

**AT Contracting
and Plant Hire Ltd**

**Alkerton, Banbury
Site Access Appraisal**

November 2023



**BANCROFT
CONSULTING**

bancroftconsulting.co.uk

**ALKERTON, BANBURY
SITE ACCESS APPRAISAL
NOVEMBER 2023**

1.0 INTRODUCTION AND DEVELOPMENT PROPOSALS

- 1.1 Bancroft Consulting were appointed by AT Contracting and Plant Hire Ltd to provide highways and transport advice in respect of proposals to develop 15 x holiday 'lodges' and 8 x holiday 'pods' alongside two fishing lakes at land to the northeast of Stratford Road (A422) near Alkerton in Oxfordshire. **Figure 1** shows the general site location and **Figure 2** shows the site in context with the immediate surroundings.
- 1.2 The latest site masterplan is included in **Appendix A** and demonstrates how the development would be served by a new access at Stratford Road (A422). As shown in the masterplan, a total of 15 holiday lodges would be provided and 8 holiday pods. Two fishing lakes would be provided alongside the holiday accommodation, with room for approximately 81 fishing pegs. A management building would be located next to the main car park where a total of 60 spaces would be provided. The internal access road would comprise a loop arrangement, extending past both fishing lakes and also include a connection to the adjacent field on the southwestern edge of Stratford Road (A422) facilitated by the existing tunnel.
- 1.3 The objective of this report is to demonstrate to Oxfordshire County Council (OCC) acting in its role as the Highway Authority that the proposals could be served by a 'safe and suitable' access layout at Stratford Road. It will also seek to confirm that there would be no 'severe' impacts as a result of the development, along with outlining that a suitable servicing strategy and parking provision could be provided.
- 1.4 This Site Access Appraisal considers the requirements of Paragraphs 110 and 111 of the National Planning Policy Framework [NPPF] (MHCLG, September 2023), which states:

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

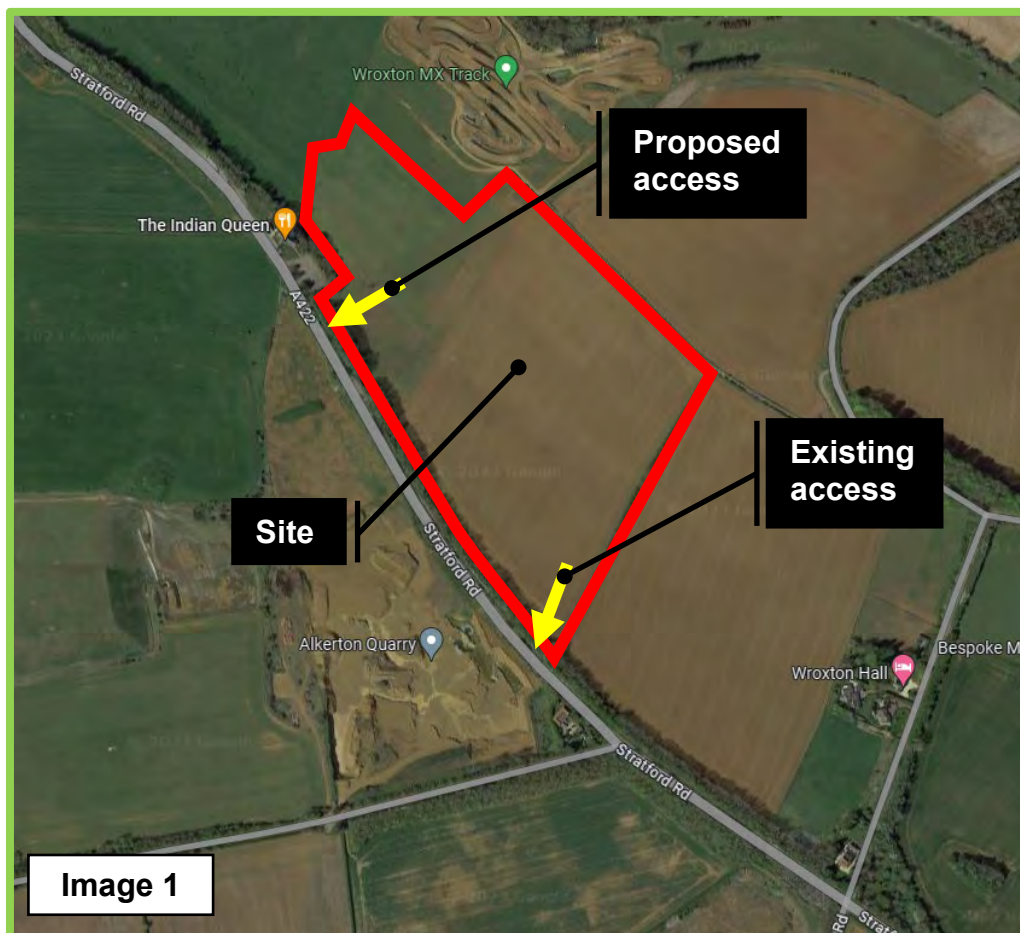
a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content 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]

- 1.5 This report also considers local guidance in the ‘Technical Design Information Sheet’ (OCC, March 2020) and ‘Street Design Guide’ (OCC, September 2021). Within these guidance documents, reference is also made to ‘Manual for Streets’ (DfT, 2007) and its companion document ‘Manual for Streets 2 – Wider Application of the Principles’ (CIHT, 2010). It is also advised that consideration should be given to the relevant guidance contained in the Design Manual for Roads and Bridges (DMRB) documents, such as CD 123 ‘Geometric design of at-grade priority and signal-controlled junctions’ (National Highways, November 2021). A detailed site visit was undertaken on 13 July 2023 during which observations were made on the existing conditions at the site and the immediate surrounding highway network. These observations will be referenced later in this report, where necessary.

2.0 REVIEW OF EXISTING HIGHWAY LAYOUT

2.1 As shown in **Figures 1 and 2**, the site is located to the northeast of Stratford Road (A422) near Alkerton in Oxfordshire. It currently comprises agricultural land which is served by a single point of access at the southern edge of the site frontage (identified in **Image 1** below). The existing access does not provide a formalised carriageway and during the site visit, was differentiated from the remaining grass verge due to the presence of tyre tracks. It also includes dashed edge of carriageway markings at Stratford Road and extends in a northeastbound direction into the site. There are significant level differences within the site compared to Stratford Road. At the proposed access location there is approximately a 7 metres drop in the first 20 metres heading east into the site.



