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: 25/00523/FUL

Highway Reference Number: 2025/0523/04/H/R2

Application Address: Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE

Application Type: Full

Description of Application: Re-consultation. The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping

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GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Barberry Bardon Limited

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Bagworth & Thornton

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 116 of the National Planning Policy Framework (2024), 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 re-consulted on an application for *'The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping'.* The proposals are located at Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE.

The LHA previously requested the Applicant provide further information in observations dated 4th August 2025. The outstanding matters raised are listed below for clarity:

- Amendments to the site access design, including visibility splays and ghost right turn details.
- Details in relation to the existing 7.5t weight restriction and supporting HGV tracking.
- Existing highway boundary and the proposed land take required for the proposed works to be shown on a revised drawing.

- Swept path analysis for a Maximum Legal Length Articulated Vehicle (18.55).
- Topographical survey.
- Committed developments.
- Flow diagrams.
- Junction modelling for junctions 1 and 10 to be re-run.

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

- DTA Transport Planning Consultants – Transport and Access Note 1.
- bhb architects - Proposed Site Plan – Orientated. Drawing Number 4092 – 06 Rev. E.

Site Access

The LHA previously requested consideration of an access from B585 Wood Road due to the implications in respect of the existing 7.5t weight restriction on Station Road. Upon further discussion the Applicant has stated that the access would not be viable in this location due to the operational requirements of the end user, Pall-Ex, to deliver an access road appropriate to allow sufficient stacking of HGVs. Alongside this the Applicant has stated there would be potential issues with access design and visibility due to sections of unregistered land. The LHA note that the red-line boundary (location plan), does not abut the highway along B585 Wood Road and therefore an access in this location would not be achievable by virtue of this.

The access is proposed from Station Road, which is subject to a 7.5t weight restriction. Section 2.4 of the Transport and Access Note states, *'The existing locations for the 7.5t weight restriction signs are located at the B585 / Station Road roundabout. This is considered a suitable location as the roundabout currently provides an appropriate turning facility for any vehicles not entering the restricted area.'* There is an existing exemption within the weight limit order for access, therefore with the existing weight restriction in place, HGVs could legitimately enter the weight restriction zone for the purpose of accessing the site.

The LHA are of the view that should the terminal point of the existing restriction remain unchanged, the only change to demand for HGVs to enter the weight restriction zone would be for access to the site, approximately 250m from the existing weight restriction. Routing of HGVs has been provided based on a first principles approach from the existing Pall-Ex site on Victoria Road, which is approximately 700m from the proposed site. This routing demonstrates there would be no demand for any HGVs to travel south of the access, with all HGVs shown to travel north of the access and on to the wider highway network. The LHA will seek to secure positive HGV signage at the site access, for all HGVs to turn left upon leaving the site to avoid the residential areas to the south. The LHA will also seek to secure the end user as Pall-Ex via planning condition, in order to avoid any alternative user potentially using inappropriate routes.

Therefore, whilst an access via B585 Wood Road would have avoided the need for HGVs to enter the weight restriction entirely, on balance of the above, and there being no suitably identified alternative terminal point for the weight restriction to be relocated to, the LHA do not consider that this would result in an unacceptable impact on highway safety, or a severe impact on the highway network in the context of paragraph 116 of the National Planning Policy Framework (2024). It would therefore be unreasonable to seek to resist the proposals on this basis.

The LHA have reviewed drawing 4092 – 06 Rev. E (Site Plan) which shows corner radii of 15m with 30m length tapers as per the Design Manual for Roads and Briges (DMRB) CD123 paragraph 5.6.3. Dimensions for the right-turn lane are shown on the drawing in accordance with Table 5.22 of the DMRB CD123, including lane widths, turning length, deceleration length and the direct taper length.

The lane widths of 3.0m at the refuges are in accordance with the requirements of LTN1/20 Para 7.2.5.

The visibility splays shown are in accordance with Table 6 of the Leicestershire Highway Design Guide (LHDG), for the recorded 85th percentile vehicle speeds previously submitted, with a setback distance of 4.5m.

The LHA welcome that drawing 25435-02 Rev E, (within the Transport and Access Note), demonstrates swept paths of an articulated vehicle of 18.55m in length at a speed of 15kph, these show a 500mm clearance to the kerbs. This is therefore acceptable.

