

AT Contracting and Plant Ltd
Land at Barrow Hill Quarry, Earl Shilton
Highway Impact Statement
July 2023



LAND AT BARROW HILL QUARRY, EARL SHILTON
HIGHWAY IMPACT STATEMENT
JULY 2023

1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS

- 1.1 Bancroft Consulting were appointed by AT Contracting and Plant Ltd to provide highways and transport advice in respect of proposals to develop 36-holiday lodges and a management building on land to the south of Mill Lane in Earl Shilton, Leicestershire. **Figure 1** shows the detailed site location plan.
- 1.2 By way of background, the site has planning consent for the development of 21-holiday lodges and a management building that was approved on 11 April 2023 (Hinckley and Bosworth Borough Council Planning Reference: 21/01390/FUL). The application was supported by several technical reports produced by Bancroft Consulting and negotiations with Leicestershire County Council (LCC) acting in their role as the Highway Authority. Section 2 of this report will provide a summary of the site's planning history and the highway principles established as part of the previous submissions with relevant extracts included in the Appendices. In preparation for this report, a phone call and follow-up email dated 10 May 2023 were undertaken with Ben Dutton (Transport Planner at LCC) to understand the level of assessment required to support the latest proposals.
- 1.3 **Appendix A** contains the site masterplan which demonstrates that the latest proposals comprise the erection of 36-holiday lodges and a management building. This represents a net increase of 15-holiday lodges compared to the existing planning consent at the site. It is important to note that the site access location and layout previously accepted on Mill Lane as part of the consented application would be retained. The consented improvement scheme along Mill Lane would also continue to be provided to serve the latest proposals.
- 1.4 The objective of this Highway Impact Statement is to demonstrate to LCC that the latest proposals would not lead to any severe traffic impacts, that a suitable internal

layout would be provided and that the proposals could continue to be served by the consented access strategy.

- 1.5 This Highway Impact Statement takes into account current Government policy contained within the National Planning Policy Framework [NPPF] (MHCLG, July 2021). In particular, Paragraphs 110 and 111, which state that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.” [Paragraph 110].*

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” [Paragraph 111].

2.0 PLANNING HISTORY

- 2.1 The site was granted planning permission for the development of 21-holiday lodges and a management building on 11 April 2023. The application (Hinckley and Bosworth Borough Council Reference: 21/01390/FUL) was supported by several submissions and negotiations with LCC before they offered their support of the proposals within Consultee Comments dated 21 March 2023 (included in **Appendix B**). This section of the report will provide an overview of the key principles agreed upon through the existing planning consent at the site and all of the submissions referenced should be available to view online at <https://pa.hinckley-bosworth.gov.uk/online-applications/>.

Existing Conditions

- 2.2 Through the submission of a Highway Impact Statement (dated November 2021) and various Technical Notes, it was confirmed that the site currently comprises an area of land that previously operated as a quarry. It is accessed via Mill Lane which is a rural road, with a carriageway measuring approximately 3.4 metres wide and no street lighting or footways. Mill Lane connects to the A47 through a priority junction approximately 1 kilometre to the northwest of the site. This description remains accurate and it is important to note that no part of the existing planning consent has yet been implemented at the site.
- 2.3 Within the reports, a review of PIA data for the latest 5-year study period (2017 to 2021) was undertaken. This confirmed that there are no recorded accidents near the site including along Mill Lane and at the junction with the A47. Because of this, the Highway Authority raised no issue with the conclusion that there was no evidence of any existing highway safety issues that could be exacerbated by the development.
- 2.4 An assessment of access by non-car modes confirmed that there are several existing Public Rights of Way (PRoW) near the site. This includes Public Footpath T88 which extends from the northern edge of the site towards the A47. Public Footpath U106 also extends south of the site and includes a tunnel link across the M69.

Traffic Generation

2.5 A 'Technical Note – Response to LCC Comments' (dated December 2022) was submitted and its findings subsequently agreed with the Highway Authority. Relevant extracts from the Technical Note are contained in **Appendix C** and Section 2.2 of the document contained an assessment of the potential traffic generation of the development using trip rates suggested by LCC.

2.6 Based on the agreed trip rates, it was confirmed that the consented development of 21-holiday lodges could generate the following peak hour and daily vehicular trips on a typical weekday and weekend:

Weekday (21-holiday lodges)

• Morning peak (0800 to 0900 hours)	1 arrive	1 depart	2 total
• Evening peak (1700 to 1800 hours)	4 arrive	4 depart	8 total
• Daily (0700 to 2200 hours)	39 arrive	30 depart	69 total

Weekend (21-holiday lodges)

• Morning peak (0800 to 0900 hours)	1 arrive	1 depart	2 total
• Evening peak (1700 to 1800 hours)	2 arrive	2 depart	4 total
• Daily (0700 to 2100 hours)	22 arrive	20 depart	42 total

2.7 Whilst the report concluded that the traffic generation of the development would not result in a 'severe' impact on the surrounding highway network, LCC requested that an improvement scheme be provided along Mill Lane to help mitigate any perceived impacts.

2.8 For consistency, the agreed trip rates outlined above will be retained to assess the latest proposals.

Improvements to Mill Lane

- 2.9 Despite the conclusions reached that the consented development would not result in a severe impact on the surrounding highway network, LCC requested an improvement scheme be provided along Mill Lane. This was mainly due to the single-lane nature of Mill Lane and the concern that vehicles may need to reverse over long distances if they were to meet along the road.
- 2.10 Considering the above, the applicant confirmed they would be willing to implement an improvement scheme along Mill Lane as detailed within Axis Drawing Number 1866-01-05 Revision A (contained in **Appendix D**). This drawing is referenced within the conditions of LCC's Consultee Comments (dated 21 March 2023) and outlines how several sections of the carriageway would be widened (to operate as passing bays). It is important to note that an additional drawing produced by Bancroft Consulting was submitted as part of the previous application (Drawing Number F21116/05) which detailed the improvement works (as the Axis drawing was produced a few years ago), although this has not been referenced by the Highway Authority. As part of the improvements, Mill Lane would be resurfaced as per LCC's requirements. For the avoidance of doubt, the improvement scheme along Mill Lane as agreed with LCC would still be provided to serve the latest proposals.

Access

- 2.11 The December 2022 Technical Note outlined that the site access would comprise a bellmouth junction with a 4.8 metres wide carriageway and 10 metres kerb radii to assist vehicle manoeuvres. This layout is shown in Drawing Number F21116/01 Revision B (included in **Appendix E**) which also confirmed that visibility splays of 43 metres could be achieved along Mill Lane in both directions. The layout was subject to several swept paths assessments before being agreed upon as suitable by the Highway Authority. The consented layout arrangement would be retained to serve the latest proposals and further information regarding the access is included in Section 3 of this report.

Internal Layout and Parking

- 2.12 It was confirmed that the consented development would be served by a private/commercial refuse collection company which allowed flexibility in the size of vehicle used. Due to this, no internal swept path assessments of the layout were undertaken although the approved site masterplan (Drawing Number 1001 Revision C included in **Appendix F**) confirmed that this would comprise an internal loop road arrangement. The approved masterplan also detailed that a parking area would be provided adjacent to each holiday lodge with room to facilitate two vehicles. The principles of the consented layout have been retained when preparing the latest site masterplan as shown in **Appendix A**.

Discussions with LCC (May 2023)

- 2.13 In preparation for this report, Ben Dutton (Transport Planner at LCC) was contacted to discuss the latest proposals. During a telephone conversation on 10 May 2023, it was outlined to LCC that the latest proposals had arisen due to the costs of the significant highway improvement works along Mill Lane which required the applicant to reassess the viability of the scheme.
- 2.14 An email summarising the telephone conversation (also dated 10 May 2023) is included in **Appendix G** which outlines LCC agreed on the phone that the increase in the number of holiday lodges was not anticipated to materially change the level of activity or traffic generation compared to the consented development. Further details of the latest proposals including traffic generation and access strategy were also provided to simplify any future highway assessment in support of the larger development.
- 2.15 As of June 2023, no response has been received from LCC despite several follow-up emails and phone messages. On the basis that the Highway Authority has not raised any issues with the findings, the details and conclusions included within the summary email have been taken as agreed.