2.2 The proposed access to serve the development would be located approximately 500 metres north of the existing access on Stratford Road. At this point, the road has an overall carriageway width of approximately 6.5 metres with centreline markings. The carriageway is immediately bound by grass verges at either side, measuring

approximately 3 metres at the eastern edge (along the site frontage) and 2 metres on the western edge. Site visit observations confirm that the grass verges are maintained and are considered to form part of the adopted highway boundary.

- 2.3 At the proposed access, Stratford Road has a relatively straight alignment and has a level gradient on approach in both directions. At this point, the road is subject to the national de-restricted speed limit and during the site visit traffic flows were also observed to be light. Stratford Road has no footways or streetlighting in the immediate vicinity of the site and extends between Banbury to the southeast and Stratford-upon-Avon to the northwest. The Department for Transport (DfT) conducted a traffic count on Stratford Road approximately 1.5 kilometres north of the site in 2016. This confirmed that the road had an annual average daily two-way flow (AADT) of 3,900 vehicles. Using this data, DfT also calculated that Stratford Road was predicted to have an annual AADT flow of 3,540 vehicles in 2022.
- 2.4 Stratford Road (A422) is a classified A-road and provides direct access to several other nearby developments. This includes 'the Indian Queen', 'Alkerton Oaks Business Park' and 'Upton House and Gardens'. The Indian Queen restaurant is located approximately 60 metres north of the proposed access. The parking area of the restaurant is accessed directly from Stratford Road through two priority T-junctions positioned approximately 18 metres apart. Both accesses have a carriageway width of approximately 5.5 metres. There is also an existing layby approximately 70 metres to the south of the proposed access. This has a maximum width of approximately 6 metres and an overall length of approximately 65 metres. During the site visit, it was unoccupied and forms one of the several laybys along Stratford Road, including a larger one measuring approximately 120 metres in length circa 150 metres north of the proposed access.
- 2.5 A review of the 'CrashMap' website (crashmap.co.uk) has been completed to determine if there is any evidence of an existing highway safety problem that could be exacerbated by the proposed development. As shown in **Figure 3**, there have been no recorded accidents in the immediate vicinity of the proposed access location during the latest 5-year study period (2018 to 2022). On this basis, no further assessment of highway safety has been undertaken as part of this application.

3.0 TRAFFIC GENERATION

- 3.1 As outlined earlier in this report, the proposals comprise the development of 15 x holiday 'lodges' and 8 x holiday 'pods' alongside two fishing lakes. The proposals will be for leisure/recreational use and based on experience of similar schemes would be seasonal in activity, with the busiest periods likely to occur during the summer months. The majority of traffic would be car-based, with the occasional movement by delivery vans and refuse collection vehicles. All aspects of the development would be managed by on-site staff (located in the management building), with booking systems in place for the holiday accommodation and fishing lakes.
- 3.2 It is important to note that the timing of traffic generated by the development would not be expected to coincide with the surrounding highway network's typical peak hour periods (0800 to 0900 hours and 1700 to 1800 hours). This is due to the fact that people who will be visiting the development are unlikely to decide to arrive/depart the site when Stratford Road and other surrounding roads are perceived to be at their busiest. This is reflected in the check-in/out times of the holiday accommodation which is usually from early/mid-afternoon to mid-morning the following day. The proposed fishing lakes would also operate in a similar way, with a booking system in place to manage the number of visitors across the day and would also be available to those staying at the holiday accommodation.
- 3.3 For robustness, the TRICS database was also interrogated to try and identify suitable trip rates for the proposed development. Upon completing this review it was quickly established that the database does not include any similar sites to that being proposed, with the only sites being remotely similar all including additional facilities such as swimming pools and tennis courts etc.
- 3.4 Noting the above and having had experience with other similar schemes for the same applicant, including a recently approved development of up to 21 holiday lodges at Barrow Hill Quarry in Earl Shilton, Leicestershire (Decision Notice and relevant extracts included in **Appendix B**), the following weekday trip rates per holiday lodge are considered to be accurate to the proposals:

• Morning peak (0800 to 0900 hours)	0.047 arrive	0.047 depart	0.094 total
• Evening peak (1700 to 1800 hours)	0.190 arrive	0.190 depart	0.380 total
• Daily (0700 to 2200 hours)	1.856 arrive	1.428 depart	3.284 total

3.5 Based on these trip rates, the proposed development of up to 24-holiday ‘units’ (including 15 ‘lodges’, 8 ‘pods’ and a management building) 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)	5 arrive	5 depart	10 total
• Daily (0700 to 2200 hours)	45 arrive	34 depart	79 total

3.6 The above confirms that the development of the proposed holiday accommodation would not generate any significant increases in vehicle movements, with up to 10 total two-way movements during the busiest evening peak hour period. This equates to a new vehicle movement at the access on Stratford Road every 6 minutes on average during this period. This would not represent a material change in traffic conditions or result in any severe cumulative impacts on the surrounding highway network.

3.7 The proposed fishing lakes would be ancillary to the holiday accommodation but also be available for use by the public. This would be managed by staff on-site and also through a booking system, with the ability to reserve fishing pegs for certain periods of time. Based on the experience of sites with similar facilities, it is understood that fishing lakes are typically busiest during the summer months where visitors arrive early in the morning and potentially stay on site all day until the evening. Outside of the summer months, there is usually a notable reduction in bookings although some visitors would be expected to visit all year round.

3.8 Considering the above, it is highly unlikely that all of the 81 fishing pegs proposed would ever be fully occupied, especially on a typical weekday scenario during the ‘neutral’ months (e.g. outside of the summer holidays). Therefore, even if it were to be assumed that the fishing pegs were to be half occupied (up to 41 people fishing at the same time) and they all arrive/depart in a single vehicle across the day this

would continue to represent a negligible increase in traffic and not materially change the conditions at the access or on Stratford Road.