It remains that the proposed land to be dedicated as highway has not been shown on a drawing, the Applicant should note that as part of a future S278 process, this will be required

The access proposals as shown on Proposed Site Access GA With Vehicle Tracking (HGV) drawing number 25435-02 Rev. E are therefore acceptable subject to a S278 detailed design and technical approval and will be secured by way of planning condition.

Off-Site Highway Works

Proposed shared use foot/cycleway

Drawing 4092 – 06 Rev. E shows a 4m wide shared use foot/cycleway will be provided which includes a 1.0m wide buffer strip. Station Road has a speed limit of 40mph therefore the buffer strip is in accordance with LTN1/20 Table 6-1.

The Applicant has submitted a pedestrian crossing assessment which confirms the suitability of the proposed tactile dropped crossings at this location.

The proposed off-site highway works are therefore acceptable subject to a S278 detailed design and technical approval and will be secured by way of planning condition.

Junction 10 West Lane (B585)/ Interlink Way/ B585/ Access Road – proposed mitigation scheme

As discussed in the Junction Capacity Assessment section below, due to the impact of the development proposals, the Applicant has proposed a mitigation scheme for this junction.

The proposals are shown on drawing number 25435-04. Whilst the proposals have not been supported by a Stage 1 Road Safety Audit (RSA), the changes are relatively minor; nonetheless, a Stage 1 RSA will be required a part of a future S278, and it is at the Applicant's own risk to not provide this as part of the planning process.

The Applicant is advised that although the principal of the scheme is acceptable, the following points will need to be addressed at the S278 detailed design and technical approval stage;

- Road markings on the circulatory carriageway should be provided to help separate the two side by side vehicle manoeuvres.
- Vehicle speeds of 15kph should be used for swept path analysis. A note should be added to the drawing confirming this.
- Drawings should be shown on a topographical survey.

The LHA will seek to secure the implementation of the scheme by way of planning condition.

Highway Safety

As per previous comments the LHA are satisfied there are no patterns/trends discernible within the previously submitted Personal Injury Collision (PIC) data that would suggest that the proposed development would exacerbate any known highway safety concerns and the access and off-site highway works proposals are acceptable. The LHA is therefore satisfied that the development proposal would not introduce any highway safety issues.

Interim Coalville Transport Strategy

As outlined in the previous LHA observations, in collaboration with the Local Planning Authority (LPA), the LHA has an evidenced understanding of the cumulative effects of development on the highway network within the Coalville area. A significant mitigation package of network improvements known as the Interim Coalville Transport Strategy (ICTS) is planned to safeguard against rates of deterioration and optimise traffic flow, whilst maintaining safety, on the A511.

The comprehensive package of transport works includes walking, cycling, and bus service improvements, as well as highway link and junction improvements.

The LHA therefore advises a contribution to the continuation and implementation of improvements to the A511 is required, which will be secured through the Section 106 agreement. This will be sought commensurate with other developments in the area, for example 18/01890/OUTM Land East Of Regs Way.

The ICTS can be found at:
https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/9/27/Interim-Coalville-TransportStrategy.pdf.

The LPA have confirmed the developable area of the site to be 12 hectares. Based on the rate of £53,083 per hectare a contribution of £636,996 will therefore be sought.

Trip Generation, Distribution and Assignment

As per the LHAs previous response, the first principles approach to assessment of trip generation was considered a robust assessment and is accepted by the LHA.

Traffic Flow Scenarios

The LHA requested the Applicant consider other committed developments alongside the Aldi Distribution Centre (20/00224/FUL). The Applicant has subsequently included the following developments:

- 21/00531/HYB - Wood Farm Stanton Lane Ellistown Coalville Leicestershire LE67 1FF.
- 13/00956/OUTM South East Coalville SUE. Land Off Grange Road Grange Road Hugglescote Leicestershire.
- 21/02281/FULM Land West Of Regs Way Bardon Leicestershire
- 16/01187/VCIM Land At Lower Bardon Grange Road

The above have been included to the traffic flow scenarios and updated junction capacity assessments.

The LHA previously requested flow diagrams to be submitted for review, the Applicant has provided these within the Transport and Access Note and via an email from the Applicant dated 12 September 2025.

These traffic flows have been reviewed by the LHA and are accepted.

Junction Capacity Assessments

The Applicant has assessed the following junctions with the updated aforementioned information.

