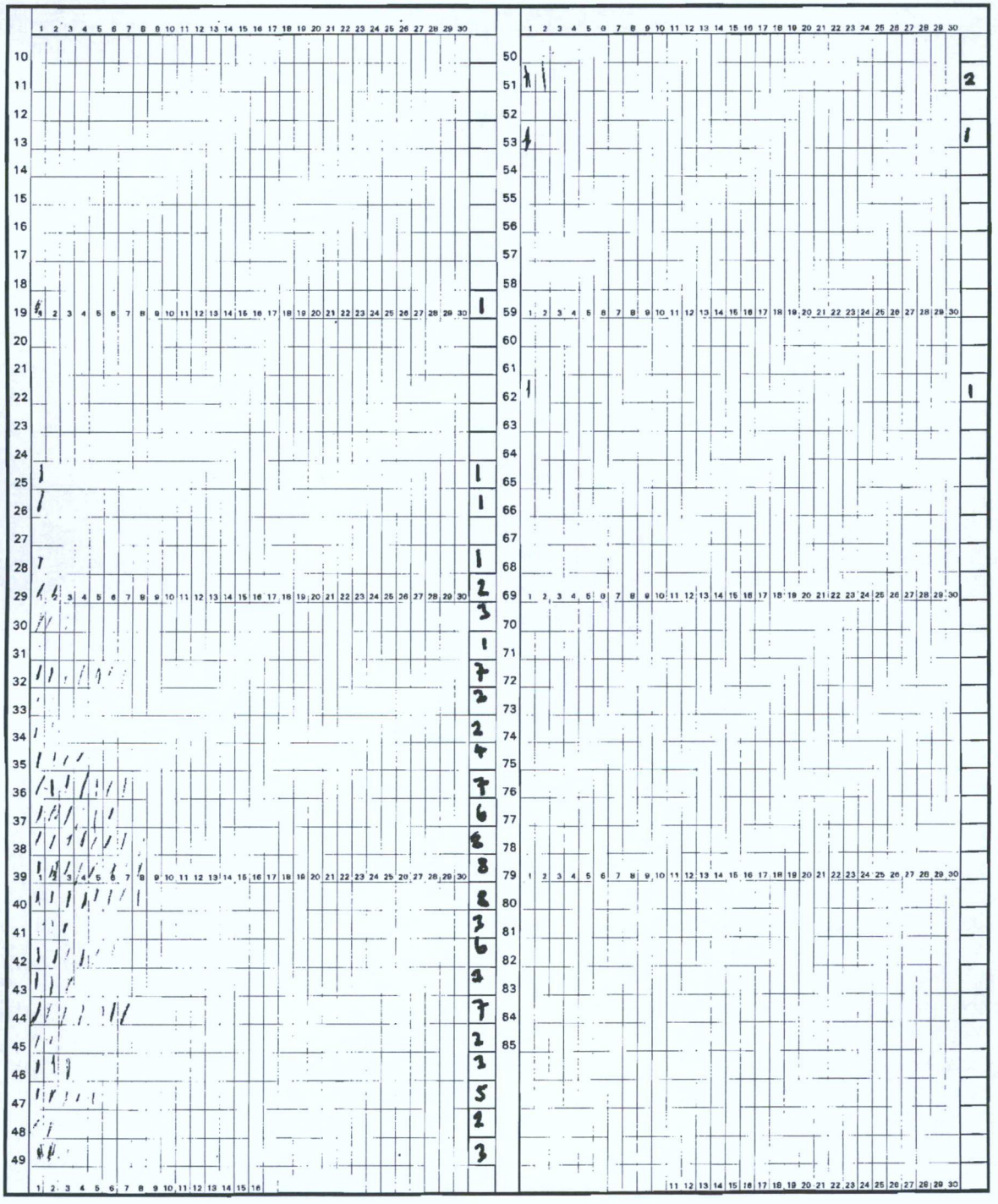
END TUNING FORK TEST READING 50 MPH

ENUMERATOR CH

LOCATION Redditch Lane / site across

DIRECTION SOUTH [illegible]

WEATHER DRY



APPENDIX B

TRAFFIC COUNT RESULTS

CATERHILL ROUNDABOUT ASSESSMENT

weather: DRY

survey by: BH

Time	Right	Heavies	Left	Heavies	Right	Heavies	Left	Heavies	Right	Heavies	Left	Heavies
0730-0745	0	0	2	0	36	0	0	0	32	4	0	2
0745-0800	0	0	2	0	41	3	0	0	39	2	1	0
0800-0815	0	0	3	0	43	3	0	0	40	2	0	0
0815-0830	2	0	3	0	46	4	1	0	53	5	1	0
0830-0845	1	0	3	0	49	4	0	0	58	6	0	0
0845-0900	1	0	2	0	44	4	0	0	49	6	0	0
0900-0915	0	0	1	0	36	1	0	0	33	5	1	0
0915-1930	1	0	3	0	27	2	0	0	19	3	1	0