- 3.9 Based on the above, OCC should be satisfied that the potential traffic generation of the development has been assessed noting the limited amount of comparable information available. Based on the findings of this assessment, it can be concluded that the proposals would result in a negligible increase in traffic which would mainly occur outside of the typical network peak hour periods. Furthermore, as the majority of traffic would be expected to comprise cars, the Highway Authority should have confidence that there would be no severe cumulative impacts and that the development would not materially change traffic conditions on Stratford Road. On this basis and in accordance with Paragraph 111 of the NPPF, no further assessment of the development's traffic generation should be required as part of this application.

4.0 PROPOSED SITE ACCESS AND INTERNAL LAYOUT

- 4.1 To inform the proposed site access layout, OCC's adopted 'Technical Design Information Sheet' has been reviewed. Within this guidance, it is recommended that a maximum carriageway gradient of 1:20 (5%) is used at junctions, although this can be increased to 1:15 (7%) internally. It also outlines that the minimum carriageway width to accommodate two-way traffic (two cars passing) is 4.8 metres, although a minimum width of 6 metres should be used for shared surface environments. The Technical Design Information Sheet also recommends that consideration should be given to relevant DMRB guidance such as CD 123 'Geometric design of at-grade priority and signal-controlled junctions'.
- 4.2 Figure 2.3.1 contained within Section 2 'Junction Selection' of CD 123 confirms that simple priority T-junctions can be used when the major roads AADT flow is less than 13,000 vehicles and the minor arms AADT is less than 300 vehicles. It has been confirmed that Stratford Road had a predicted AADT of 3,540 vehicles in 2022 and the proposed development traffic would also be significantly under the 300 AADT threshold. On this basis and noting nearby examples at the Indian Queen and Alkerton Oaks Business Park, the use of a simple priority T-junction should be suitable to serve the proposed development.
- 4.3 As shown in Viewport 1 of **Drawing Number F23086/03**, the proposed access would be located in the northwestern corner of the site frontage at Stratford Road. It would comprise a priority T-junction with a private access road measuring 6 metres wide extending into the site. The road would act as a shared surface environment due to there being no footways along Stratford Road, with a sufficient carriageway width as per OCC's requirements. A 0.8 metres wide maintenance margin would also be provided on each side of the carriageway. In terms of kerb radii at the junction, paragraph 5.6.1 of CD 123 states that "*at simple priority junctions where no provision is to be made for the design vehicle, the minimum corner radii should be 10 metres in rural areas*". In light of this, the proposed access junction would provide 10 metres kerb radii which would allow access by larger vehicles such as delivery vans and refuse collection vehicles if required.

- 4.4 A visibility assessment has also been completed at the proposed site access as shown in Viewport 2 of **Drawing Number F23086/03**. For this assessment, the required visibility splay has been based on the 60mph speed limit along Stratford Road which requires a visibility splay of 215 metres to be provided. As shown in the drawing, the required visibility splays could be achieved in both directions at the proposed access along Stratford Road when taken from a 2.4 metres setback distance (to reflect the fact that most vehicles exiting would be cars) to a point 1 metre into the carriageway (to represent the running lane of approaching vehicles). The visibility splays would be secured within the grass verge along the eastern edge of Stratford Road which was observed to be maintained during the site visit. The visibility splay to the north would not conflict with the existing accesses to the Indian Queen and Viewport 3 of the drawing also confirms that the visibility splay to the south would be achievable even if an HGV were to be parked in the existing layby.
- 4.5 An assessment of forward visibility at the access has also been completed as shown in **Drawing Number F23086/04**. This confirms that a vehicle potentially waiting to turn right into the proposed site access would have sufficient forward visibility of an approaching vehicle in the southbound direction along Stratford Road.
- 4.6 As outlined earlier in the report, there is a significant difference in ground level within the site compared to Stratford Road. Further assessment of gradients along the proposed private access road will be submitted as part of the detailed design stage, although **Drawing Number F23086/05** confirms how the required 1 in 20 (5%) gradient could be achieved over a distance of 140 metres from the edge of the carriageway. The drawing also includes the extent of potential works/embankments required (based on a 2:1 gradient) which will continue to be incorporated as the site masterplan develops. A further area of land would be secured at the bend in the carriageway for forward visibility, this would be left clear of obstruction above 0.6 metres in height.
- 4.7 Based on the above, the Highway Authority should be satisfied that the principle of the access layout shown in **Drawing Number F23086/03** is acceptable due to it providing sufficient geometry and visibility in accordance with the relevant design standards. Although further assessment of vehicle tracking and a Stage 1 Road

Safety Audit may be required at a later date, the Highway Authority should be in a position to accept that the proposed development could be served by a 'safe and suitable' access layout at Stratford Road as part of this application.