3.0 TRANSPORT CONSIDERATIONS

Traffic Generation

- 3.1 Using the agreed trip rates, the proposed 36-holiday lodges (note that this figure includes the 21-holiday lodges that the site already has consent for) could generate the following peak hour and daily vehicle movements on a weekday and weekend:

Weekday (36-holiday lodges)

• Morning peak (0800 to 0900 hours)	2 arrive	2 depart	4 total
• Evening peak (1700 to 1800 hours)	7 arrive	7 depart	14 total
• Daily (0700 to 2200 hours)	67 arrive	51 depart	118 total

Weekend (36-holiday lodges)

• Morning peak (0800 to 0900 hours)	2 arrive	2 depart	4 total
• Evening peak (1700 to 1800 hours)	3 arrive	3 depart	6 total
• Daily (0700 to 2100 hours)	38 arrive	34 depart	72 total

- 3.2 The above confirms that the development of 36-holiday lodges could generate up to 14 two-way movements during the busiest weekday period hour with up to 118 across the full day. During the weekend, the agreed trip rates confirm that the development could generate up to 6 two-way trips during the busiest peak hour and up to 72 two-way trips across the day.
- 3.3 This traffic generation is considered to be negligible and would not result in any severe impacts on the surrounding highway network. Furthermore, in comparison to the consented development (which could generate up to 8 two-way peak hour movements on a weekday), the latest proposals for 36-holiday lodges would not materially increase the traffic that could already be generated by the site.
- 3.4 As outlined within Section 2, the applicant would still implement the improvement scheme along Mill Lane to serve the latest proposals. This would be undertaken in accordance with the agreed Axis Drawing Number 1866-01-05 Revision A (contained

in **Appendix D**). However, **Drawing Number F21116/05 Revision A** has since been revised to reflect the latest site masterplan and offers an updated plan showing the proposed improvement works. Any resurfacing of the road would also be completed as per LCC's requirements. On this basis, the Highway Authority should remain content that the proposed development would comply with Paragraph 111 of the NPPF.

Access

- 3.5 The site would be served via the same access arrangement consented to as part of the previous application. **Drawing Number F21116/01 Revision C** has been updated to show how this would tie into the latest site masterplan. This drawing confirms that the access continues to provide a 4.8 metres wide carriageway, with 10 metres kerb radii and suitable visibility splays in both directions. On the basis that the agreed access arrangement would be retained and that the type of vehicle accessing the larger development would not change, LCC should be satisfied that 'safe and suitable' access would be provided in accordance with Paragraph 110 of the NPPF.

Internal Layout and Parking

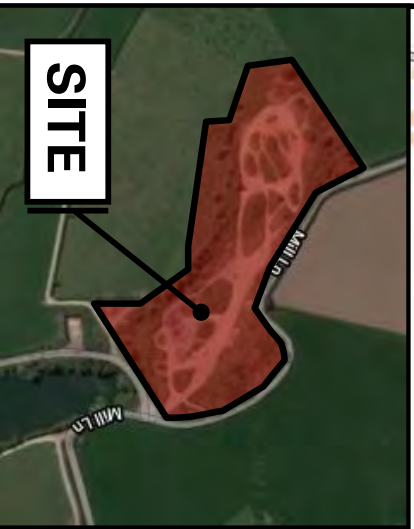
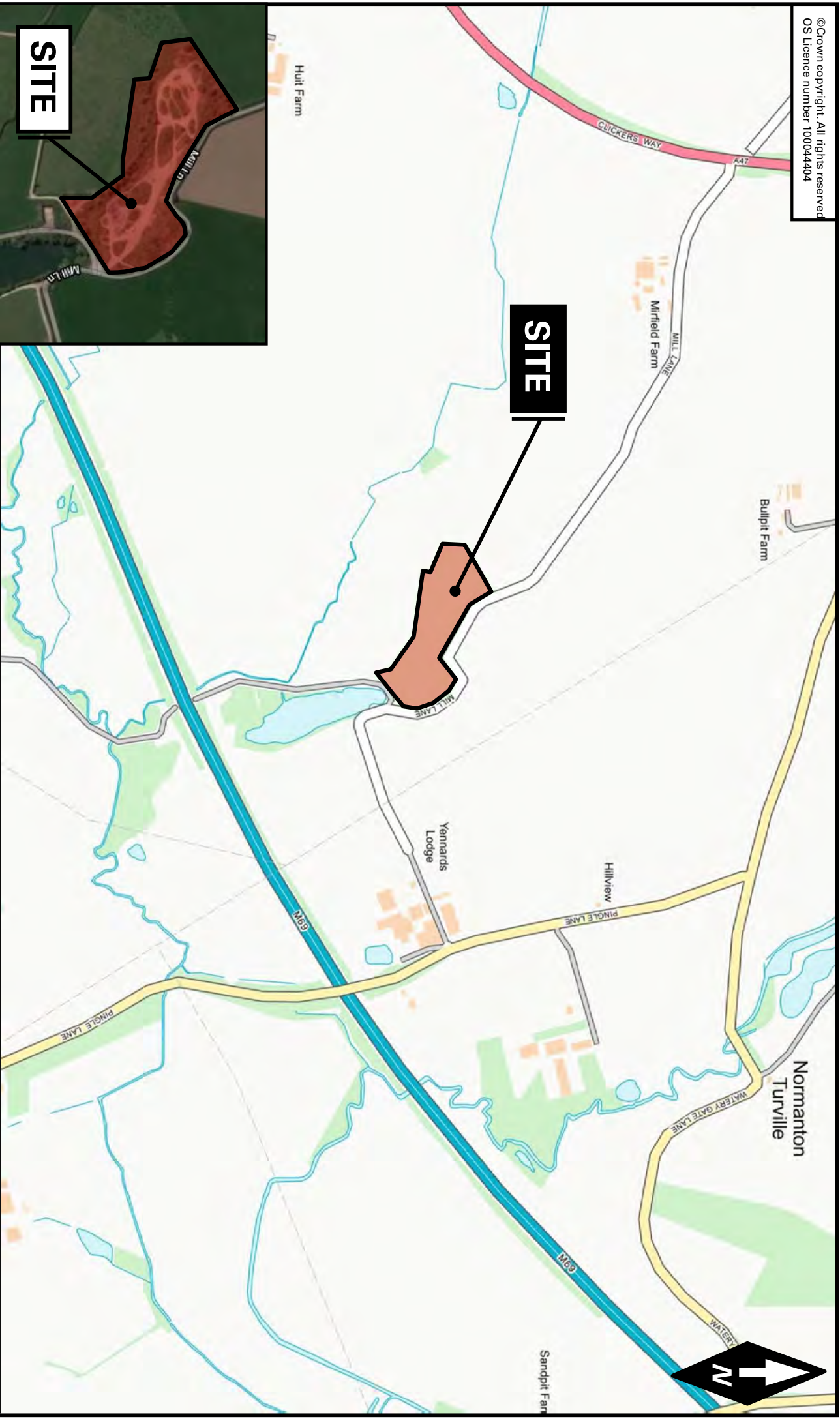
- 3.6 The latest site masterplan included in **Appendix A** confirms that the principles of the previously agreed layout have been retained where possible. This includes the same internal loop road along with two parking spaces provided for each holiday lodge. Gated emergency access would also continue to be provided at the northeastern boundary of the site.
- 3.7 For completeness, the proposed internal layout has been subject to various additional swept path assessments shown in **Drawing Number F21116/02 Revision B** (fire tender) and **Drawing Number F21116/03 Revision B** (refuse vehicle). Both drawings confirm that the required design vehicles could enter the site, manoeuvre internally using the loop road arrangement and exit back onto Mill Lane in a forward gear. The Highway Authority should therefore be satisfied that the proposed site layout shown in **Appendix A** remains suitable.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 Bancroft Consulting were appointed by AT Contracting and Plant Ltd to provide highways and transport advice in respect of proposals to develop 36-holiday lodges and a management building on land to the south of Mill Lane in Earl Shilton, Leicestershire. **Figure 1** shows the detailed site location plan and **Appendix A** contains a copy of the latest site masterplan.
- 4.2 By way of background, the site has planning consent for the development of 21-holiday lodges and a management building that was approved in April 2023 (Hinckley and Bosworth Borough Council Planning Reference: 21/01390/FUL). Section 2 of this report provided a summary of the site's planning history which outlined that the application was supported by several submissions before LCC offered their support of the proposals within Consultee Comments dated 21 March 2023 (included in **Appendix B**). It is important to note that the key principles agreed upon as part of the previous application have been retained for this Highway Impact Statement, including traffic generation, access strategy and internal site layout.
- 4.3 In preparation for this report, Ben Dutton (Transport Planner at LCC) was contacted to discuss the latest proposals. During a telephone conversation on 10 May 2023, it was outlined to LCC that the latest proposals had arisen due to the costs of the significant highway improvement works along Mill Lane which required the applicant to reassess the viability of the scheme. An email summarising the conversation is included in **Appendix G** which outlines LCC agreed on the phone that the increase in the number of holiday lodges was not anticipated to materially change the level of activity or traffic generation compared to the consented development. As of June 2023 no response has been received and on the basis that the Highway Authority has not raised any issues with the findings, the details and conclusions reached have been taken as agreed.
- 4.4 Using the agreed trip rates, the proposed 36-holiday lodges (note that this figure includes the 21-holiday lodges that the site already has consent for) could generate up to 14 two-way movements during the busiest weekday peak hour with up to 118 across the full day. This traffic generation is considered to be negligible and would