- Junction 1: Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Junction 2: Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Junction 3: Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Junction 4: Grange Road (B582)/ Ibstock Road (A447) priority junction
- Junction 5: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Junction 6: Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- Junction 7: M1 Junction 22
- Junction 8: Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)
- All roundabouts along the B585 up to the A511:
- Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585
- Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road
- Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S)

Junction 1: Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout.

The results of the ARCADY assessment for the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout are shown in Figure 1 of the Transport and Access Note, replicated below:

Figure 1 – Junction 1 modelling results

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 - Base					
A - Station Road	0.2	3.33	0.13	0.1	2.95	0.09
B - Wood Road	0.4	5.66	0.28	0.2	4.65	0.16
C - B585 (ETR)	0.7	6.51	0.40	0.4	5.11	0.29
	2030 - Future Year					
A - Station Road	0.2	3.40	0.14	0.1	2.98	0.10
B - Wood Road	0.5	5.86	0.30	0.2	4.74	0.17
C - B585 (ETR)	0.8	6.82	0.42	0.5	5.25	0.30
	2030 - Future Year + Committed Dev					
A - Station Road	0.2	3.77	0.15	0.1	3.18	0.10
B - Wood Road	0.8	7.49	0.39	0.5	6.55	0.29
C - B585 (ETR)	1.8	10.62	0.60	0.8	7.07	0.42
	2030 - Future Year + Committed Dev + Development					
A - Station Road	0.2	4.04	0.17	0.4	4.06	0.29
B - Wood Road	1.1	8.82	0.49	0.8	8.16	0.39
C - B585 (ETR)	6.8	30.25	0.85	1.6	10.09	0.59

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1 implying that the demand flow is equal to the capacity. Typically, a value of 0.85 is seen as the practical threshold for capacity, with results higher than this more likely to experience queuing or delay.

The above shows a maximum RFC of 0.85 in the future assessment year scenario, it is noted that this junction was modelled using a flat traffic profile and not the standard 'peak within the peak' profile, as was used in all the other junctions modelled, the LHA have therefore re-run this using the standard profile and found the RFC on arm C to have an RFC value of 0.95 and delays increasing from the 30.25s shown above to 56.89s, as shown below on the output of the LHA's model run:

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 Base					
A - Station Road	0.2	3.44	0.14	0.1	3.00	0.10
B - Wood Road	0.5	5.96	0.31	0.2	4.78	0.18
C - B585 (ETR)	0.9	6.98	0.44	0.5	5.33	0.32
	2030 Future Year					
A - Station Road	0.2	3.52	0.15	0.1	3.04	0.11
B - Wood Road	0.5	6.20	0.33	0.2	4.88	0.19
C - B585 (ETR)	1.0	7.37	0.47	0.5	5.50	0.34
	2030 Future Year + Committed Dev					
A - Station Road	0.2	3.97	0.17	0.1	3.27	0.12
B - Wood Road	0.9	8.14	0.44	0.6	6.91	0.32
C - B585 (ETR)	2.3	12.47	0.66	1.0	7.65	0.47
	2030 Future Year + Committed Dev + Development					
A - Station Road	0.3	4.24	0.19	**0.5**	**4.34**	**0.33**
B - Wood Road	1.4	9.95	0.54	**0.9**	**9.01**	**0.44**
C - B585 (ETR)	13.6	56.89	0.95	**2.1**	**11.92**	**0.65**

The LHA will therefore seek to secure a scheme of mitigation for this junction via a suitably worded condition.

Junction 2: Ellistown Terrace Road/ Victoria Road (B585) signalised junction

The Applicant has undertaken a LINSIG assessment of the Ellistown Terrace Road/ Victoria Road (B585) signalised junction, shown in Table 1 of the Transport and Access Note, replicated below:

Table 1 – Junction 2 modelling results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year + Committed Development				
B585 - Victoria Road	43.3%	5.8	28.7%	3.3
Ellistown Terrace Rd (E)	54.9%	9.3	41.2%	6.3
Ellistown Terrace Rd (W)	54.8%	5.7	41.7%	4.0
2030 Future Year + Committed Development + Development				
B585 - Victoria Road	60.5%	10.6	37.3%	4.6
Ellistown Terrace Rd (E)	58.0%	10.0	56.8%	10.0
Ellistown Terrace Rd (W)	59.3%	6.7	53.8%	5.1

For LINSIG assessments the operation of individual junction arms is expressed in terms of Degree of Saturation (DoS), whilst overall junction performance is expressed as Practical Reserve Capacity (PRC). This is 90% degree of saturation on any given approach lane (i.e. if any lane exceeds 90% then PRC will become a negative value).