CATERPILLAR NORTHERN ACCESS

Time	Lights	Reserves	Lights	Reserves	Lights	Reserves	Lights	Reserves	Lights	Reserves
1800-1815	27	0	43	1	34	1	32	0	62	0
1815-1830	18	0	35	2	04	0	55	0	58	1
1830-1845	7	0	31	0	25	0	26	1	29	0
1845-1700	7	0	13	2	35	1	42	7	21	0
1700-1715	18	1	32	1	25	0	09	1	09	0
1715-1730	3	0	11	1	24	0	29	2	29	0
1730-1745	1	0	7	2	94	0	29	0	29	0
1745-1800	2	0	4	1	35	0	59	0	59	0

weather: DAY surveyed by: RE

CATEGORY ACCESS

Time	Right		Ahead		Right		Ahead	
0730-0745	0	1	0	0	12	3	16	3
0745-0800	1	0	0	1	13	5	17	5
0800-0815	2	0	1	5	8	5	10	5
0815-0830	2	0	1	5	5	4	10	5
0830-0845	2	0	1	4	5	4	9	1
0845-0900	2	0	1	5	4	5	7	5
0900-0915	3	0	0	4	4	3	3	1
0915-0930	1	0	0	5	4	3	3	1

weather: sunny bayonne DRV CH

ACCESS RATIONALE

Time	Right strip		Heavy weight		Right strip		Heavy weight		Right strip	
1600-1615	21	0	22	5	1	0	1	1	1	1
1615-1630	19	0	22	1	5	0	1	1	0	1
1630-1645	28	0	88	1	3	0	1	1	1	1
1645-1700	18	0	101	0	6	0	3	1	1	1
1700-1715	36	0	43	3	5	0	5	1	5	1
1715-1730	17	0	18	5	1	0	1	1	3	1
1730-1745	9	0	24	1	0	0	1	1	5	1
1745-1800	4	0	7	5	1	0	5	1	1	1

weather: DRY CH

supervised by: [illegible]

weather: partly cloudy DRY CH

SITE ACCESS

Time	Right		Ahead		Right		Ahead		Right		Ahead	
	start	finish	start	finish	start	finish	start	finish	start	finish	start	finish
0730-0745												
0745-0800					5							
0800-0815					1							
0815-0830												
0830-0845												
0845-0900												
0900-0915					1				1			
0915-0930									1			

SITE ACCESS

Time	Light	Heavy	Light	Heavy	Light	Heavy
1000-1015						
1015-1030						
1030-1045						
1045-1100						
1100-1115						
1115-1130						
1130-1145						
1145-1200						

weather: sunny DRY CH

survey by: Bayanus

APPENDIX C

PIA DATA

Rebecca Edwards

From: Rebecca Edwards
Sent: 16 June 2010 11:49
To: 'David.Marvin@leics.gov.uk'
Subject: PIA data request - Peckleton Lane, Desford
Attachments: 100614 PIA location plan.ppt

David,

We require Personal Injury Accident (PIA) data for a stretch of Peckleton Lane, to the south of Desford. Please find attached a plan showing the area for which we require this information.

We already have a copy of the PIAs recorded between April 2002 and November 2006. However, we require information on all accidents recorded since this time. A plan showing the location of any accidents would also be useful.

We accept the cost of £60 + VAT, and trust that you will invoice us. Please quote Job number LCC038 and Purchase Order number TT09/204 on your invoice.

Regards

Rebecca Edwards
Engineer

BWB Consulting Limited, Integrated Engineering and Environmental Consultants
3-4 Kayes Walk, The Lace Market, Nottingham. NG1 1PY