not result in any severe impacts on the surrounding highway network. Furthermore, in comparison to the consented development (which could generate up to 8 two-way peak hour movements on a weekday), the latest proposals for 36-holiday lodges would not materially increase the traffic that could already be generated by the site.

- 4.5 It is important to note that the applicant would still implement the agreed improvement scheme along Mill Lane to serve the latest proposals. This would be undertaken in accordance with **Drawing Number F21116/05 Revision A**. Any resurfacing of the road would also be completed as per LCC's requirements. On this basis, it has been concluded that the Highway Authority should remain content that the proposed development would comply with Paragraph 111 of the NPPF.
- 4.6 This report has confirmed that the site would be served via the same access arrangement as consented to as part of the previous application. **Drawing Number F21116/01 Revision C** has been updated to show how this would tie into the latest site masterplan. As the agreed access layout would be retained and the type of vehicle accessing the larger development would not change, LCC should be satisfied that 'safe and suitable' access would be provided in accordance with Paragraph 110 of the NPPF.
- 4.7 The latest site masterplan adopts the principles of the previously agreed layout where possible. This includes the same internal loop road along with two parking spaces provided for each holiday lodge. This layout has also been subject to various additional swept path assessments shown in **Drawing Number F21116/02 Revision B** (fire tender) and **Drawing Number F21116/03 Revision B** (refuse vehicle). Both drawings confirm that the required design vehicles could enter the site, manoeuvre and exit back onto Mill Lane in a forward gear. The Highway Authority should therefore be satisfied that the proposed site layout shown in **Appendix A** is suitable.
- 4.8 Based on the information presented within this Highway Impact Statement, it is considered that LCC acting in their role as the Highway Authority should be in a position to support the latest proposals following the requirements of the NPPF.



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DATE: 19.06.23

DRAWN: MB

CLIENT: AT CONTRACTING AND PLANT LTD

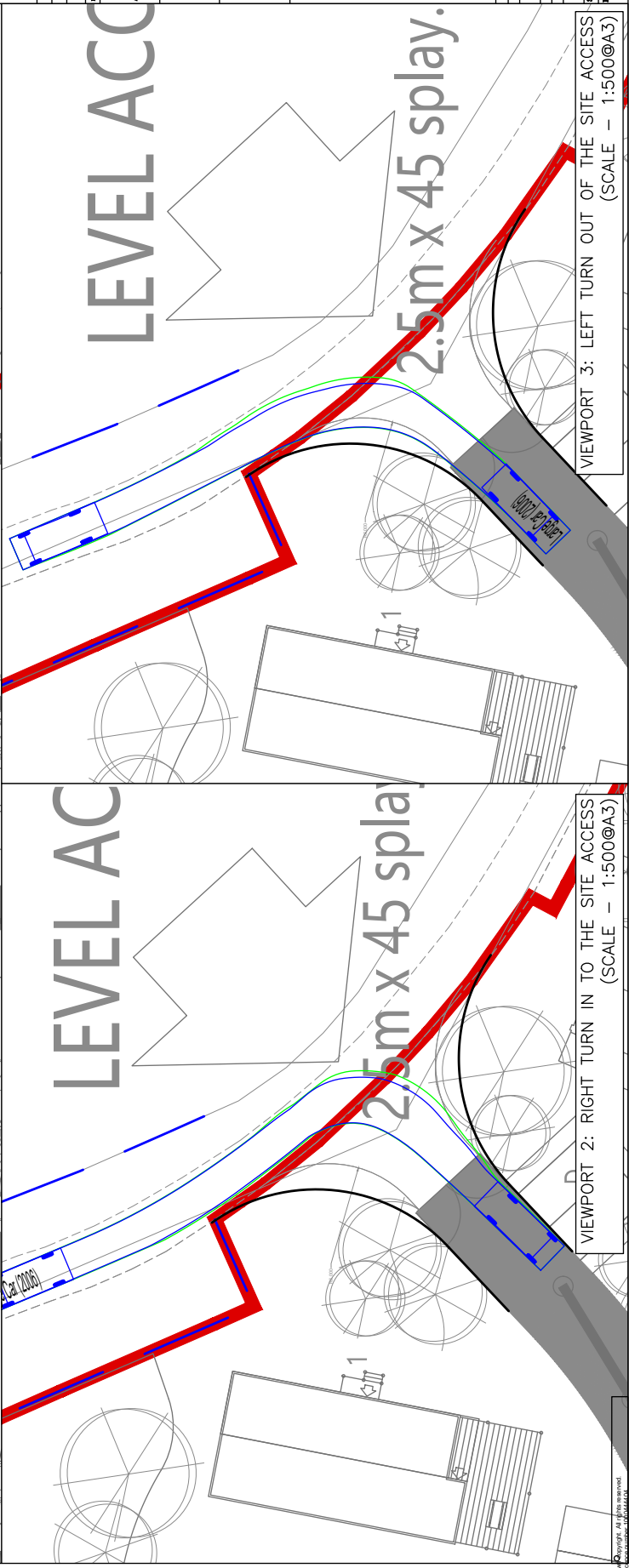
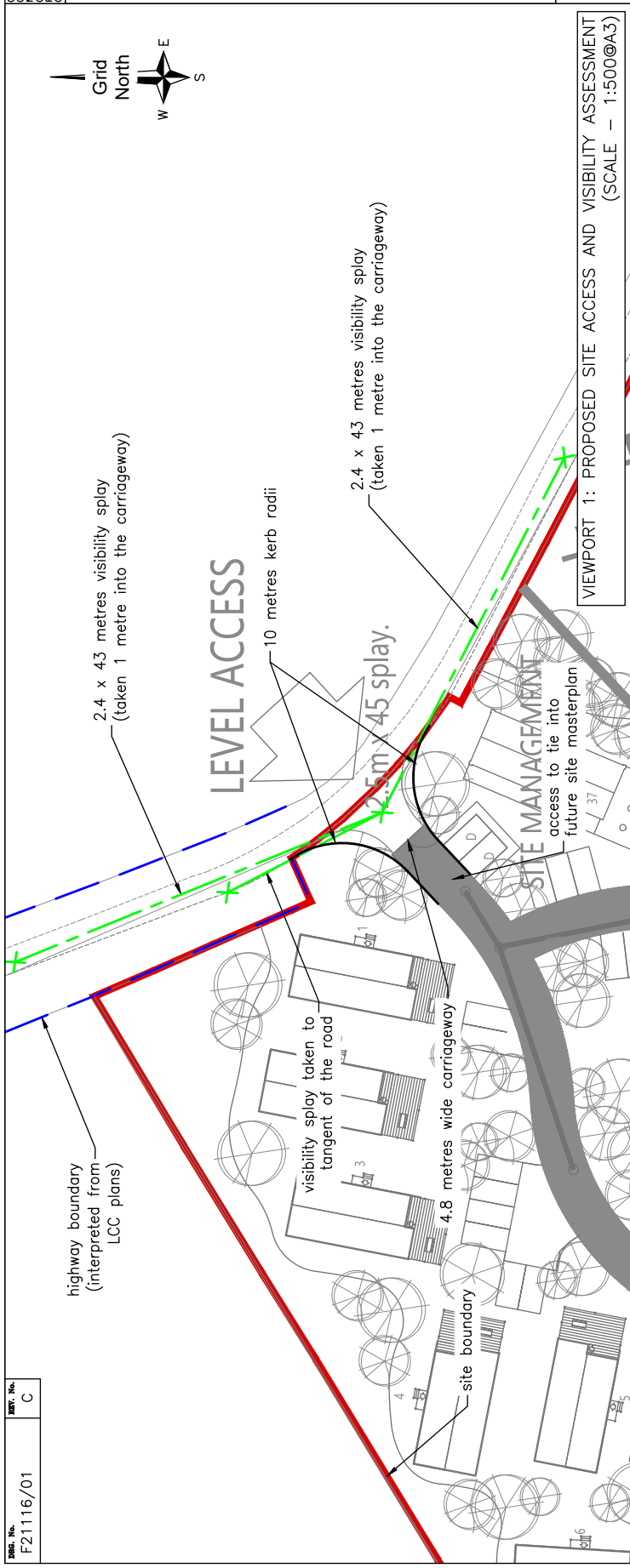
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JOB TITLE: LAND AT BARROW HILL QUARRY



