

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 23/00535/FUL

Highway Reference Number: 2023/00535/04/H

Application Address: Inglenook Farm Leicester Road Barwell Leicester Leicestershire LE9 8BD

Application Type: Full

Description of Application:

Erection of 20 accommodation pods, 10 holiday lodges, management building with associated internal access roads, parking, landscaping and surface water balancing

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Ian Fenny

County Councillor: Ross Hills

Parish: Barwell

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on a full application for the erection of 20 accommodation pods, 10 holiday lodges, a management building with associated internal access roads, parking, landscaping and surface water balancing at Inglenook Farm, Leicester Road, Barwell.

The Applicant has submitted a Highway Impact Assessment dated May 2023 in support of the proposals.

Site Access

Access to the proposed development would be via an existing agricultural access from Leicester Road, which is a C classified road subject to a 40mph speed limit . The Applicant intends to undertake improvements to the access, as detailed on Bancroft Consultancy drawing number F23010/01. This includes provision of a 5.5m wide access and 6.0m junction radii.

In order to ascertain the required visibility splays at the access, the Applicant has undertaken two automatic speed surveys approximately 100m either side of the site access, between Thursday 20th April 2023 and Wednesday 26th April 2023. The resultant 85%ile speeds of the surveys are shown in Table 1 below:

ATC location	Northbound	Southbound
North of Site	44.0mph	46.4mph
South of Site	45.4mph	46.5mph

Table 1: 85%ile speeds, Leicester Road.

Based on the recorded vehicle speeds, the Applicant has provided visibility splays of 2.4 x 118 metres to the south of the access and 2.4 x 151 metres to the north. According to Part 3, Table DG4 of the Leicestershire Highway Design Guide (LHDG, available at <https://resources.leicestershire.gov.uk/lhdg>), visibility splays of 2.4 x 160m would be required in each direction. However, when taking into consideration Design Manual for Roads and Bridges stopping sight distances, and the gradients of the road which have been calculated by the Applicant, the LHA can confirm that the visibility splays would be acceptable.

Whilst swept path analysis of a refuse collection vehicle and a fire appliance have been provided, the vehicles have only been shown turning left in to and left out of the site access. The LHA request that swept path analysis is shown for vehicles travelling in all directions.

The LHA considers the proposals are likely to intensify the use of the existing access and given that improvement works are proposed, it is advised that the Applicant should undertake an independent Stage 1 Road Safety Audit (RSA1) of the site access proposals, along with providing a designer's response to any problems raised and a revised drawing (if necessary).

Following provision of further swept path analysis, an RSA1 and a designer's response, the LHA will give further consideration to the site access arrangements.

Highway Safety

The Applicant has used Crashmap data between 2017 to 2021 to ascertain the Personal Injury Collision (PIC) history within 200m of the site access. The Applicant has identified that three PIC's occurred during this time at the Leicester Road/ A47 roundabout consisting of two slight and one serious PIC's. Of the slight PIC's, one involved a single vehicle, while the other involved a collision between two vehicles. The serious PIC involved a collision between a motorbike and another vehicle.

While the LHA advise that it is unclear specifically what dates the PIC analysis covers, and that it is only up to 2021 so could be considered out of date, the LHA are unaware of any additional PIC's occurring within the study area based on its own records up to late March 2023.

Based on the above information, the LHA could not justify the Applicant doing any further PIC analysis. The LHA accept the Applicants conclusion that there is no evidence of any ongoing highway safety problems within the immediate vicinity of the site that could be potentially exacerbated by the proposed development.

Trip Generation

It is understood the proposed development consists of 20 one-bed holiday 'pods' and 10 two-bed holiday lodges plus a management building. For the purposes of the trip generation analysis, the Applicant has considered the management building an additional holiday let unit and therefore considered the impact of 31 units.

The Applicant has based trip rates on similar scale applications which have recently been accepted by the LHA, notably Harborough District Council Planning Reference: 22/00719/FUL for a proposed development of 21 holiday lodges at Moorbarns Lane, Lutterworth, and Hinckley & Bosworth Borough Council reference 21/01390/FUL for 21 holiday lodges at Barrow Hill Quarry, Mill Lane, Earl Shilton.

The approximate level of vehicular trips for a weekday are shown in Table 2, while the approximate number of weekend trips are shown in Table 3:

• morning peak	1 arrive	2 depart	4 total
• evening peak	7 arrive	6 depart	13 total
• daily	58 arrive	45 depart	103 total

Table 2: Approximate weekday vehicular trips (31 units).

• morning peak	2 arrive	3 depart	5 total
• evening peak	3 arrive	3 depart	6 total
• daily	33 arrive	30 depart	63 total

Table 3: Approximate weekend vehicular trips (31 units).

The LHA advises it accepts the proposed trip rates.

Junction Capacity Assessments

Given the scale of the proposed development and anticipated level of peak hour trips, the LHA do not require capacity assessments of the site access or surrounding key junctions.

Internal Layout

Details of the internal layout of the site have been provided on BHC drawing number: 1003 Rev E. The proposed development would provide a total of 43 car parking spaces. The Applicant has based parking provision on one space per one bed unit and two spaces per two bed unit as well as three spaces for the management building. Given the nature of the proposals, the LHA considers this to be acceptable and is satisfied that the parking spaces are designed in accordance with the LHDG and that the proposals are unlikely to generate on-street parking in the vicinity of the site.

Swept path analysis of a refuse collection vehicle driving through the site has been provided on Bancroft Consultancy drawing number F23010/03. The LHA are also satisfied that sufficient turning space is available within the site in order for all vehicles to arrive and depart in a forward gear.

Transport Sustainability

The LHA advise the proposals are situated an approximate 500m walk from bus stops served by regular buses between Leicester and Nuneaton, which may be of benefit to visitors and employees. It is also noted that cooking facilities would be provided within each unit.

Date Received
12 June 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
5 July 2023