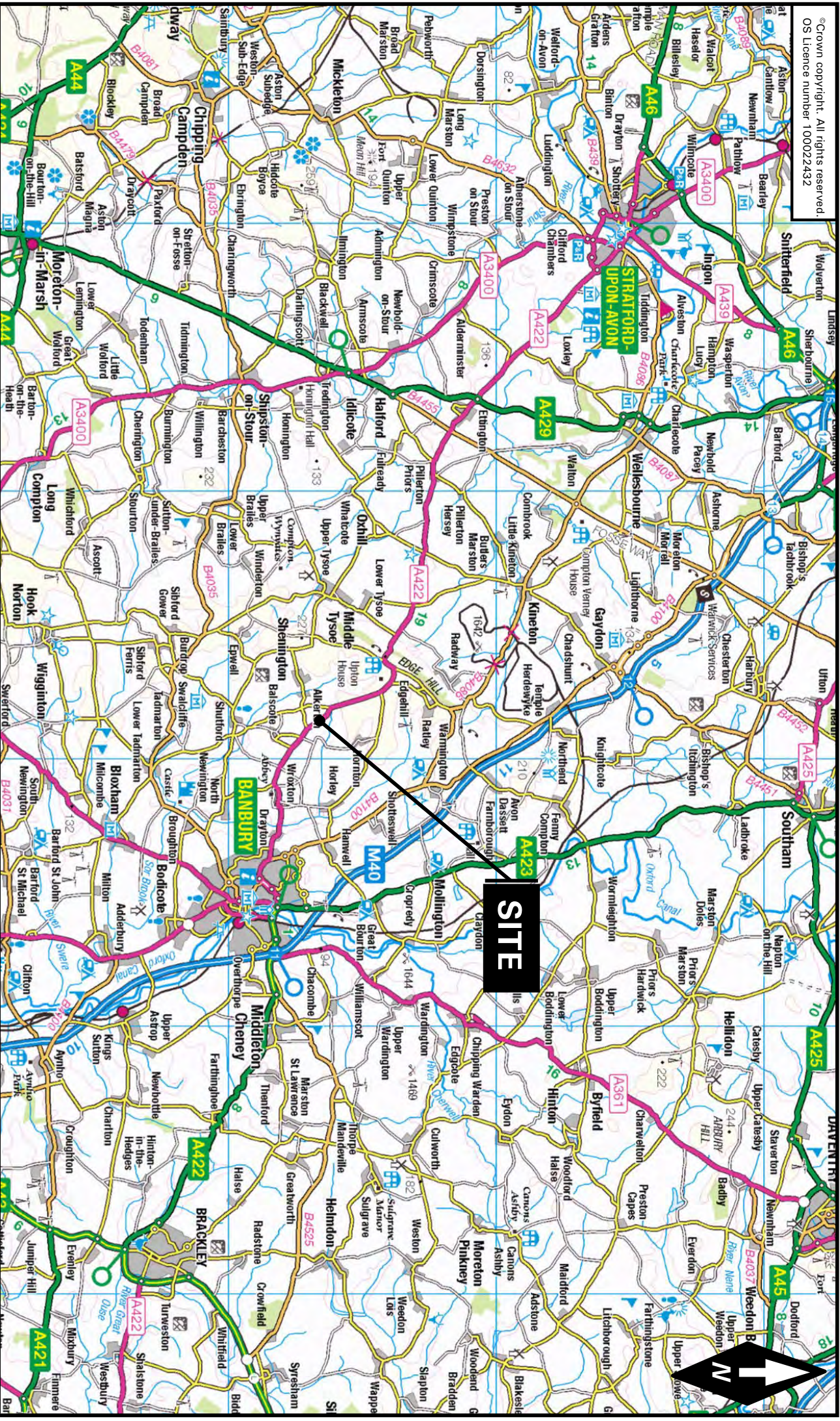
- 4.8 Further consideration of the proposed internal layout will be given as the layout progresses, including traffic calming techniques along the private access road to support the shared surface environment. This could include the use of raised tables at key internal junctions, chicanes at regular intervals and carriageway narrowing to reduce vehicle speeds. The proposed servicing strategy would be managed by staff on-site and would include the use of commercial refuse collection vehicles. This would allow flexibility in the size of vehicles accessing the development and any future site masterplan would ensure that the largest anticipated vehicle could turn internally and leave back onto Stratford Road in a forward gear.
- 4.9 A total of 60 parking spaces are currently shown on the masterplan which would be used by both visitors of the holiday accommodation and fishing lakes. There do not appear to be any adopted standards that could be applied to the proposed development, however, based on each holiday accommodation likely to be provided with a single designated parking space during the duration of their stay there could be up to 23 vehicles parked at any one time. This would leave up to 37 parking spaces potentially unoccupied and available to be used by visitors to the fishing lakes. It would also allow some flexibility if visitors to the holiday accommodation arrived in more than one vehicle. On this basis, it is considered that the parking provision currently shown is sufficient to serve the proposed development although if this were to be any major issues there should be scope to add further parking areas if required.
- 4.10 Based on the above, the Highway Authority should also have no concerns with the proposed internal layout to serve the development and be in a position to offer its support of the proposals based on the information provided.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 Bancroft Consulting were appointed by AT Contracting and Plant Hire Ltd to provide highways and transport advice in respect of proposals to develop 15 x holiday lodges and 8 x holiday pods alongside two fishing lakes at land to the northeast of Stratford Road (A422) near Alkerton in Oxfordshire.
- 5.2 The objective of this report has been to demonstrate to OCC that the proposals could be served by a 'safe and suitable' access layout at Stratford Road and that there would be no 'severe' impacts as a result of the development. It has also aimed to confirm that a suitable servicing strategy and parking provision could be provided.
- 5.3 Considering the above, it has been confirmed that the proposals would result in a negligible increase in traffic movements which would mainly occur outside of the typical network peak hour periods. It has also been outlined that the majority of traffic would be car-based activity and would not materially change the existing conditions along Stratford Road. On this basis, it has been concluded that the proposed development complies with Paragraph 111 of the NPPF and no further assessment of the development's traffic generation should be required as part of this application.
- 5.4 A suitable access layout has been identified with consideration of the adopted design guidance. This is shown in **Drawing Number F23086/03** and confirms that it would comprise a priority T-junction with a 6 metres wide carriageway and 10 metres kerb radii. The private access road would extend eastwards into the site, providing a maximum gradient of 1 in 20 (5%) as per OCC's adopted standards. It has also been confirmed that the required visibility splays based on the speed limit along Stratford Road could be provided at the proposed access and for any vehicles potentially waiting to turn right into the development. On this basis, it has been concluded that the Highway Authority should be in a position to accept that the proposed development could be served by a 'safe and suitable' access layout at Stratford Road as part of this application.
- 5.5 The development would be managed by staff on-site, who would use commercial refuse vehicles to collect waste. This would allow flexibility in the size of vehicles

accessing the development and it has been outlined that any future site masterplan would ensure that the largest anticipated vehicle could turn internally and leave back onto Stratford Road in a forward gear. A total of 60 parking spaces would also be provided and it has been established that this should be sufficient to serve the proposed development. On this basis, it has been concluded that the Highway Authority should have no concerns with the proposed internal layout shown in **Appendix A** and be in a position to offer its support of the proposals based on the information provided.

- 5.6 Based on the findings and information presented in this Site Access Appraisal it can be concluded that OCC should be able to support the proposed development at the site in accordance with the NPPF.