JOB NUMBER: F21116

FIGURE: 1



CLIENT		DATE	DESCRIPTION	BY	CHK'D
C	C	14.06.23	REVISED WITH LATEST SITE MASTERPLAN	MB	WM
B	B	25.11.22	REVISED FOLLOWING COMMENTS FROM LCC	MB	WM
A	A	27.04.22	UPDATED FOLLOWING COMMENTS FROM LCC	MB	RT

AT CONTRACTING AND PLANT LTD

CONTRACT
LAND AT BARROW HILL QUARRY,
EARL SHILTON

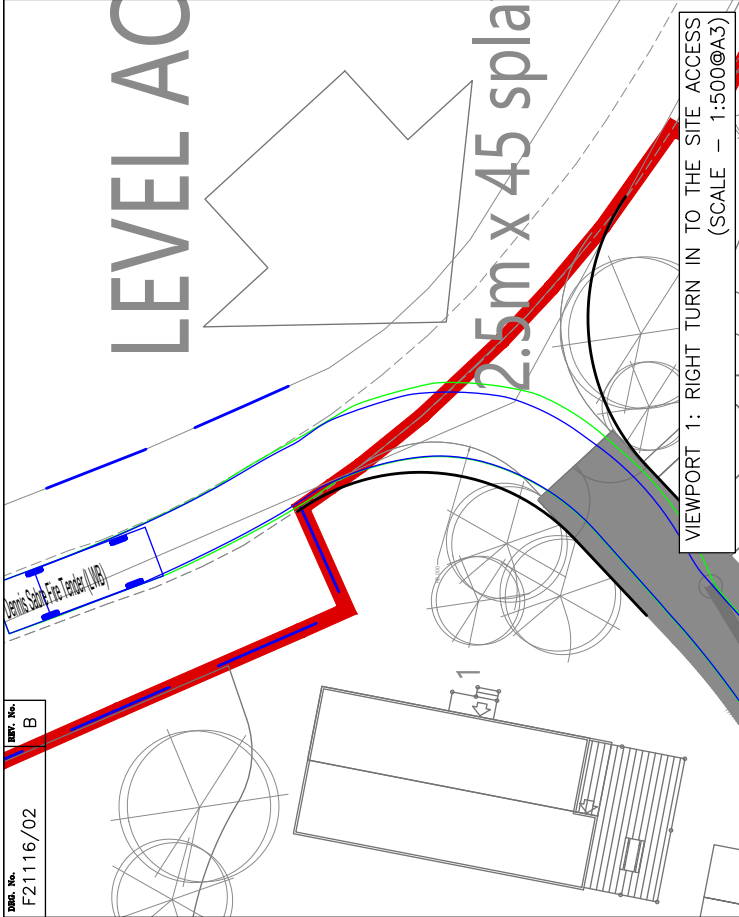
TITLE B PROPOSED SITE ACCESS, VISIBILITY ASSESSMENT AND SWEEP PATHS

BANCROFT
CONSULTING

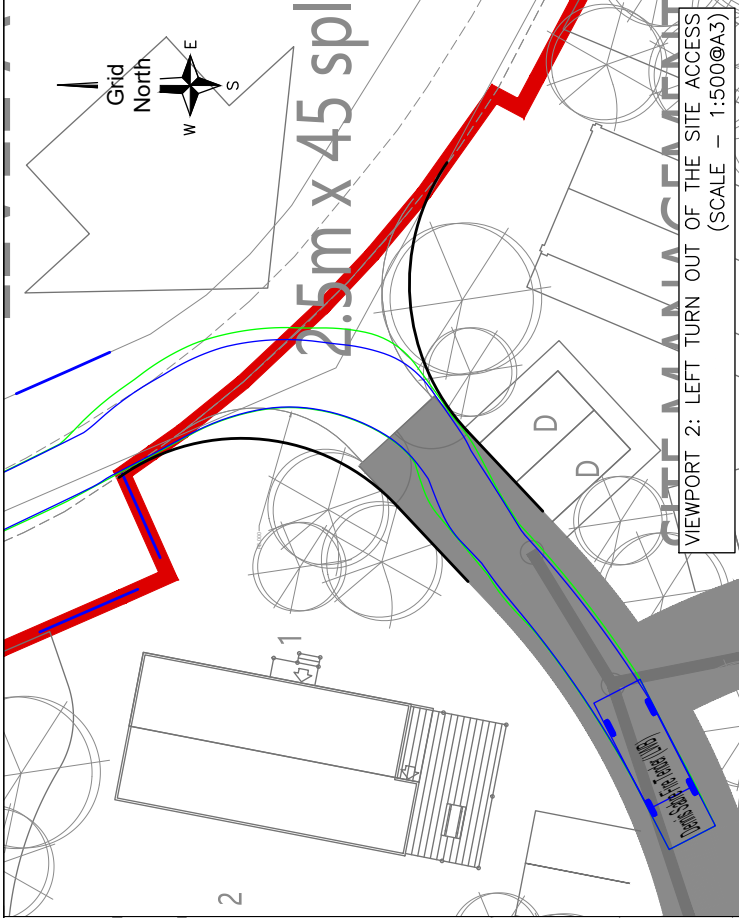
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f 0115 9648201
e office@bancroftconsulting.co.uk

NAME (PRINT)		DATE
WM		09.11.21
CHECKED BY		
NAME (PRINT)		DATE
RT		09.11.21
SCALE AS SHOWN		STATUS
TORG. NO.		PRELIMINARY
F21116/01		REF C



VIEWPORT 1: RIGHT TURN IN TO THE SITE ACCESS
(SCALE - 1:500@A3)



VIEWPORT 2: LEFT TURN OUT OF THE SITE ACCESS
(SCALE - 1:500@A3)

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NOTES:

Denis Sabre Fire Tender (LWB)

Overall Length 7.700m
Overall Width 3.510m
Overall Body Height 0.397m
Min Body Ground Clearance 0.397m
Lock to lock time 5.008m
Kerb to Kerb Turning Radius 7.400m

Grid North

W E S

REV.	DATE	DESCRIPTION	BY	CHKD
B	14.06.23	REVISED WITH LATEST SITE MASTERPLAN	MB	WM
A	25.11.22	REVISED FOLLOWING LCC COMMENTS	MB	WM
1	01.11.22	ISSUED FOR TENDER	MB	WM