www.bwbconsulting.com T: 0115 9241100 D: 0115 8517413 F: 01159509256

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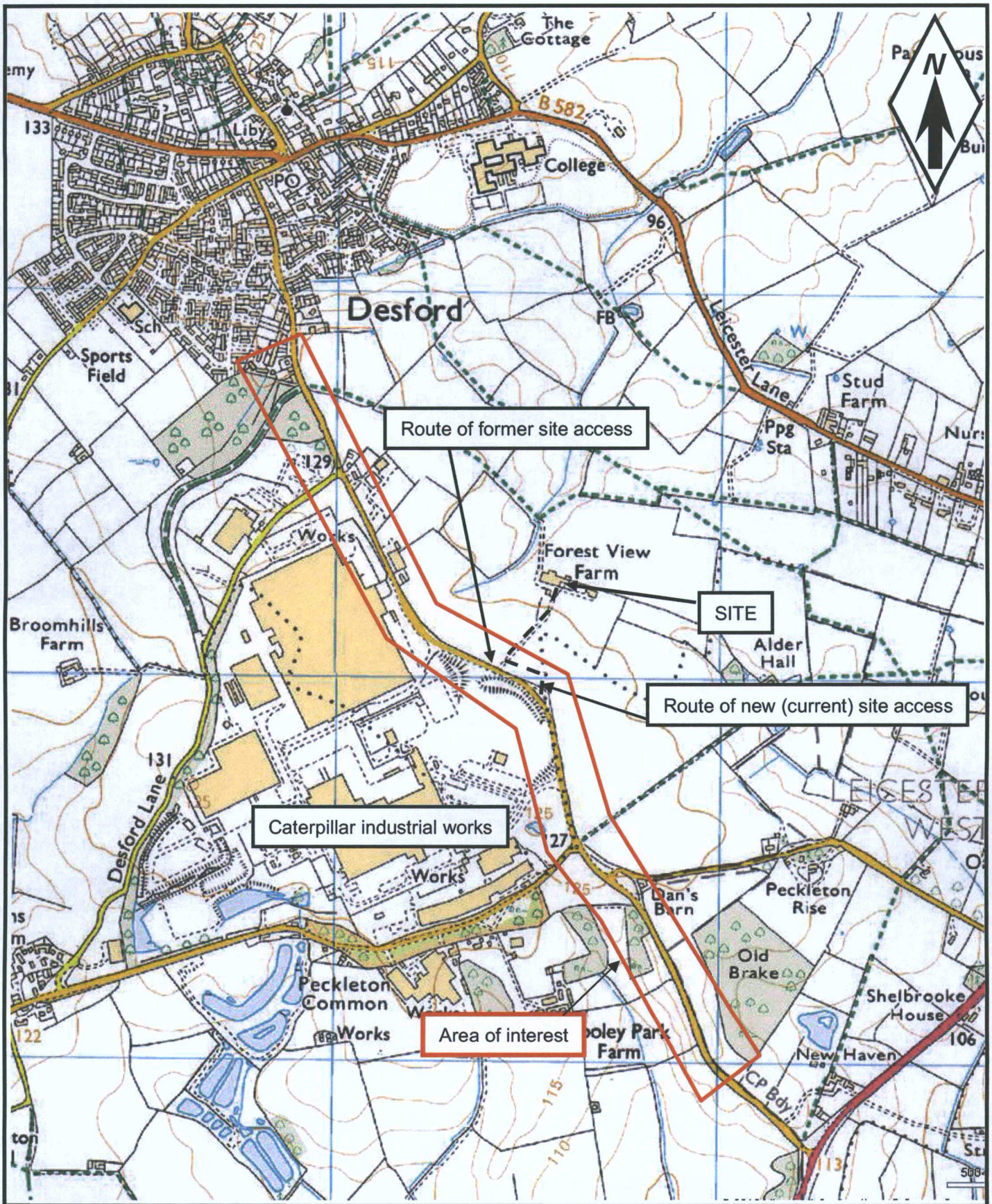


Project	**FOREST VIEW FARM, DESFORD**		
Title	**Area of interest for PIA data**		
Drawn	RE	Approved	CH
Checked	CH	Date	14.06.10
Scale	AS SHOWN		
Drg. No.	FIGURE 1		