SCALE: Do Not Scale

DATE: 28.11.23

DRAWN: MB

CLIENT:
AT CONTRACTING AND PLANT HIRE LTD

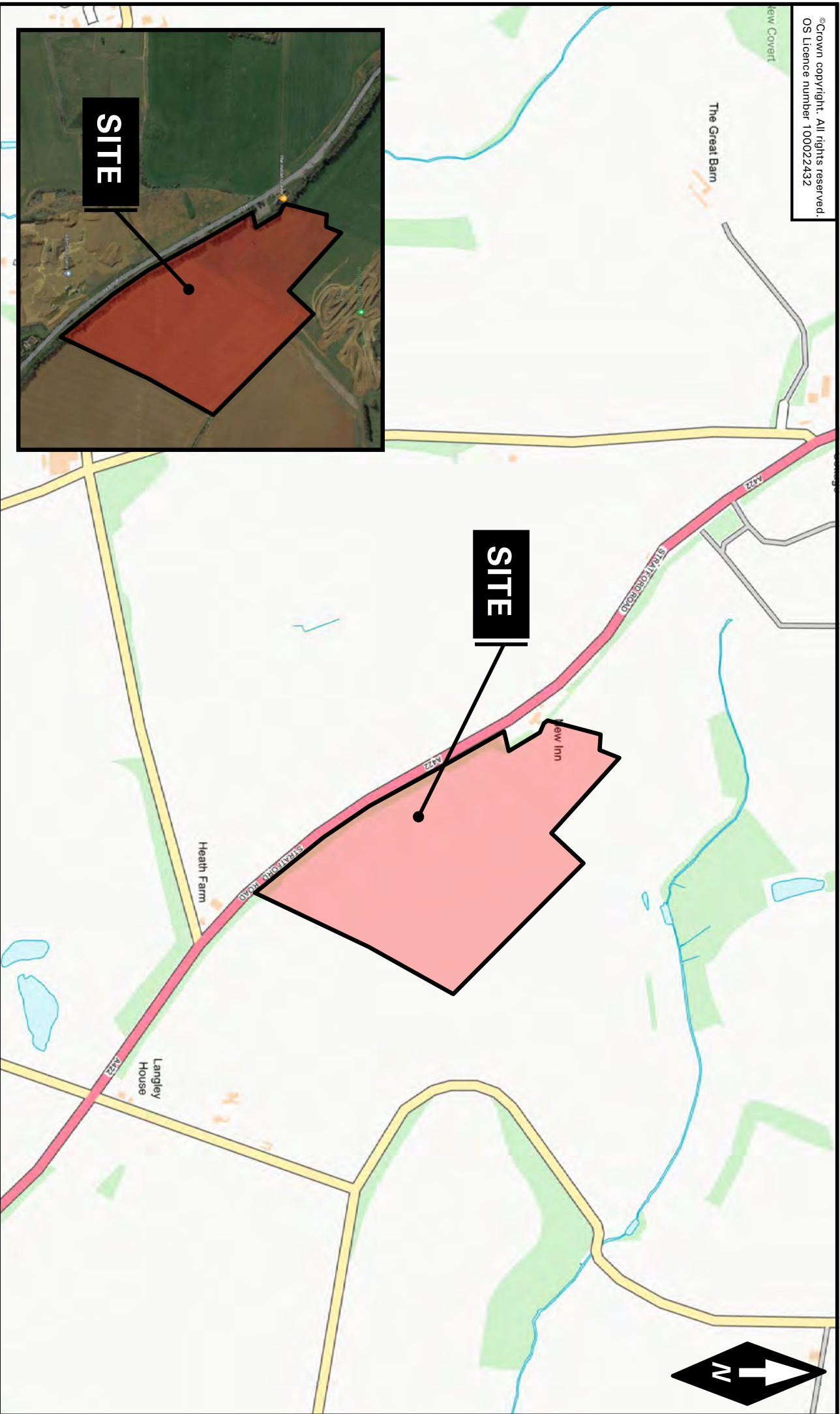
TITLE:
GENERAL SITE LOCATION PLAN

JOB TITLE:
ALKERTON, BANBURY



JOB NUMBER:
F23086

FIGURE:
1



SCALE: Do Not Scale

DATE: 28.11.23

DRAWN: MB