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LAND AT BARROW HILL QUARRY,
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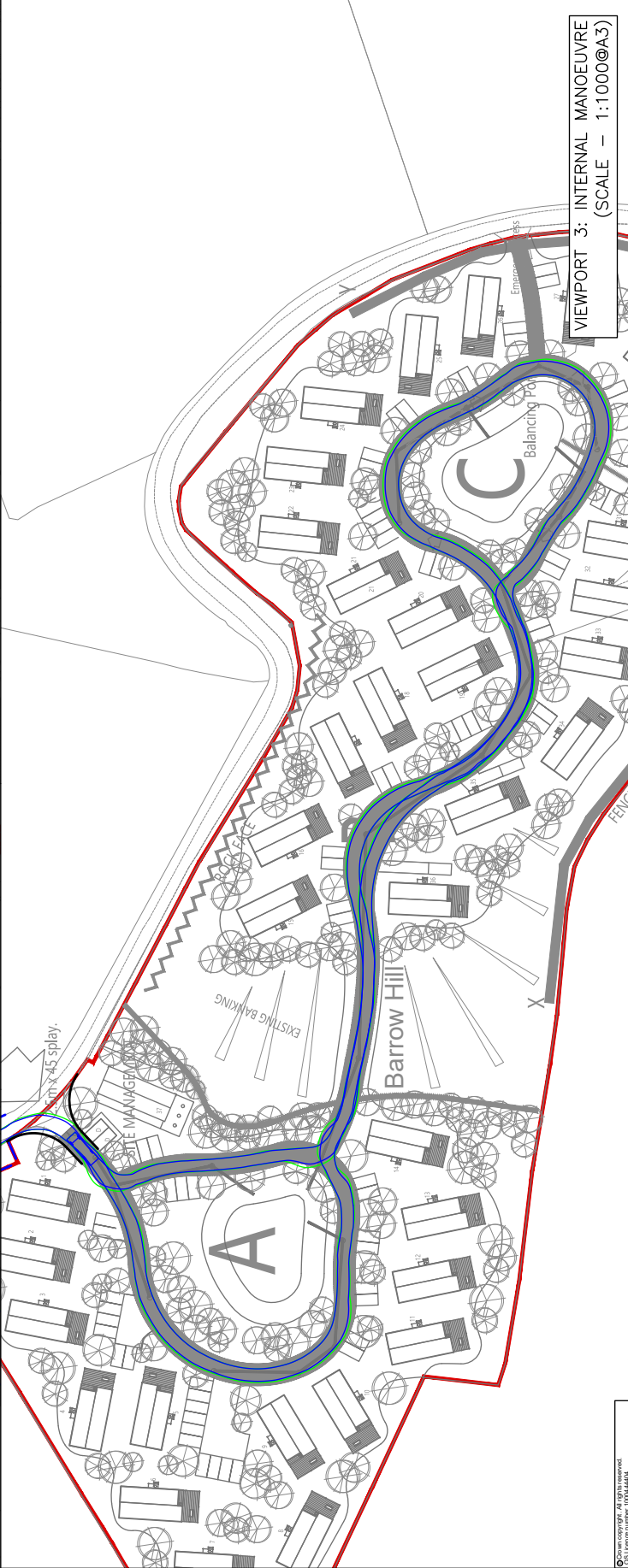
TITLE
SWEEP PATH ASSESSMENT
(FIRE TENDER)

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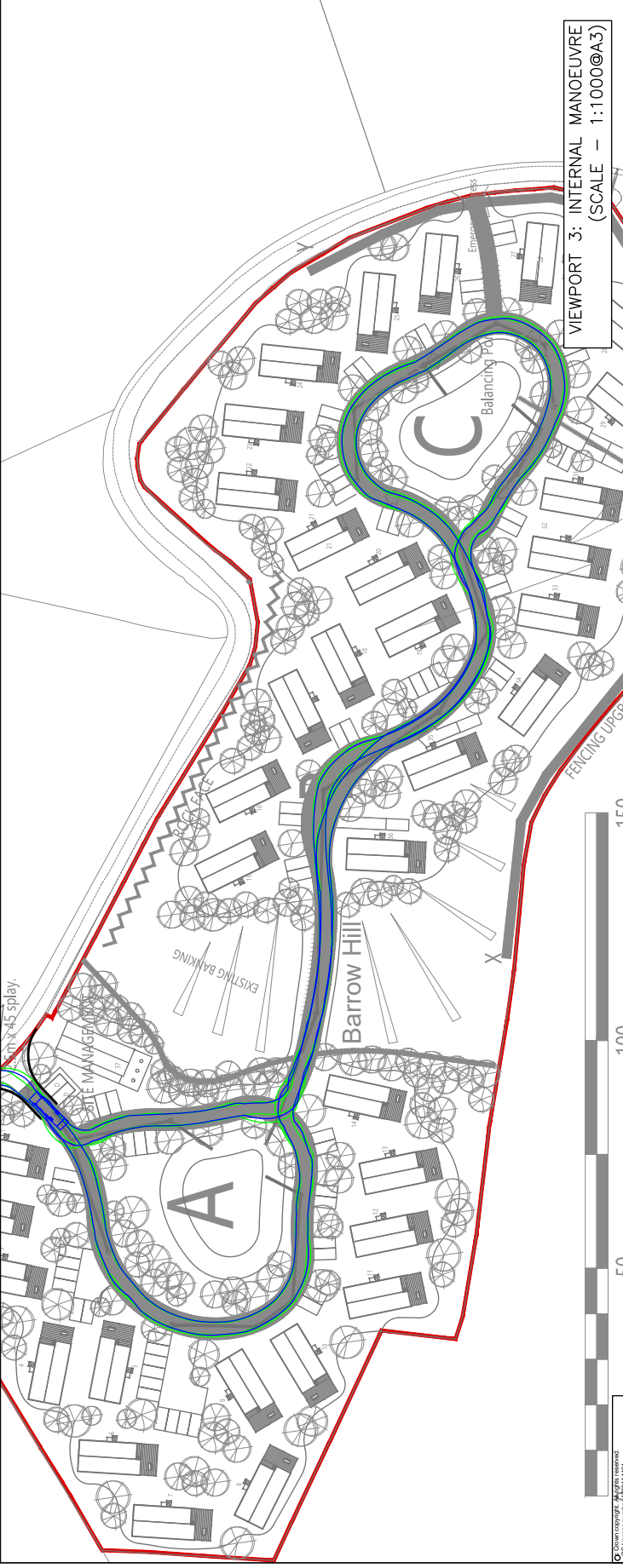
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7 Gregory Boulevard
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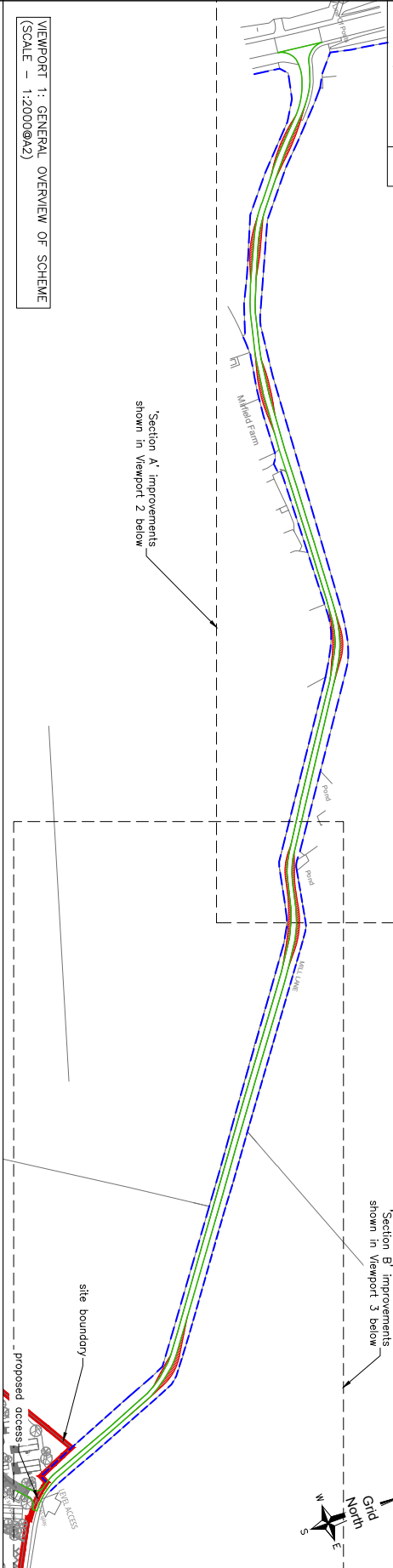
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

NAME	DATE
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NAME	DATE
RT	25.03.22
SCALE AS SHOWN	STATUS PRELIMINARY
DRG. NO.	F21116/02
REV.	B