BWB CONSULTING

BWB CONSULTING LIMITED
3-4 KAYES WALK
THE LACE MARKET
NOTTINGHAM
NG1 1PY

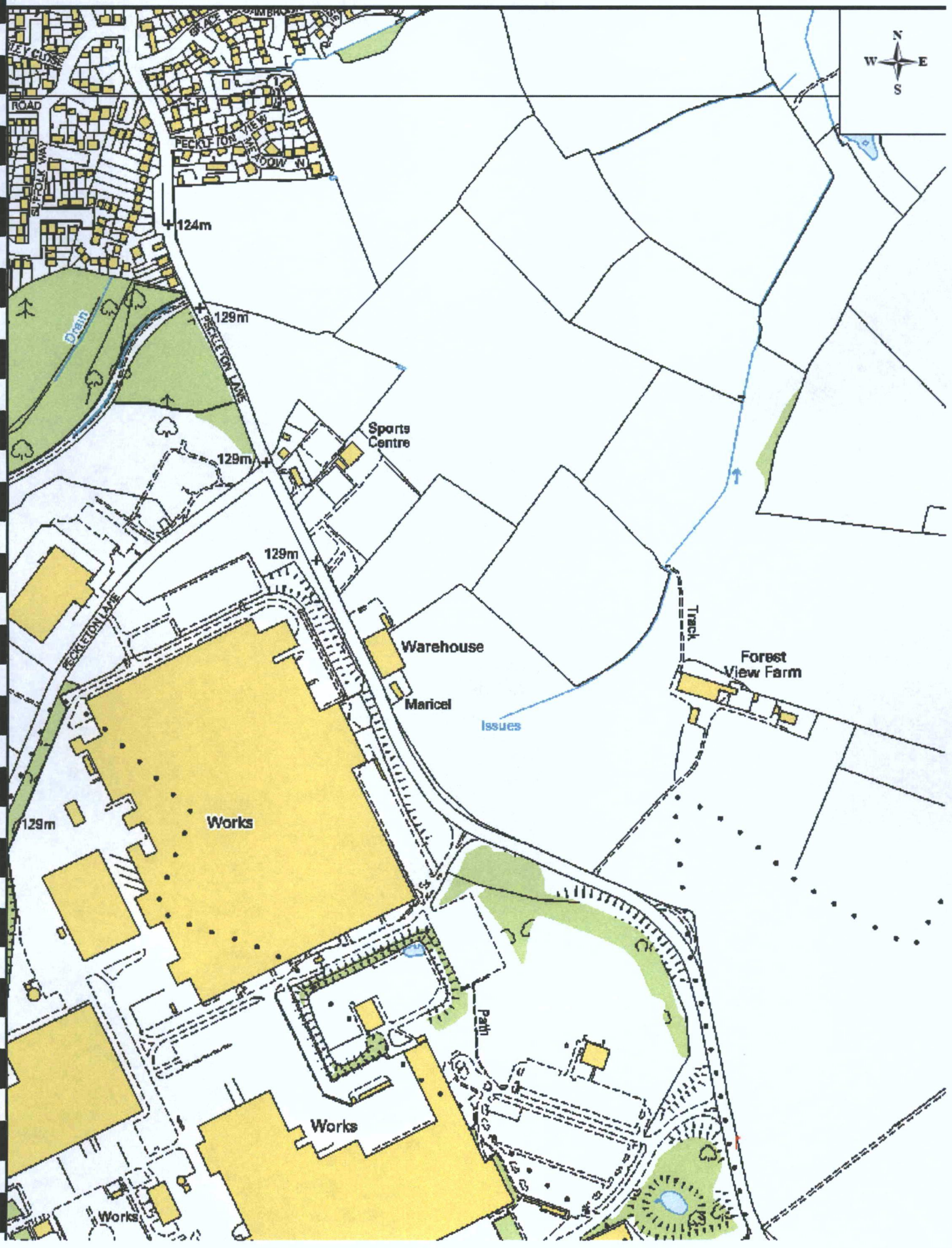
TEL: 0115 924 1100
FAX: 0115 950 3966

Rebecca Edwards

From: David Marvin [David.Marvin@leics.gov.uk]
Sent: 18 June 2010 14:57
To: Rebecca Edwards
Subject: Accident data, Peckleton Lane Desford, Leicestershire. Job LCC038, P/O TT09/204.
Attachments: BWB PECKLETON LANE DESFORD.doc; BWB PECKLETON LANE DESFORD.xls

Dear Rebecca

Please find attached the information that you requested for Peckleton Lane for the date range 01.12.06 to 18.06.10. The cost for this data search is £60.00 plus vat and the invoice will be posted to your Prospect Place office.


N
W
E
S
ROAD
PECKETON
SUFFOLK WAY
124m
129m
Drain
PECKETON LANE
Sports Centre
129m
129m
PECKETON LANE
Warehouse
Maricel
Track
Forest View Farm
Issues
129m
Works
Path
Works
Works

Regards

David Marvin

Leicestershire County Council - Council of the Year 2009

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TRAFFIC ACCIDENTS - SUMMARY REPORT DATE : 18/06/2010
BWB PECKLETON LANE DESFORD 18.06.10

01/12/09 07377 Tue 1845 Darkness: no street lighting
C4102 060 Dry 448595

301685
Slight C4102 PECKLETON LANE DESFORD. EXACT LOCATION UNKNOWN.
V2 TRAV N BRAKES TO AVOID COLLS V1 (LHD HGV) TRAV S ON NORTHBOUND
C/WAY. V3 TRAV BEHIND COLLS REAR V2. V1 MADE NO COLLS LEAVES SCENE.

Goods vehicle 7.5 tonnes mgw and over Driver
N S Going ahead other Not tracedNull >

Car Driver
S N Slowing or stopping Female 44 >
Casualty
Female 44 Driver or rider Slight
Female 12 Vehicle or pillion passenger
Slight

Car Driver
S N Going ahead other Female Null >

Driver k = knows area s = stranger
Breath test + = positive - = negative * = refused
x = not requested > = not contacted ^ = Not provided (medical reasons)

APPENDIX D

TRAFFIC GENERATION FROM THE TRANSPORT STATEMENT

4.0 TRIP RATES AND TRAFFIC GENERATION

4.1 In order to determine the likely trip rates and traffic generation of the proposed development, the TRICS 2009(b) database was studied. All sites in the 'employment – industrial estate' category and located in England were selected, with the exception of sites in Greater London. This category was considered to be the most appropriate to use, as the sites contain a mix of B1 light industrial, B2 general industrial, and B8 storage. All sites with a GFA greater than 2,500sqm were deselected. This provided four sites on four survey days. The TRICS output is contained in Appendix C.