CLIENT: AT CONTRACTING AND PLANT HIRE LTD

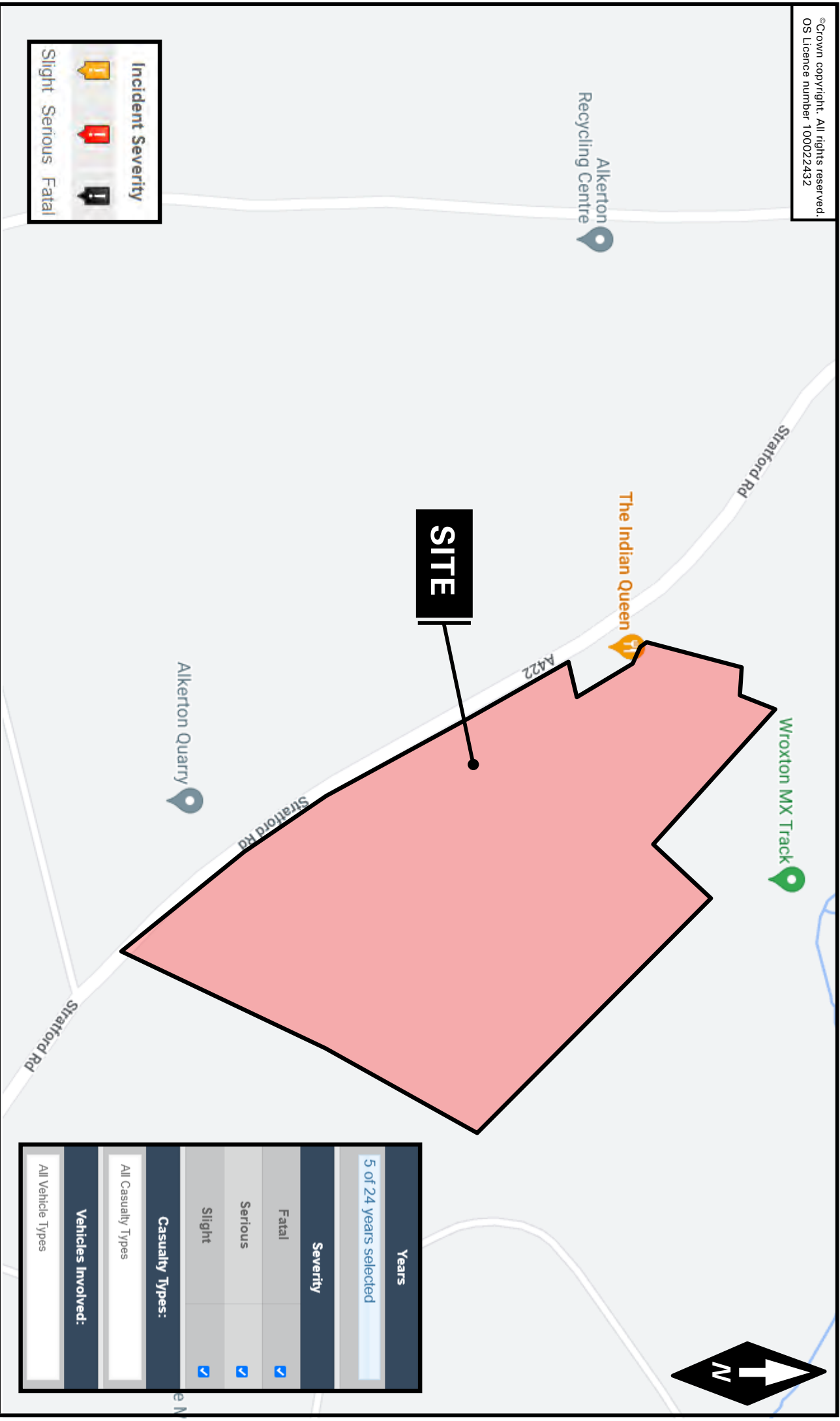
TITLE: DETAILED SITE LOCATION PLAN

JOB TITLE: ALKERTON, BANBURY

bc BANCROFT CONSULTING

JOB NUMBER: F23086

FIGURE: 2



Incident Severity

Slight Serious Fatal

Years

5 of 24 years selected

Severity	
Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

SCALE: **Do Not Scale**

DATE: **28.11.23**

DRAWN: **MB**

CLIENT: **AT CONTRACTING AND PLANT HIRE LTD**

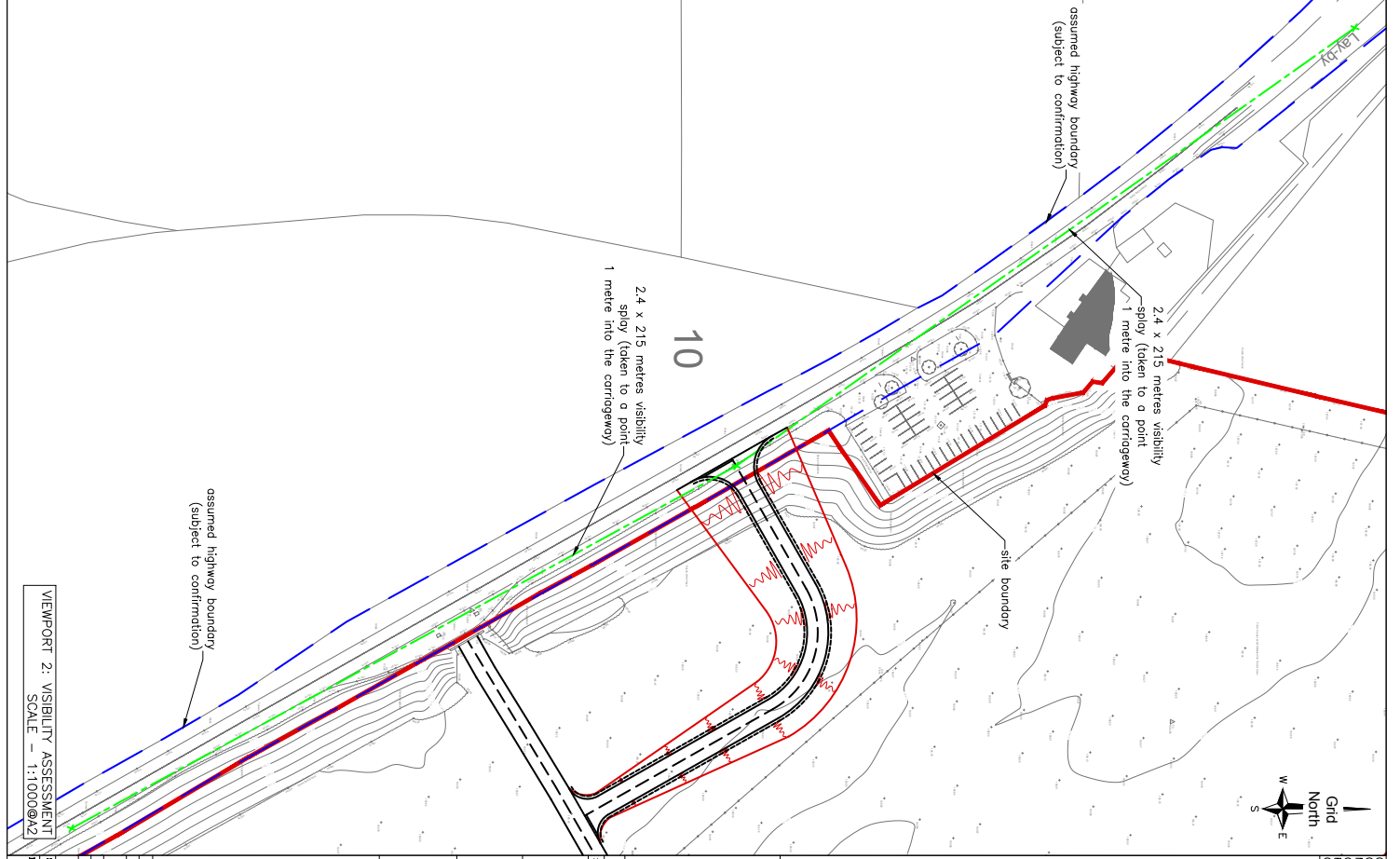
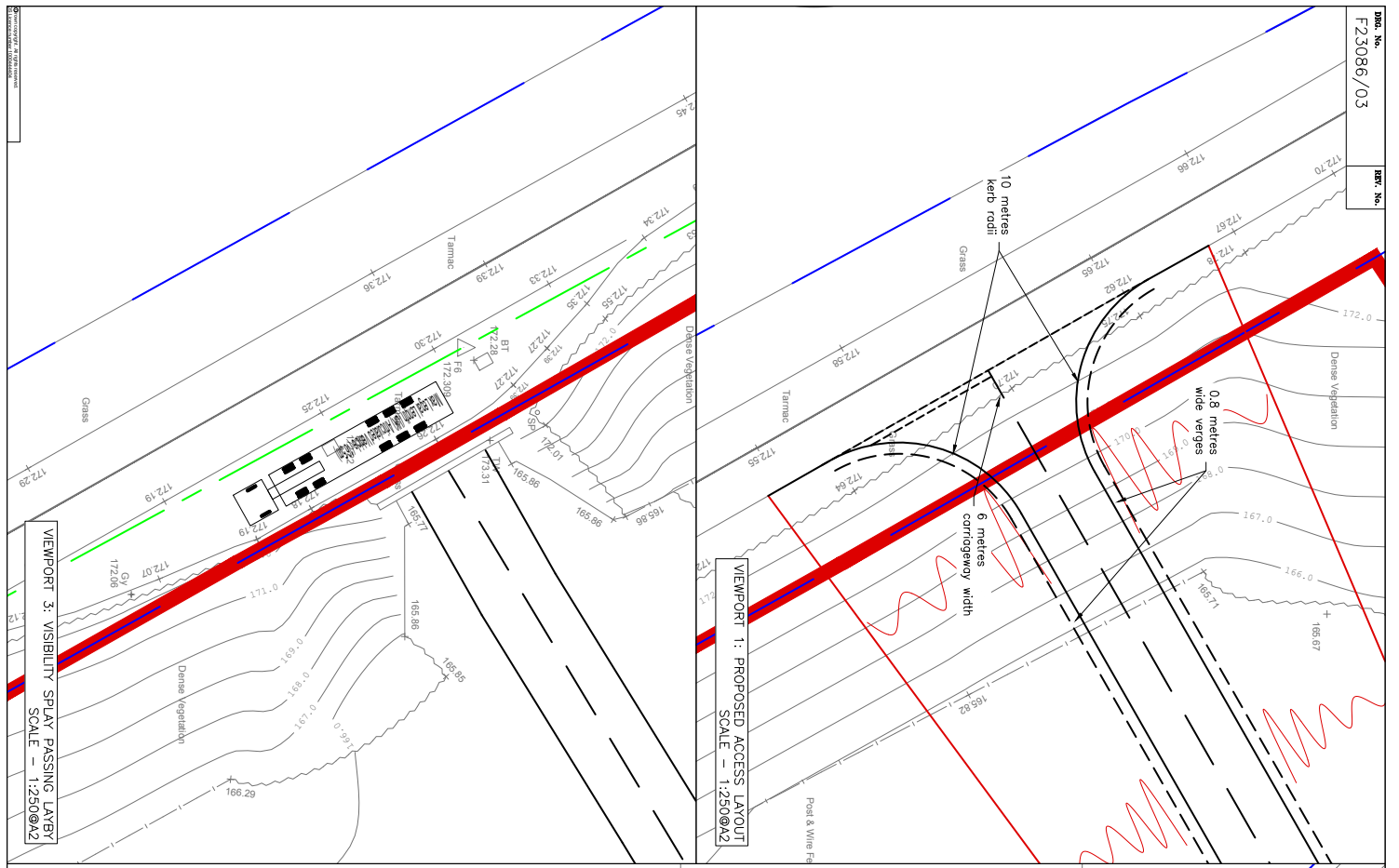
JOB TITLE: **ALKERTON, BANBURY**