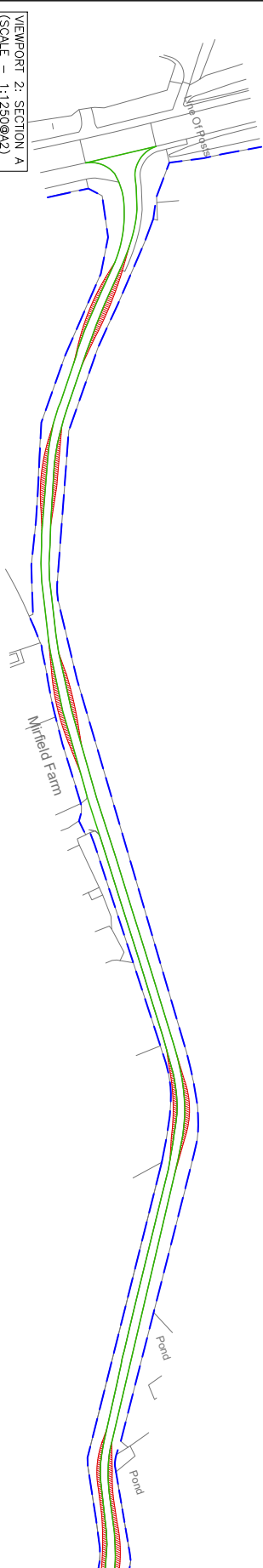


VIEWPORT 3: INTERNAL MANOEUVRE
(SCALE - 1:1000@A3)





VIEWPORT 1: GENERAL OVERVIEW OF SCHEME
(SCALE – 1:2000@A2)



VIEWPORT 2: SECTION A
(SCALE – 1:1250@A2)



VIEWPORT 3: SECTION B
(SCALE – 1:1250@A2)

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NOTES:

- Proposed improvement scheme based on interpretation from approved drawing number 1866-01-05 Rev A.
- Drawing based on OS mapping and may be subject to topographical survey mapping base.

— Highway Boundary (Interpreted from LCC plan)

▨ Areas of road widening

Section of carriageway to be re-constructed with fully bound surfacing (bituminous road base, binder and surface course construction) in accordance with the requirements of the Local Highway Authority. The final details of the scheme would be agreed at S276 stage and would be undertaken by CDR tests undertaken by the Applicant.

A	15.06.23	REVISED WITH LATEST MASTERPLAN	MB WM
REV. NO.	DATE	DESCRIPTION	REV. COMMENTS
CLIENT			

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CONTRACT

LAND AT BARROW HILL QUARRY,
EARL SHILTON

TITLE

PROPOSED IMPROVEMENTS TO
MILL LANE

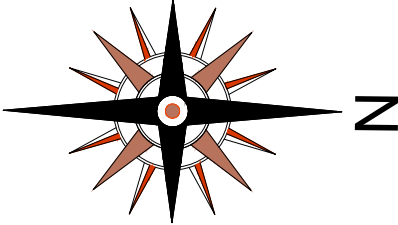
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DRAWN BY		DATE
MB	CHIEKED BY	22.03.23
WM	DATE	22.03.23
SCALE AS SHOWN	STATUS	PRELIMINARY
Draw. No.	REV	

APPENDIX A – LATEST SITE MASTERPLAN

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Schedule
36 x lodges,
Plus management Building
Site area 28500sqm, 7 acres

DRAFT

Barrow Hill Quarry
Earl Shilton

Plans

Scale 1:500 @ A1 Date Oct 2021
Dwg No. 2001 Revision -

Brook House Consulting

BHC
72 Boston Road
Leicester
LE4 1HB

Landscaping indicative only



**APPENDIX B – CONSULTEE COMMENTS DATED
21 MARCH 2023**

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: 21/01390/FUL

Highway Reference Number: 2021/1390/04/H/R5

Application Address: Barrow Hill Quarry Mill Lane Earl Shilton Leicester Leicestershire LE9 7AW

Application Type: Full

Description of Application:

Re-consultation. Erection of 21 residential holiday lodges and a management building with associated vehicular accesses, parking, surface water balancing and landscaping

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Ian Fenny

County Councillor: Richard Allen

Parish: Earl Shilton

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) previously advised within its observations dated 27th January 2023 that further information was required in respect of the proposals. This was with regard to the surfacing of Mill Lane. This was given that the proposals would introduce a new destination at the end of Mill Lane which could generate regular vehicle trips along the road throughout the day on a permanent basis and that Mill Lane is in a poor condition maintained by the LHA only for its current minimal (if any) daily use.

Since its previous response, the LHA has liaised with the Local Planning Authority (LPA) and / or Applicant in respect of the proposals and improvements to the Mill Lane carriageway. This eventually led to the Applicant stating on 7 March 2023 that they would be willing to provide screened recycled road planings for the surfacing of Mill Lane. The LHA subsequently advised that this would not be acceptable and that carriageway reconstruction, including a bituminous road base, binder and surface course construction dependent on CBR readings provided by the developer would be considered necessary to cater for the increased level in daily traffic. For the avoidance of doubt, the LHA requires full carriageway construction along Mill Lane to cater for the proposed development.

The Applicant has subsequently confirmed within an e-mail to the LPA dated 19 March 2023 that they would be willing to accept the following condition:

'Prior to commencement of development, further details of access road surfacing, to include a bituminous road base, binder and surface course construction dependent on CBR readings, shall be submitted to and approved in writing by the Local Planning Authority. The access road, from the A47 junction to the access to the development, shall then be implemented in accordance with the approved surfacing details and in accordance with the passing places shown on Axis drawing number 1866-01-05 prior to first occupation of the development'.

On the above basis, the LHA is satisfied that the Applicant is willing to provide an appropriate hard bound carriageway surface to Mill Lane as part of the development proposals. For the avoidance of doubt, the LHA considers the access road to be the full length and width of the Mill Lane carriageway. Carriageway re-construction may only to be required on the section between the existing access to Mirfield Farm (located approximately 260m east of the junction of Mill Lane and the A47 Clickers Way where the existing carriageway condition begins to deteriorate) and the site access shown Bancroft Consulting Drawing Number F21116/01 Rev A, depending on the results of ground investigation and CBR testing to be undertaken by the Applicant. The LHA has advised a slightly amended condition below.

Construction Management Plan

The LHA advise that given the nature of Mill Lane, a Construction Management Plan should be submitted in respect of the proposals prior to commencement of development. This should consider how the proposals will be implemented without causing conflict between construction vehicles as well as non-motorised users along Mill Lane.

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, 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. Prior to commencement of development, further details of access road reconstruction and surfacing, to include a bituminous road base, binder and surface course construction dependent on ground investigation and CBR readings, shall be submitted to and approved in writing by the Local Planning Authority. The improvements to the access road, for the full length from the A47 junction to the access to the development, shall then be implemented in accordance with the approved carriageway reconstruction and surfacing details and in accordance with the passing places shown on plan Axis drawing number 1866-01-05 prior to first occupation of the development.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development hereby permitted shall be first used until such time as the access arrangements shown on Bancroft Consulting Drawing Number F21116/01 Rev A have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

4. No part of the development hereby permitted shall be first used until such time as vehicular visibility splays of 2.4 x 43 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with the National Planning Policy Framework (2021).

5. The development hereby permitted shall not be first used until such time as the parking (and turning facilities) have been implemented in accordance with BHC drawing number 1001 Rev C. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2021).

6. No part of the development hereby permitted shall be first used until such time as the existing gate to prevent unauthorised vehicular access to The Yennards has been relocated to the east of the proposed development access, as detailed within the Applicants Technical Note dated April 2022.

REASON: In the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

7. Prior to construction, any changes to the existing boundary treatment currently separating the application site from the Public Right of Way, must be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

Reason: in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework 2021

8. No trees or shrubs should be planted within 1 metre of the edge of the Public Right of Way. Any trees or shrubs planted alongside a Public Right of Way should be of a non-invasive species.

Reason: to prevent overgrowth in the interests of protecting and enhancing Public Rights of Way and access in accordance with Paragraph 100 of the National Planning Policy Framework 2021.

Informatives

The following notes should be drawn to the applicant's attention:

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- 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://resources.leicestershire.gov.uk/lhdg>
- 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
- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.

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

Date Received
20 March 2023

Case Officer
Ben Dutton

Reviewer
AW

Date issued
21 March 2023

APPENDIX C – RELEVANT EXTRACTS FROM TECHNICAL NOTE

AT Contracting and Plant Ltd

Land at Barrow Hill Quarry, Earl Shilton

Technical Note - Response to LCC Comments

December 2022



bancroftconsulting.co.uk

2.0 RESPONSE TO LEICESTERSHIRE COUNTY COUNCIL'S COMMENTS

2.1 Site Access

2.1.1 In terms of the proposed site access, within LCC's comments it was stated that:

"While it is accepted that employing a private/commercial refuse collection company may result in smaller vehicles being used, the LHA notes that the drawing does show that a refuse collection vehicle departing the site could over-run/ hit the kerb of the junction radii, as does a fire engine. The Applicant may therefore wish to consider widening the access further as the tracking suggests larger vehicles may have difficulty accessing the site. In addition, the actual vehicle used on entry to the site is not shown for both the fire engine and the refuse collection vehicle."