4.2 Further inspection of the four TRICS sites revealed that the industrial estate at Ouell Farm, near Pulborough in West Sussex was highly comparable to the proposed development site, in terms of location, size, and accessibility. The site is a good example of rural farm diversification, and contained a similar number of industrial units, and has a similar GFA.

4.3 However, the Pulborough site has the lowest trip rates of the four sites in the selection. Therefore, for the purposes of a robust assessment, the 85th percentile trip rates were calculated, as shown in Table 4.

4.4 Based on a GFA of 1,100sqm, the proposed development could generate the following vehicle movements:

- 0800-0900 hours 25 arrive 10 depart 35 two-way
- 1700-1800 hours 7 arrive 22 depart 29 two-way

These figures represent a robust assessment, as they do not consider the existing use traffic generation, which has the potential to be much higher than currently occurs, as detailed in Section 2.1.5. In addition, they are based on robust 85th percentile trip rates.

4.5 For clarification, the GFA of 600sqm could generate the following vehicle movements:

- 0800-0900 hours 13 arrive 6 depart 19 two-way
- 1700-1800 hours 4 arrive 12 depart 16 two-way

Again, these figures do not take into account the existing traffic generation, and are therefore robust.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KH	KINGSTON UPON HULL	1 days
	NY	NORTH YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 708 to 2220 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/01 to 19/04/05

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Industrial Zone	2
Village	1
Out of Town	1

RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values

Arrivals: 1.994
Departures: 0.929
Totals: 2.923

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	ES-02-D-04	IND. ESTATE, NEAR HASTIN	EAST SUSSEX	2016	Wed	13/06/01	2.431	0.595	3.026	
2	NY-02-D-01	INDUSTRIAL ESTATE, SHERB	NORTH YORKSHIRE	1197	Tue	19/04/05	2.005	1.003	3.008	
3	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	1.982	0.856	2.838	
4	WS-02-D-04	IND. ESTATE, NEAR PULBOR	WEST SUSSEX	1216	Wed	02/10/02	0.411	0.164	0.575	

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RANK ORDER for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values

Arrivals: 0.617
Departures: 1.264
Totals: 1.881

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	ES-02-D-04	IND. ESTATE, NEAR HASTIN	EAST SUSSEX	2016	Wed	13/06/01	0.198	2.431	2.629	
2	NY-02-D-01	INDUSTRIAL ESTATE, SHERB	NORTH YORKSHIRE	1197	Tue	19/04/05	0.919	1.086	2.005	
3	KH-02-D-02	INDUSTRIAL ESTATE, HULL	KINGSTON UPON HULL	2220	Thu	18/10/01	0.315	1.441	1.756	
4	WS-02-D-04	IND. ESTATE, NEAR PULBOR	WEST SUSSEX	1216	Wed	02/10/02	0.082	0.576	0.658	

Howland, Jenny

From: Simon J Hill [Simon.Hill@leics.gov.uk]
Sent: 27 July 2010 18:25
To: Team P2
Subject: Appeal Reference APP/K2420/A/10/2130/NWF Forest View Farm, Peckleton Lane Desford, Leicestershire. Mr R. Neep

The Planning Inspectorate
Room 3/18b,
Temple Quay House,
2 The Square,
Temple Quay,
Bristol
BS1 6PN

Appeal Reference APP/K2420/A/10/2130/NWF
Hinckley and Bosworth Borough Council Planning Application Number 10/00149/FUL. Mr R. Neep, Forest View Farm, Peckleton Lane Desford, Leicestershire.

Dear Sir/Madam,

I should be grateful if you would accept the attached statement which is presented on behalf of the Leicestershire County Council (Highway Authority), in connection with the appeal identified above.

Yours faithfully,

Simon Hill
Senior Technician
Highways Development Control,
Dept HT&WM,
Leicestershire County Council,
County Hall,
Glenfield,
Leicester
LE3 8RJ

0116 3058202

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HINCKLEY & BOSWORTH BOROUGH COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990

A WRITTEN STATEMENT SUBMITTED BY S. J. HILL ON BEHALF OF THE HIGHWAY AUTHORITY (LEICESTERSHIRE COUNTY COUNCIL) IN CONNECTION WITH AN APPEAL MADE BY MR R NEEP IN RESPECT OF THE REFUSAL OF PLANNING PERMISSION BY THE HINCKLEY & BOSWORTH BOROUGH COUNCIL TO ALLOW ALTERATIONS TO AND CHANGE OF USE OF REDUNDANT AGRICULTURAL BUILDINGS TO B1/B8 USE AT FOREST VIEW FARM, PECKLETON LANE, DESFORD, LEICESTERSHIRE.