A maximum DoS of 60.5% is shown in the future year assessment scenario, the LHA therefore ascertain that the junction will operate within capacity in the future year scenario.

Junction 3: Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads

The Applicant has undertaken a PICADY assessment of the Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads, using the industry standard Junctions 11 software. The results of which are shown in Table 10 of the Transport Assessment, replicated below.

Table 10 – Junction 3 Left Right Staggered – Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
Stream B-CD	0.3	7.83	0.21	0.2	6.41	0.14
Stream B-A	0.2	15.27	0.17	0.1	9.37	0.10
Stream AB-CD	0.6	7.76	0.31	0.3	6.30	0.20
Stream D-AB	0.9	10.13	0.46	0.1	5.69	0.11
Stream D-C	0.0	9.68	0.01	0.0	8.25	0.01
Stream CD-AB	1.6	10.04	0.53	0.2	6.03	0.13
2030 Future Year + Committed Development + Development						
Stream B-CD	0.3	7.97	0.21	0.2	6.47	0.14
Stream B-A	0.3	16.07	0.19	0.1	10.13	0.11
Stream AB-CD	0.7	7.99	0.32	0.5	7.04	0.29
Stream D-AB	1.3	12.56	0.55	0.2	6.19	0.17
Stream D-C	0.0	10.26	0.01	0.0	8.73	0.01
Stream CD-AB	1.9	10.18	0.56	0.2	5.91	0.14

*Arm A – B585 (N), Arm B – B585 Bagworth Rd (E), Arm C – Bagworth Rd (S), Arm D – B582

As shown above the staggered junction is expected to operate within capacity in the future scenarios with a maximum RFC of 0.56.

Junction 4: Grange Road (B582)/ Ibstock Road (A447) priority junction

The Applicant has undertaken a PICADY assessment of the Grange Road (B582)/ Ibstock Road (A447) priority T-junction, using the industry standard Junctions 11 software. The results of which are shown in Table 11 of the Transport Assessment, replicated below.

Table 11 – Junction 4 Priority T-Junction – Junction Modelling Results

Arm	AM Peak (0700-0800)			PM Peak (1800-1900)		
	Queue	Delay(s)	RFC	Queue	Delay(s)	RFC
2030 Future Year + Committed Development						
Stream B-C	0.1	15.75	0.05	0.0	6.04	0.01
Stream B-A	0.5	14.47	0.32	0.3	9.11	0.24
Stream C-AB	0.1	6.41	0.04	0.0	6.55	0.01
2030 Future Year + Committed Development + Development						
Stream B-C	0.1	16.11	0.06	0.0	8.20	0.01
Stream B-A	0.5	15.33	0.34	0.5	10.37	0.32
Stream C-AB	0.2	7.40	0.07	0.0	7.34	0.02

*Arm A – A447 Ibstock Road (NW), Arm B – B582 Grange Rd, Arm C – A447 Ibstock Road (S)

The above results demonstrate the junction is forecast to operate well within capacity in the future year scenario with a maximum RFC of 0.34.

Junction 5: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)

The results of the ARCADY assessment for the Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout) are shown in Table 2 of the Transport Assessment, replicated below:

Table 2 – Junction 5 modelling results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year				
A – A511 Shaw Lane	75.0%	13.6	48.7%	6.6
B – Beveridge Lane	67.8%	3.5	49.2%	1.8
C – A511 Bardon Road	99.5%	24.7	45.3%	0.4
Circulatory Carriageway	28.1%	1.4	21.4%	1.3
2030 Future Year + Committed Development				
A – A511 Shaw Lane	90.1%	24.6	54.9%	6.9
B – Beveridge Lane	80.8%	7.7	71.4%	5.0
C – A511 Bardon Road	169.7%	275.1	80.8%	3.8
Circulatory Carriageway	30.0%	2.0	37.4%	2.6
2030 Future Year + Committed Development + Development				
A – A511 Shaw Lane	100.6%	53.1	62.1%	8.7
B – Beveridge Lane	81.6%	8.2	79.7%	8.0
C – A511 Bardon Road	172.9%	284.2	86.9%	7.3
Circulatory Carriageway	34.9%	2.0	41.3%	2.6

Junction 5 is set to operate above capacity in the future year scenarios, however, due to the Applicant's contribution to the Interim Coalville Transport Strategy, this mitigation is accepted.