2.1.2 For reference, the proposed site access provided a 4.8 metres wide carriageway and 6 metres kerb radii in accordance with the Leicestershire Highway Design Guide. Nevertheless, this point has been accepted and the access design has been revised. As shown in **Drawing Number F21116/01 Revision B**, the proposed access now provides a 4.8 metres wide carriageway with 10 metres kerb radii to assist in vehicle movements entering and departing the site.

2.1.3 The two swept path assessment drawings shown in **Drawing Number F21116/02 Revision A** and **/03 Revision A** have also been re-run based on the updated access layout. This confirms that both a refuse collection vehicle and fire tender could now enter and depart the site without any over-run/hitting the kerb of the junction radii.

2.1.4 On this basis, LCC should now be satisfied that **Drawing Number F21116/01 Revision B** provides a suitable access layout to serve the proposed development.

2.2 Trip Generation

2.2.1 LCC also commented on the trip rates used to calculate the potential traffic generation of the development. It was stated that:

"The LHA has reviewed other similar applications within the County and notes that a similar scale development for 21-holiday lodges has been proposed in

the Harborough district (reference 22/00719/FUL) uses higher daily trip rates than those shown in Table 1. The LHA, therefore, consider the daily trip rates to be low. In addition, daily weekend trip rates have not been provided, which could be higher than during the week.”

2.2.2 The trip rates that were previously presented to LCC were extracted from the TRICS database and suggested that the proposed development of 21 lodges could generate the following peak hour and daily vehicular trips on a weekday:

• Morning peak (0800 to 0900 hours)	1 arrive	1 depart	2 total
• Evening peak (1700 to 1800 hours)	4 arrive	1 depart	5 total
• Daily (0700 to 1900 hours)	19 arrive	21 depart	40 total

2.2.3 As requested, Harborough District Council Planning Reference: 22/00719/FUL was reviewed, and trip rates extracted (which were accepted by LCC) for both a weekday and a Saturday. This application was also for 21 lodges and using the agreed trip rates it suggests that the proposed development could generate the following peak hour and daily vehicular trips on a weekday:

• Morning peak (0800 to 0900 hours)	1 arrive	1 depart	2 total
• Evening peak (1700 to 1800 hours)	4 arrive	4 depart	8 total
• Daily (0700 to 2200 hours)	39 arrive	30 depart	69 total

2.2.4 The agreed trip rates for the Saturday were also extracted, and suggests that the proposed development of 21 lodges could generate the following peak hour and daily vehicular trips on a weekend:

• Morning peak (0800 to 0900 hours)	1 arrive	1 depart	2 total
• Evening peak (1700 to 1800 hours)	2 arrive	2 depart	4 total
• Daily (0700 to 2100 hours)	22 arrive	20 depart	42 total

2.2.5 The above confirms that the agreed trips result in slightly higher traffic generation calculations compared to the previous assessment. It also confirms that the site could generate more traffic on a weekday than on a weekend. Despite this, both sets of the traffic generation calculations are considered to be similar, with the agreed trip rates resulting in the same weekday morning peak hour two-way trips and only 3 more two-way trips in the evening peak hour compared to the initial assessment.

2.2.6 Considering that as part of the Harborough District Council Planning application LCC confirmed that: *“the LHA are satisfied that it is unlikely that the additional trips generated by the proposed development would have a material impact on the existing highway network during the weekday or weekend highway network peak hours”*, it can be concluded that LCC should be satisfied that the proposed development would also not result in a ‘severe’ impact on the road network.

2.3 Passing Places

2.3.1 It is considered that LCC’s main outstanding concern is the development's potential impact along Mill Lane. Within their comments, it is outlined that:

“Mill Lane is in poor condition in several places along its length between its junction with the A47, severely limited in width (single track) and there are no formal surfaced passing places along its entire length. The LHA consider the limited width of the carriageway, the existing bends which have poor forward visibility, and the potential frequency of vehicles could still significantly alter the nature and use of Mill Lane. The LHA consider that there is still potential for recreational users to meet vehicles along the road, as well as the potential for conflict between two vehicles, even with four to five trips per hour. This could be considered a significant increase over the existing use, and as a result of the limited width of Mill Lane and lack of passing places, vehicles may need to reverse over long distances, which could result in highway safety issues.”

2.3.2 Because of this, LCC’s comments ultimately conclude that *“on the basis, the Applicant has failed to demonstrate any mitigation measures which would alleviate the above concerns, the LHA advises that it has no option but to advise refusal of the proposed development.”*

2.3.3 As discussed earlier in this report, following LCC’s latest set of comments a drawing was presented to them which detailed a potential scheme of passing bays along Mill Lane. As shown in **Drawing Number F21116/04**, this improvement scheme involved the provision of the 3 new passing bays where the carriageway would be widened to a minimum of 5.5 metres. No formal response was ever provided on this drawing, however following the telephone conversation with LCC it is understood that whilst

they appreciated the principle behind the drawing, it is their view that 3 passing bays was not enough. Furthermore, it was considered that the distance between the bays could still require drivers to potentially reverse long distances and result in a highway safety issue.

- 2.3.4 Instead of the scheme presented, LCC advised that they had approved an improvement scheme along Mill Lane as part of a previous application at the site (Leicestershire County Council Planning Reference: 2016/1119/04). It was confirmed that a similar scheme to that shown in the approved Drawing Number 1866-01-05 Revision A (contained in **Appendix C**) would be sufficient to address their concern on this matter.
- 2.3.5 It is important to note that the previous application was for an agricultural development with the regular transportation of waste to and from the site. As part of this application, it was confirmed that the development could generate a maximum of 60 two-way vehicle trips, including up to 50 trips by HGVs. The proposed development of 21 lodges is unlikely to generate any movements by HGVs and this has been acknowledged by LCC in their comments.
- 2.3.6 Nevertheless, in the interest of reaching a positive outcome as soon as possible, the applicant would be prepared to implement an improvement scheme that reflects the principles shown in the approved Drawing Number 1866-01-05 Revision A (**Appendix C**). This will offer a significant betterment to Mill Lane, with several sections of the carriageway widened. Any improvements such as the widening of the carriageway would be to adoptable standards and agreed with LCC.
- 2.3.7 It is considered that a suitably worded planning condition could secure these improvements as part of any future permission for the site. On this basis, LCC should now be satisfied that a suitable mitigation scheme could be provided to address their concerns.

2.4 Way Forward

- 2.4.1 In summary, this Technical Note has addressed each of LCC's outstanding concerns by demonstrating that a safe and suitable access layout could be provided, that the

development would not result in a severe impact on the road network and that a suitable mitigation scheme could be provided along Mill Lane. Therefore, following the requirements of the National Planning Policy Framework document, LCC should now be able to offer their support of the proposals.

APPENDIX D – AXIS DRAWING NUMBER 1866-01-05
REVISION A



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Follow any figured dimensions - do not scale for construction purposes. IF IN DOUBT P.A.S.C.