Planning Ref: 10/00149/FUL D.O.E. Ref: APP/K2420/A/10/2130136/NWF

THE APPEAL SITE AND SURROUNDINGS

1. On the basis of the submitted plans, the proposal would lead to the creation of 6 new B1 or B8 units at the site having a total floor area of 704 m^2.

2. On the basis of the plans submitted as part of the planning application, vehicular access between the proposal which is the subject of the appeal and the Class III (C4102) Peckleton Lane, Desford will be provided by the existing access to the farm and buildings provided as part of 08/00028/CONDIT and 06/00072/COU for alterations to barn including change of use to industrial premises and creation of access road.

3. The junction of the private access serving the site and C4102 Peckleton Lane is approximately 1107 metres to the south-east of the village of Desford.

4. The point of the access to the site is onto the outside of a sweeping bend. Peckleton Lane in the vicinity of the site access is generally level.

5. The access to the appeal site is approximately 5.0 metres wide at a distance of 9.9 metres from the edge of carriageway and there are existing gates at a distance of approximately 15.5 metres from the edge of carriageway. The access is surfaced with a bituminous material and benefits from formal radius kerbs providing radii of approximately 10.6 metres to the right hand side and 11.4 metres to the left hand side.

6. Peckleton Lane, where it passes the access to the site, is an unrestricted (60mph) Class III classified road (C4102). The carriageway is approximately 7.3 metres wide between kerbs adjacent to the site access. The Highway boundary on the south-west side of the carriageway in the vicinity of the access is at the position of the kerbline and there is no highway verge.

7. At a point adjacent to the appeal site's vehicular access onto Peckleton Lane, the highway has an approximate overall width of 21.5 metres. On the north-east side of the carriageway to the north of the access there is a verge with a width of approximately 3.5 metres leading to a wooden post and rail fence. Behind this fence, to the north of the access, the land within the public highway widens out to extend over a maximum distance of approximately 31 metres from the edge of carriageway. This extent of highway can be accounted for by the fact that it represents the former course of Peckleton Lane before highway improvement works to improve its width and geometry were implemented. The former carriageway can be seen to the north of the access drive.

8. To the south of the access there is a verge with a width of approximately 6.3 metres leading to a hedge.

9. Across the frontage of the access there are appropriate centre of carriageway road markings and road studs and edge of carriageway road markings but there are no street lights.

10. It would appear that visibility out of the access onto Peckleton Lane from a set back point of 2.4 metres at the centre of the access is appropriate (i.e. 160 metres). (Appropriate visibility splays, including forward visibility splays of 160 metres over third party land on the opposite side of the carriageway to the development site have been secured as part of 08/00028/CONDIT and 06/00072/COU for alterations to barn including change of use to industrial premises and creation of access road. These planning applications have been implemented.)

11. Over a distance of 15.8 metres from the carriageway, the access has a downward gradient of approximately 1:13.

TRAFFIC

12. The most recent traffic flow census within the vicinity of the appeal site was carried out by Leicestershire County Council on the 8th July 2010 in

the immediate vicinity of the junction of the appeal site access with Peckleton Lane (see Appendix 1). It can be seen from the data that there was a combined two way flow over a 12 hour period of 4580 vehicles on the Peckleton Lane (2286 vehicles travelling in a northbound direction and 2294 vehicles travelling in a southbound direction). It is suggested that these figures indicate that Peckleton Lane is relatively busy road.

13. Of this traffic carried by Peckleton Lane, 259 movements were by Other Goods Vehicles (OGV 1 and OGV 2) including 155 by rigid vehicles with four or more axles, or articulated vehicles, or goods vehicles towing a caravan or trailer (OGV 2). This indicates that Peckleton Lane carries a significant level of HGV traffic.

14. A traffic speed survey was carried out on the 13th July 2010 at the junction of the appeal site access with Peckleton Lane. Measured 85th percentile wet weather speeds for vehicles travelling to the north-west were 49.7 mph and 51.9 mph for vehicles travelling to the south-east (appendix 2).

ACCIDENTS

15. There have been 6 recorded personal injury accidents on Peckleton Lane within 700 metres in either direction from the junction of the appeal site access during the 5 years up to present date (appendix 3). The accident details recorded include a fatality (accident 1).

16. 5 accidents, including the fatality, involved vehicle turning manoeuvres at junctions. Accident 6 involved an HGV.

17. The presence of these injury accidents confirms that hazards exist along Peckleton Lane. Taking into consideration the characteristics of the accidents it would be reasonable to suggest that a significant contributory factor was poor judgement while travelling at speed.