Junctions 6 (Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)) and 8 (Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)) also fall into the scheme, the LHA accept that these have not been modelled due to the contribution that will be made to the Interim Coalville Transport Strategy, as part of this development.

Junction 7: M1 Junction 22

The Applicant has undertaken a LinSig assessment of M1 Junction 22. The results of which are shown in Table 3 of the Transport and Access Note, replicated below.

Table 3 - Junction 7 M1 Signalised Roundabout - Junction Modelling Results

Arm	AM Peak (0700-0800)		PM Peak (1800-1900)	
	DoS	Queue	DoS	Queue
2030 Future Year				
A – M1 S/B Off Slip	78.9%	7.8	59.2%	3.9
B – A50	85.2%	11.0	41.1%	2.9
C – M1 N/B Off Slip	65.7%	6.3	37.1%	3.8
D – Cliffe Lane	52.1%	2.1	13.4%	0.3
E – A511	85.8%	14.4	50.7%	5.9
Circulatory Carriageway	87.3%	9.2	58.9%	1.8
2030 Future Year + Committed Development				
A – M1 S/B Off Slip	87.6%	9.7	78.1%	6.5
B – A50	85.6%	11.2	55.3%	4.3
C – M1 N/B Off Slip	65.7%	7.1	60.3%	5.3
D – Cliffe Lane	56.9%	2.9	17.4%	0.4
E – A511	101.2%	46.1	69.2%	9.1
Circulatory Carriageway	99.1%	14.7	78.3%	6.8
2030 Future Year + Committed Development + Development				
A – M1 S/B Off Slip	96.2%	14.9	83.4%	7.6
B – A50	92.5%	14.7	62.3%	5.1
C – M1 N/B Off Slip	74.9%	8.4	64.3%	5.9
D – Cliffe Lane	64.6%	3.3	18.7%	0.5
E – A511	101.5%	48.2	65.7%	8.1
Circulatory Carriageway	99.7%	15.4	82.9%	8.8

Although the above demonstrates the future year scenarios as over capacity the LHA note that optimal signal timings could mitigate this alongside effects from the ICTS. The impact of the development would be negligible, and it would be unreasonable for the LHA to seek to secure any mitigation in relation to this.

Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585

The results of the ARCADY assessment for the West Lane (B585)/ Beveridge Lane/ Walker Road/ B585 are shown in Figure 2 of the Transport and Access Note, replicated below:

Figure 2 – Junction 9 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - Walker Road	D1	0.1	4.70	0.08	A	D2	0.1	3.61	0.05	A
B - B585 - Beveridge Lane (E)		0.7	2.13	0.39	A		0.3	1.65	0.21	A
C - B585 - West Lane (S)		0.5	3.31	0.26	A		0.2	2.21	0.16	A
D - Beveridge Lane (W)		1.1	4.38	0.47	A		0.4	2.78	0.28	A
	2030 - Future Year									
A - Walker Road	D3	0.1	4.93	0.08	A	D4	0.1	3.71	0.05	A
B - B585 - Beveridge Lane (E)		0.8	2.24	0.42	A		0.3	1.68	0.23	A
C - B585 - West Lane (S)		0.5	3.48	0.28	A		0.2	2.26	0.17	A
D - Beveridge Lane (W)		1.2	4.76	0.51	A		0.5	2.88	0.30	A
	2030 - Future Year + Committed Dev									
A - Walker Road	D5	0.1	5.65	0.10	A	D6	0.1	4.17	0.06	A
B - B585 - Beveridge Lane (E)		1.2	2.83	0.51	A		0.5	2.00	0.30	A
C - B585 - West Lane (S)		0.9	4.28	0.38	A		0.5	2.85	0.29	A
D - Beveridge Lane (W)		1.6	5.81	0.58	A		0.6	3.28	0.35	A
	2030 - Future Year + Committed Dev + Development									
A - Walker Road	D7	0.1	5.74	0.10	A	D8	0.1	4.52	0.06	A
B - B585 - Beveridge Lane (E)		1.6	3.31	0.58	A		0.6	2.10	0.35	A
C - B585 - West Lane (S)		0.9	4.40	0.39	A		0.7	3.08	0.36	A
D - Beveridge Lane (W)		1.7	5.96	0.59	A		0.6	3.56	0.37	A

As can be seen in Figure 2, the roundabout is expected to operate within capacity in the future year scenario with a maximum RFC of 0.59.

Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road

The results of the ARCADY assessment for the West Lane (B585)/ Interlink Way/ B585/ Access Road roundabout are shown in Figure 3 of the Transport and Access Note, replicated below:

Figure 3 – Junction 10 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.4	7.07	0.28	A	D2	0.5	5.16	0.17	A
B - Access Road		0.0	5.49	0.01	A		0.1	4.21	0.04	A
C - B585 (S)		0.7	4.47	0.32	A		0.3	3.09	0.14	A
D - Interlink Way (E)		0.3	6.39	0.11	A		0.2	4.36	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	7.61	0.30	A	D4	0.6	5.24	0.18	A
B - Access Road		0.1	5.50	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.8	4.86	0.34	A		0.2	3.01	0.15	A
D - Interlink Way (E)		0.2	6.47	0.12	A		0.2	4.56	0.14	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	4.9	17.94	0.52	C	D6	1.7	7.89	0.31	A
B - Access Road		0.1	6.39	0.02	A		0.1	4.77	0.06	A
C - B585 (S)		1.4	6.18	0.46	A		0.8	4.42	0.31	A
D - Interlink Way (E)		0.3	7.39	0.13	A		0.2	5.10	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	17.9	58.19	0.68	F	D8	2.4	10.92	0.42	B
B - Access Road		0.0	7.74	0.02	A		0.1	5.70	0.06	A
C - B585 (S)		1.3	6.21	0.47	A		0.7	4.88	0.41	A
D - Interlink Way (E)		0.3	7.87	0.13	A		0.3	5.95	0.16	A

As can be seen in Figure 3 the impact of the development on arm A of the junction constitutes a delay of 40.25 seconds. As outlined under the heading 'offsite highway works' above, the Applicant has proposed a mitigation scheme to offset this impact stating in 4.19 of the Transport and Access Note *'The scheme proposes the removal of the white lining and hatching on the southern arm (Arm C), along with the current Arm A right turn only to be updated to allow for ahead and right movements. This would allow for a 2-lane merge exit on Arm C as a secondary movement and hence reduce the impact of the uneven lane usage.*'

As outlined above, the Applicant is advised that although the principal of the scheme is acceptable, minor amendments will be required as part of a future S278 detailed design and technical approval process.

The Applicant has re-assessed the junction based on the mitigation proposals. The results of the revised modelling is shown below:

Figure 4 – Junction 10 mitigation scheme modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2024 - Base									
A - B585 (N)	D1	1.2	6.53	0.27	A	D2	0.6	4.91	0.17	A
B - Access Road		0.0	5.34	0.01	A		0.1	4.20	0.05	A
C - B585 (S)		0.9	4.48	0.32	A		0.2	3.10	0.14	A
D - Interlink Way (E)		0.3	6.71	0.11	A		0.2	4.27	0.12	A
	[Lane Simulation] - 2030 - Future Year									
A - B585 (N)	D3	1.3	6.91	0.30	A	D4	0.7	4.97	0.18	A
B - Access Road		0.1	5.42	0.01	A		0.1	4.02	0.05	A
C - B585 (S)		0.7	4.57	0.33	A		0.2	3.22	0.15	A
D - Interlink Way (E)		0.2	6.74	0.11	A		0.2	4.57	0.13	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev									
A - B585 (N)	D5	3.4	12.36	0.44	B	D6	1.6	7.54	0.31	A
B - Access Road		0.1	6.60	0.02	A		0.1	4.96	0.06	A
C - B585 (S)		1.2	5.93	0.46	A		0.7	4.58	0.30	A
D - Interlink Way (E)		0.3	7.77	0.12	A		0.2	5.33	0.15	A
	[Lane Simulation] - 2030 - Future Year + Committed Dev + Development									
A - B585 (N)	D7	8.5	25.60	0.55	D	D8	2.0	8.70	0.39	A
B - Access Road		0.0	7.75	0.02	A		0.1	5.11	0.06	A
C - B585 (S)		1.4	6.26	0.46	A		1.0	5.11	0.40	A
D - Interlink Way (E)		0.3	7.91	0.13	A		0.3	5.89	0.17	A

The LHA are satisfied that the proposed scheme suitably mitigates the impact of the development proposal and as such will seek to secure these measures via a suitably worded condition.