Revision History		Date
A	Changes to reflect updated access route	18.11.16

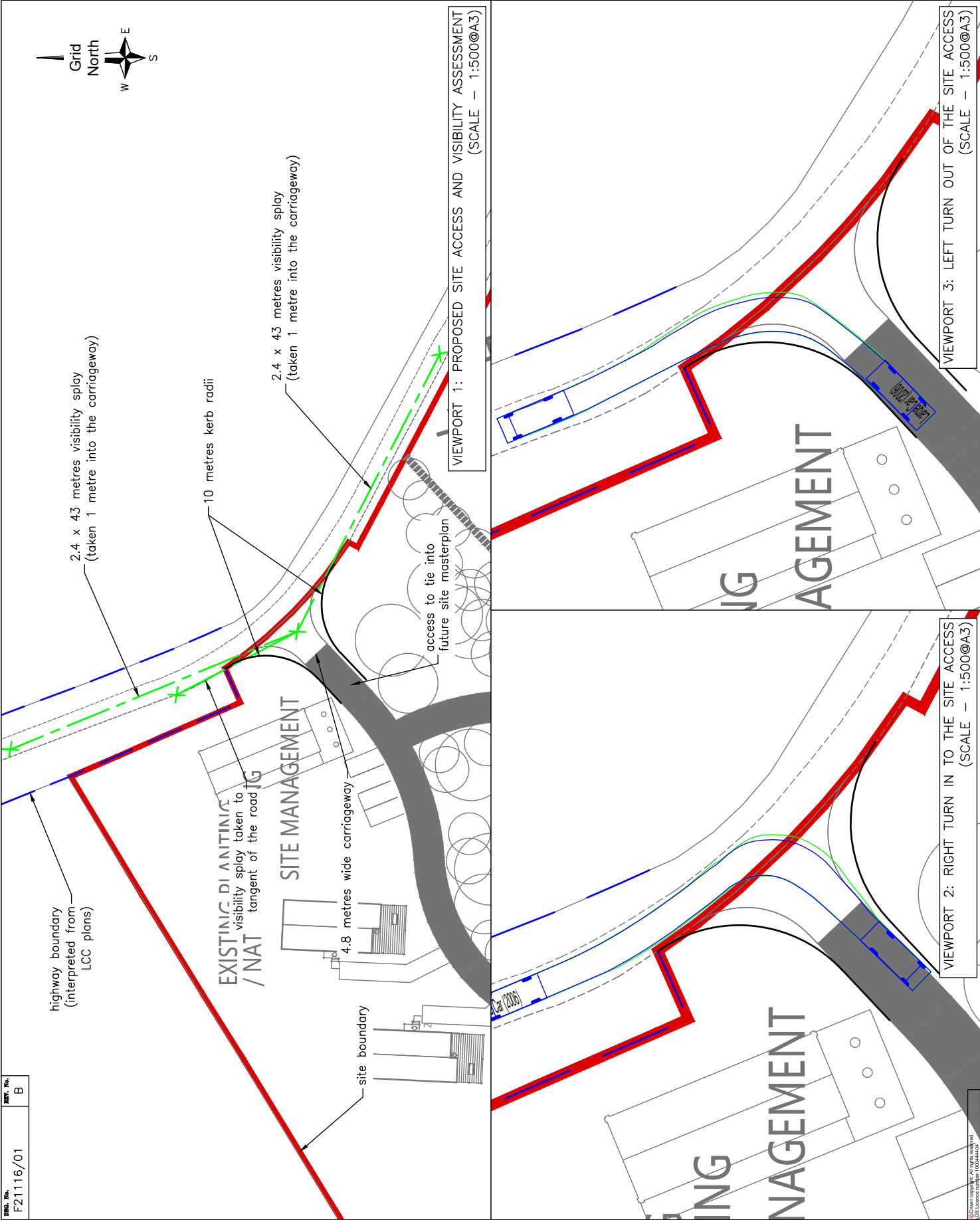
KEY PLAN

Areas of Road Widening
Proposed Quarry Access Road

axis	
Project Name	Barrow Hill Quarry
Client	TERRACONSULT
Project	BARROW HILL QUARRY
Drawing Title	ACCESS ARRANGEMENTS
Date	September 2016
Drawing Number	1866-01-05
Scale	1:1250@A3
Author	A

PLANNING ENVIRONMENT DESIGN

APPENDIX E – DRAWING NUMBER F21116/01 REVISION B



NOTES:

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Large Car (2008)

Overall Width: 1.872m
Overall Height: 1.511m
Min Body Ground Clearance: 0.310m
Max Track Width: 1.511m
Kerb to Kerb Turning Radius: 4.900m

REVISIONS

NO.	DATE	DESCRIPTION
1	09.11.21	ISSUED FOR TENDERS
2	09.11.21	REVISED FOLLOWING COMMENTS FROM LCC
3	09.11.21	REVISED FOLLOWING COMMENTS FROM LCC
4	09.11.21	REVISED FOLLOWING COMMENTS FROM LCC
5	09.11.21	REVISED FOLLOWING COMMENTS FROM LCC

CLIENT

AT CONTRACTING AND PLANT LTD

CONTRACT

LAND AT BARROW HILL QUARRY, EARL SHILTON

TITLE

PROPOSED SITE ACCESS, VISIBILITY ASSESSMENT AND SWEEP PATHS

BANCROFT CONSULTING

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Jarodale House
7 Gregory Boulevard
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NAME (PRIORITY)	DATE
WM	09.11.21

NAME (PRIORITY)	DATE
RT	09.11.21

SCALE AS SHOWN STATUS PRELIMINARY

DRAW. NO. F21116/01 REV. B

APPENDIX F – DRAWING NUMBER 1001 REVISION C

**APPENDIX G – TELEPHONE CONVERSATION FOLLOW UP
EMAIL DATED 10 MAY 2023**

From: [Will Morgan](#)
To: [Ben T Dutton](#)
Cc: [Yvette Cross](#)
Subject: Land at Barrow Hill Quarry, Earl Shilton
Date: 10 May 2023 15:28:00
Attachments: [Decision Notice.pdf](#)
[F21116 Land at Barrow Hill Quarry, Earl Shilton - Technical Note - Response to LCC Comments \(December 2022\).pdf](#)

Hi Ben,

Many thanks for taking the time to return my call this morning regarding the project at Barrow Hill Quarry, Earl Shilton. As mentioned, since receiving planning approval for the development of up to 21-holiday lodges at the site (H&B BC Ref 21/01390/FUL – Decision Notice attached), the applicant has been required to reassess the viability of the scheme due to the costs of the significant highway improvement works along Mill Lane. Because of this, they are now considering a slightly larger development of up to 36 holiday lodges plus a site management building at the site.

As discussed on the phone, I believe we were both in agreement that this increase in the number of holiday lodges is not likely to materially change the level of activity or traffic generation compared to the consented development. Despite this, I have taken the opportunity to recalculate the potential development traffic generation using the previously agreed trip rates used within the Technical Note report dated December 2022 (attached to this email). To recap, the consented scheme of up to 21 holiday lodges could generate up to 8 two-way vehicle movements during the busiest weekday peak hour and up to 4 two-way vehicle movements during the busiest weekend peak hour. In comparison, the latest proposals of up to 36-holiday lodges could generate:

Weekday

- | | | | |
|-------------------------------------|----------|----------|----------|
| • Morning peak (0800 to 0900 hours) | 2 arrive | 2 depart | 4 total |
| • Evening peak (1700 to 1800 hours) | 8 arrive | 6 depart | 14 total |

Weekend (Saturday)

- | | | | |
|-------------------------------------|----------|----------|---------|
| • Morning peak (0800 to 0900 hours) | 1 arrive | 2 depart | 3 total |
| • Evening peak (1700 to 1800 hours) | 4 arrive | 3 depart | 7 total |

As you will see from the above calculations, the larger scheme could generate up to 14 two-way vehicle movements during the busiest weekday peak hour and up to 7 two-way vehicle movements during the busiest weekend peak hour. This level of traffic is negligible and not considered to fundamentally change the conclusions reached regarding the off-site impacts of the development, especially with the significant improvement scheme along Mill Lane that would continue to be provided. It can therefore be concluded that the latest scheme complies with Paragraph 111 of the NPPF as there would be no 'severe cumulative impact' on the surrounding highway network.

Access to the larger development would also continue to be provided in accordance with the approved drawing (shown in Drawing Number F21116/01 Revision B included within the

attached Technical Note report). This strategy would ensure that 'safe and suitable' access could be provided and should remain acceptable to the Highway Authority as the type of vehicles accessing the site would not change compared to our previous assessment.

From this updated assessment, we believe the only outstanding point from a highways perspective is ensuring that a suitable internal layout is provided to serve the larger scheme. Considering this, we will ensure that any future planning application for the development includes updated swept path assessments and confirmation that a suitable parking provision could be provided.

In conclusion, we would be extremely grateful if you could review the above information and confirm that aside from a review of the internal layout, the Highway Authority would not expect to see any further highways assessment other than this email if a formal planning application for a development of up to 36-holiday lodges plus a site management building was to be submitted in the near future?

I look forward to hearing back from you and please give me a call if you feel I have misunderstood any points discussed. I would also be extremely grateful if you could get back to me by the end of the week if at all possible?

Kind regards,
Will



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