TRIP GENERATION

18. The existing lawful permitted uses served by the existing access onto Peckleton Lane is 2 dwellings, a B1/B8 unit permitted by 08/00028/CONDIT and 06/00072/COU, former agricultural buildings and agricultural land.

19. The Countryside Agency published a report in May 2002 titled "Traffic and Transport Issues in Farm Diversification" (Their Ref. CAX 108). The report

is an analysis of questionnaires returned from 28 case study farms recording traffic movements over a complete week associated with the residential, business and operational use of the farms.

20. In general the study revealed that the average number of vehicular movements (trips) associated with the residential, business and operational use of the farms was 126 trips per week (between 18 and 21 trips per day i.e. 6 or 7 day week). As the lawful use of the site that is the subject of the appeal is not the residential, administrative and operational headquarters of a working farm, but only agricultural buildings it is likely that it would generate only a small percentage of these trips. Traffic generation associated with an agricultural use is not consistent, is subject to seasonal fluctuation and on average is low key.

21. The Leicestershire County Council is a license holder and has access to the TRICS (Trip Rate Information Computer System) Database. TRICS gives details of the likely trip generation rates following extensive surveys for a range of developments. Whilst it should be used with caution, the data from TRICS is reasonably reliable and generally accepted as indicative of the potential for traffic generation at similar sites. Information provided on this database suggests that on a weekday, privately owned housing generates a mean of 5.59 trips per household. The 2 residential dwellings at the site are therefore likely to lead to 11.18 trips per day.

22. On the basis of the submitted plan, the existing B1/B8 unit permitted by 08/00028/CONDIT and 06/00072/COU has a floor area of approximately 270m^2.

23. Taking into consideration the submitted Transport Statement by BWB Consulting, a GFA of 600 sqm could generate 19 trips in the a.m. peak hour and 16 trips in the p.m. peak hour. The proposed development has a floor area of 704 sqm and so would lead to a higher traffic generation.

24. The appeal site is not at a sustainable location in proximity to built up areas, is not served by public transport links and is not easily accessible by walking. At this location, dependency on the motor vehicle will be increased and therefore the daily trip rate generated by the proposed development is likely to be higher.

25. Under the circumstances, it is reasonable to suggest that the proposed change of use will lead to a significant increase in traffic using the access onto C4102 Peckleton Lane.

POLICY AND GUIDANCE

26. The design policy guide covering Leicestershire is "The 6Cs Design guide- Highways, transportation and development". Originally developed by Leicestershire County Council it has since been adopted by Leicester City Council, Derbyshire County Council and Nottinghamshire County Council. It was drawn up by a working party comprising officers from Leicestershire County Council and a representative of the district planning authorities. The working party consulted widely with a range of public and private bodies, almost 3000 Leicestershire households, all other Leicestershire local authorities and the emergency services before presenting its proposals for approval.

27. The project team consulted with Government Office East Midlands (GOEM) regarding the content and status of "Highways, transportation and development". GOEM advice was that in view of changes in the planning legislation it would be appropriate to adopt the document as County Council Policy.

28. Htd was adopted as a policy document by Leicestershire County Council on 22/9/04. The document replaced the previous publication "Highway Requirements for Development". Since 22/9/04, it has been regularly reviewed to ensure that it remains relevant and up to date.

29. The document "Highways, transportation and development" reflects government policy and guidance, particularly PPS3, PPG13, and the most recent version, adopted by full Council in December 2007 and updated in April 2009, has been prepared to take account of the Manual for Streets and the new Guidance on Transport Assessments. The guidance it contains reflects the evidence based work carried out to support the Manual for Streets. It is also supported by other local policies and strategies, including the Local Transport Plan and the County Council's walking and cycling strategies. The authorities who have adopted the document are to continue to develop Htd to ensure that it reflects national, regional and local policies.

30. "The 6Cs Design guide- Highways, transportation and development" can be accessed by the web at www.leics.gov.uk/htd.

31. In connection with previous appeals, Planning Inspectors have attached significant weight to the document and have accorded it supplementary planning guidance status.

32. The Leicestershire County Council's Highways Development Control policy is stated clearly in Section IN4 paragraphs 1.24 to 1.26 (appendix 4). It is reasonable to conclude from the policy statements that development should only be considered acceptable where access roads are suitable for the type of development and it must be safe for all road users, promote road safety and reduce personal safety risks whether real or imagined.

33. The policy regarding access to the road network is stated clearly in Section IN5 paragraphs 1.27 to 1.35 (appendix 4). The Highway Authority will expect that access layout will comply with appropriate design guidance and it will recommend refusal of any planning application that raises concern about highway safety.

34. Generally, in accordance with Section IN5 paragraph 1.32, on other classified roads (Class III roads such as Heath Road) and unclassified roads, new accesses and the increased use of existing accesses will normally be resisted on roads without street lighting and where there is an existing problem with road safety.