Junction 11: Victoria Rd / Access Rd(N)/ West Lane(B585)/ Unnamed/ Access Road (S)

The results of the ARCADY assessment for the West Lane (B585)/ Interlink Way/ B585/ Access Road roundabout are shown in Figure 5 of the Transport and Access Note, replicated below:

Figure 5 – Junction 11 modelling results

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Base									
A - B585 (NE)	D1	0.5	4.17	0.30	A	D2	0.2	3.32	0.18	A
B - Unnamed Road		0.0	4.56	0.02	A		0.0	4.36	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.4	3.63	0.27	A		0.2	2.88	0.12	A
E - Access Road (N)		0.0	4.36	0.01	A		0.0	2.51	0.01	A
	2030 - Future Year									
A - B585 (NE)	D3	0.6	4.30	0.32	A	D4	0.3	3.37	0.19	A
B - Unnamed Road		0.0	4.66	0.02	A		0.0	4.42	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.5	3.72	0.29	A		0.2	2.91	0.13	A
E - Access Road (N)		0.0	4.42	0.01	A		0.0	2.53	0.01	A
	2030 - Future Year + Committed Dev									
A - B585 (NE)	D5	1.1	5.78	0.46	A	D6	0.5	4.28	0.30	A
B - Unnamed Road		0.0	5.34	0.03	A		0.0	4.88	0.02	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.7	4.49	0.37	A		0.4	3.64	0.23	A
E - Access Road (N)		0.0	4.68	0.01	A		0.0	2.70	0.01	A
	2030 - Future Year + Committed Dev + Development									
A - B585 (NE)	D7	1.9	7.75	0.60	A	D8	0.8	4.79	0.39	A
B - Unnamed Road		0.0	6.38	0.03	A		0.0	5.36	0.03	A
C - Access Road (S)		0.0	0.00	0.00	A		0.0	0.00	0.00	A
D - B585 (SW)		0.8	4.56	0.38	A		0.6	3.98	0.33	A
E - Access Road (N)		0.0	4.72	0.02	A		0.0	2.89	0.01	A

Junction 11 is shown to operate well within capacity in the future scenarios with a maximum RFC of 0.60.

Internal Layout

As per previous comments, the LHA is satisfied the layout and level of parking proposed is suitable to serve the end-user, Pall-Ex and welcome that drawing 'Car Park Layout - Future Provisions' demonstrates parking in line with standards in the LHDG can be achieved at the site, with one parking space per 120m provided.

Transport Sustainability

Travel Plan

As per previous comments, the LHA will secure the submission of a revised Travel Plan (TP) via condition.

The LHA require the provision of 6 month passes, one per employee at a cost of £605 per pass for an Arriva service. Travel Packs would also be required at a cost of £52.85 per pack, alternatively the Applicant can supply their own, which would be required to be approved by Leicestershire County Council and subject to a £500 administration fee. These will be secured via a S106 agreement.

The Applicant should be aware that a TP monitoring fee of £6,000 will be required as part of a Section 106 agreement.

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 occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

   REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

3. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 4.5 metres by 160 metres to the north-west and 4.5 metres by 125 metres to the south-east 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 (2024).

4. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Proposed Site Access GA With Vehicle Tracking (HGV) drawing number 25435-02 Rev. E 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 (2024).

5. The development hereby permitted shall not be occupied until such time as off street car and HGV parking provision (with turning facilities) have been implemented in accordance with Proposed Site Plan - Orientated drawing number 4092 - 06 Rev. E. Thereafter the onsite parking and turning provision shall be kept available for such us(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 (2024).

6. The development hereby permitted shall not be occupied until such time as positive HGV signage has been provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the signage shall remain in perpetuity.

   REASON: To ensure HGV access via suitable routes In the interests of highway safety and in accordance with the National Planning Policy Framework (2024).'

7. The development hereby permitted shall not be occupied 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 (2024).

8. No part of the development hereby permitted shall be occupied 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 (2024).

9. No part of the development shall be occupied until such time as the offsite works shown on Proposed Site Plan – Orientated drawing number 4092 - 06 Rev. E have been implemented in full.

   REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

10. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such uses in perpetuity.

    REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (2024).

11. The development hereby permitted shall not be occupied until such time as a mitigation scheme for Junction 1 (Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout) has been implemented in full, in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

    REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

12. the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 15 metres of the highway boundary, nor shall any be erected within a distance of 15 metres of the highway boundary unless hung to open away from the highway.

    REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2024).

13. No part of the development shall be occupied until such time as the offsite works in general accordance with the
    Proposed Junction Mitigation Scheme drawing number 25435-04 have been implemented in full.

    REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2024).

14. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and / or the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting those Orders), the development site shall only be occupied by Pall-Ex as outlined in the David Tucker Associates Transport Assessment (DN/BM 25435-02), dated 14 May 2025.

    REASON: In the interests of general highways safety and in accordance with the National Planning Policy Framework (2024) as an alternative occupation of the site could create demand for HGV routing via unsuitable routes.

Contributions

To comply with Government guidance in the National Planning Policy Framework (NPPF) and commensurate with Leicestershire County Council Planning Obligations Policy, the following contributions would be required in the interests of encouraging sustainable travel to and from the site, reducing private car use and mitigating a severe impact upon the highway:

1. Travel Packs; to inform new employees from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which will involve an administration charge of £500.

   Advised Trigger: 100% of contribution paid Prior to Commencement of Development.

Justification: To inform employees from first occupation what sustainable travel choices are available in the surrounding area.

2. Six-month bus passes, one per employee (application forms to be included in Travel Packs and funded by the developer); to encourage employees to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car. This can be supplied through LCC at (average) £605 per pass.

   Advised Trigger: 25% of total obligated contribution paid Prior to 1st Occupation. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total development, except payment may be deferred by agreement with the County Council.

   Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use.

3. STARSfor (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000.

   Advised Trigger: 100% of contribution paid Prior to Commencement of Development.

   Justification: To inform employees from first occupation what sustainable travel choices are available in the surrounding area.

4. A contribution of £636,996 towards improvements to the highway network in Coalville as considered appropriate by North West District Council.

   Advised trigger: Prior to first occupation of the unit.

   Justification: To accommodate the impact from this development on the highway network in accordance with North West Leicestershire District Council Adopted Planning Policy, Priorities for Developer Financial Contributions for Infrastructure Provision Relating to Major Residential Development Proposals in and around Coalville.

Informatives

- 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.

- 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://www.leicestershirehighwaydesignguide.uk/

- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at https://www.leicestershirehighwaydesignguide.uk/

- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk

- 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.

Informatives for S278 detailed design

- The proposals would require the removal of part of the grass verge, there may be statutory undertaker apparatus located within the verge/footway fronting the site; the Applicant will need to undertake surveys and potentially works to relocate these services. Any additional cost that arises because of this would be entirely at the Applicant's expense.
- All S278 works in Leicestershire require core samples of the existing road pavement during the Technical Approval process. This is to ensure that the full area of existing carriageway is suitable for the intensification of use, and that there are no underlying road pavement issues which are not evident on the surface, for example a perished binder layer. The cores also assist with ensuring that the pavement design matches the existing. Any UKAS accredited lab is suitable, their website has a useful search function that can filter geographically for local providers. This can be undertaken at the detailed design stage of the scheme.
- Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that there are no assets in the area of works, or if there are assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected a response letter should be provided with an estimate of works and plan of the works. This can be undertaken at the detailed design stage of the scheme.
- Existing vegetation will need to be cut back to allow for the construction of the access and ensure visibility splays are maintained. Mitigation methods such as replacement planting should be shown on a landscaping drawing. Any vegetation removal should be undertaken to avoid the bird nesting season. A tree survey, Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) will need to be undertaken and submitted to LCC. All these measures can be addressed at the detailed design stage.
- The existing ditch will be affected by the proposals and would need culverting under the access for which Ordinary Watercourse consent would be required. This can be considered at the detailed design stage of the scheme.
- The existing drainage system should be proven by a CCTV survey to ensure it is running

free of blockages and suitable for the proposed changes. The survey should cover the existing highway drainage system to where it outfalls / joins the Severn Trent Water system. A drainage system will be required to ensure that surface water from the development does not flow in to the highway. This can be undertaken at the detailed design stage of the scheme.

- Full width carriageway resurfacing is required across the entire length of the proposed junction. This will eliminate joints and potential weak points in the carriageway and also reduce the chances of differential settlement. This can be undertaken at the detailed design stage of the scheme.

Date Received	Case Officer	Reviewer	Date issued
29 August 2025	**Amy Stone**	**RD**	**17 September 2025**