35. Annex B of the March 2001 edition of Planning Policy Guidance Note (PPG13) provides guidance for the control of development with access to trunk roads. Furthermore specific clauses from Annex B state that:-
"Whatever the type of access, safety considerations will be paramount"
"Local Authorities should apply the same principles when formulating their policy on local roads".

36. The December 2001 edition of Government Circular "Control of Development Affecting Trunk Roads and Agreements with Developers" superseded Circular Roads (CR) 4/88. Selected text from Part 1 (Access to all-purpose trunk roads) of the document refers to research into accidents and states that:-

"Vehicles about to leave the main road are bound to slow down in relation to the higher traffic speed of those staying on the main road, while vehicles joining the main road will take time to match the speed of traffic already on it. Tail end collisions can take place in these circumstances. Safety issues also arise in the case of an access that provides for a right turning movement across the opposing traffic flow. There is then the

added hazard of collision between a faster moving vehicle and one that is effectively stationary".

37. The principles contained in the Highways Agency Technical Directives TD9/93, TD 41/95 and TD42/95 and Department of Transport Advice Note TA 57/87 should also be taken into consideration when dealing with the control of development.

38. Department of Transport Advice Note TA 57/87, Roadside Features and more recently Highways Agency Advice Note TD 41/95, Vehicular Accesses To All Purpose Trunk Roads, cite the results of studies into accidents. TA 57/87, paragraph 9.3.1 states that: -

"In 1985 60% of all personal injury accidents on roads occurred at junctions of which 10736 (or 4.4%) were described as private drives or entrances".

39. TD 41/95 Annex 1, paragraphs A1.13 and A1.14 state:-

"There was a reduction in personal injury accidents in Great Britain between 1980 and 1992, the latest year for which figures are available. As indicated in paragraph 1.8, accidents associated with junctions and accesses have not fallen as fast as others. Although accidents at junctions and direct accesses have only fallen by 2% there has been a significant reduction in the severity with fatal and serious accidents falling by 36% in urban areas and by 11% and 32% respectively in rural areas. Slight accidents on the other hand increased by 4% in urban areas and soared by 49% in rural areas to just over 18000. Considering just those accidents reported as occurring at private drives or entrances (the least used of accesses), these have risen by 15% between 1980 and 1992. On rural roads, fatal accidents have increased by 28%, but serious accidents (considerably more), have fallen by 32%. Slight accidents have increased by 42% to 2319. Overall, on rural roads, personal injury accidents have increased by 16%".

40. TD 41/95 continues in paragraph 1.17 with respect to private drives and entrances and states:-

"It has to be recognised that conflicting traffic movements in and out of them are quite low and accidents are therefore sparsely distributed among numbers of lightly trafficked accesses, nonetheless they do constitute a very real risk".

41. In 2000, the report "Tomorrows Roads- Safer for Everyone" was published by the Department of the Environment, Transport and the Regions which set out the Government's road safety strategy and casualty reduction targets for 2010. This included 3 targets: "a 40% reduction in the number of people killed or seriously injured in road accidents; a 50% reduction in the number of children killed or seriously injured; and a 10% reduction in the slight casualty rate". The DfT is currently consulting on a new road safety strategy to cover the period 2010 to 2020. 'A Safer Way: Making Britain's Roads the Safest in the World' looks to continue the progress made in the last 10 years and rise to particular challenges such as reducing the number of road deaths, improving safety on rural roads and encouraging more walking and cycling by reducing the risk to individual walkers and cyclists on the transport network. The proposed strategy increasingly recognises the key role that improving road safety will play in supporting wider Government objectives such as supporting the economy, protecting the environment and improving public health.

42. Reducing road casualties is a priority in the Leicestershire Local Transport Plan 2006-2011 (LTP2), published in March 2006. The strategy for improving road safety contained in the LTP2 includes challenging casualty reduction targets. The strategy is based upon providing a safer road environment, managing speed, improving safety for vulnerable road users and for people in disadvantaged communities and encouraging safer driving. The role of infrastructure design and access to new development is acknowledged. Key outcomes are currently monitored through a robust performance management regime. Significant progress has been made in the first 3 years of LTP2 in reducing the number of people and children killed & seriously injured, the number of motorcyclists killed & seriously injured and the number of slight injuries on Leicestershire's roads.

43. 'The 6Cs Design guide- Highways, transportation and development' supports the strategy and targets for improving road safety contained in the LTP2 and in Government road safety strategy documents.

HIGHWAY SAFETY

44. The objection to the proposed development relates to the increase in turning traffic onto and off Peckleton Lane. Any turning manoeuvre onto or off any road presents a potential hazard. It is not only dependent on the volume and speed of traffic on the road, but also whether drivers travelling along that road would be expecting/anticipating such turning movements