TITLE: **ACCIDENT DATA TAKEN FROM CRASHMAP.CO.UK (2018-2022)**



JOB NUMBER: **F23086**

FIGURE: **3**



Copyright in this drawing is the property of Bancroft Consulting Ltd. It must not be reproduced nor altered nor used for the erection of any works whether in whole or in part without the express consent of Bancroft Consulting Ltd.



NO.	DATE	REVISION	BY	CHKD

CLIENT
AT PLANT AND CONTRACTING
HIRE LTD

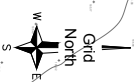
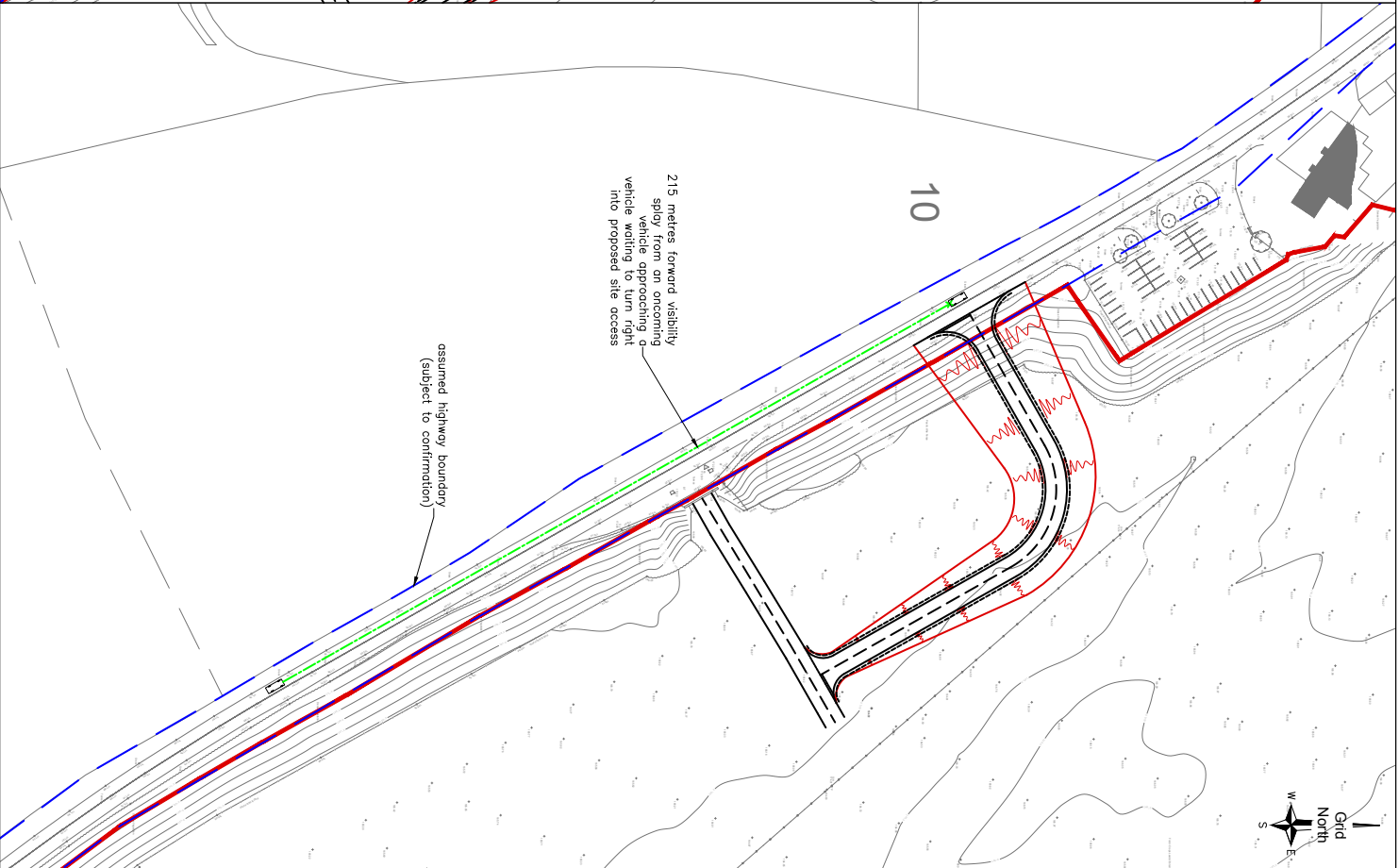
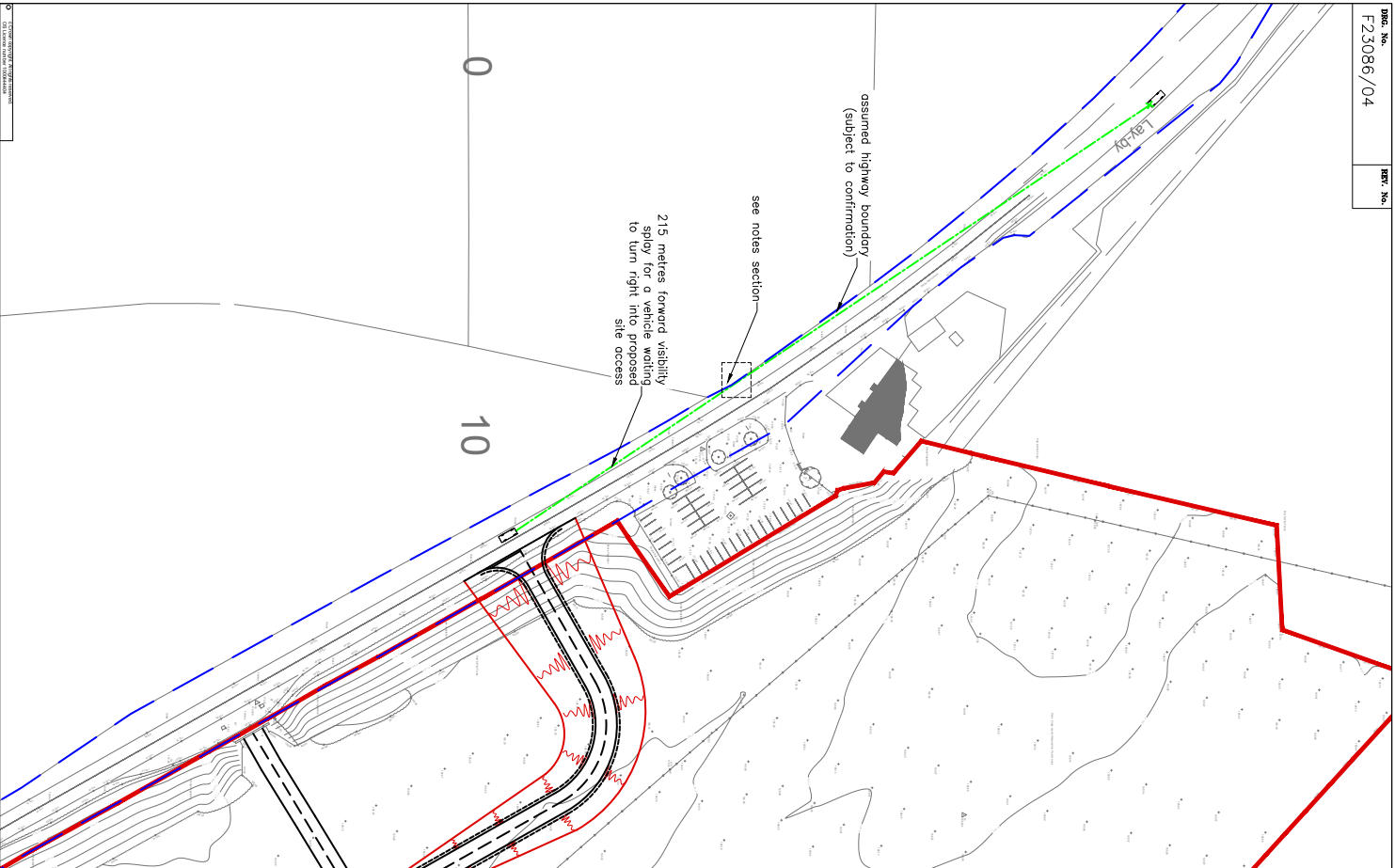
CONTRACT
ALKERTON, BANBURY

TITLE
PROPOSED ACCESS LAYOUT
& VISIBILITY ASSESSMENT

bc BANCROFT CONSULTING
Bancroft Consulting Ltd
Janodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

NAME (PRINT)	DATE
MB	01.12.23
NAME (PRINT)	DATE
WM	01.12.23

SCALE AS SHOWN | STATUS: PRELIMINARY | DRG. No. F23086/03



CONSENT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR ALTERED FOR USE FOR THE EXECUTION OF ANY WORKS WHETHER IN PREPARATION OF OR OTHERWISE WITHOUT THE EXPRESS CONSENT OF BANCROFT CONSULTING LTD.
NOTES:

REV.	DATE	DESCRIPTION	REV.	DATE

CLIENT
**AT PLANT AND CONTRACTING
HIRE LTD**

CONTRACT
ALKERTON, BANBURY

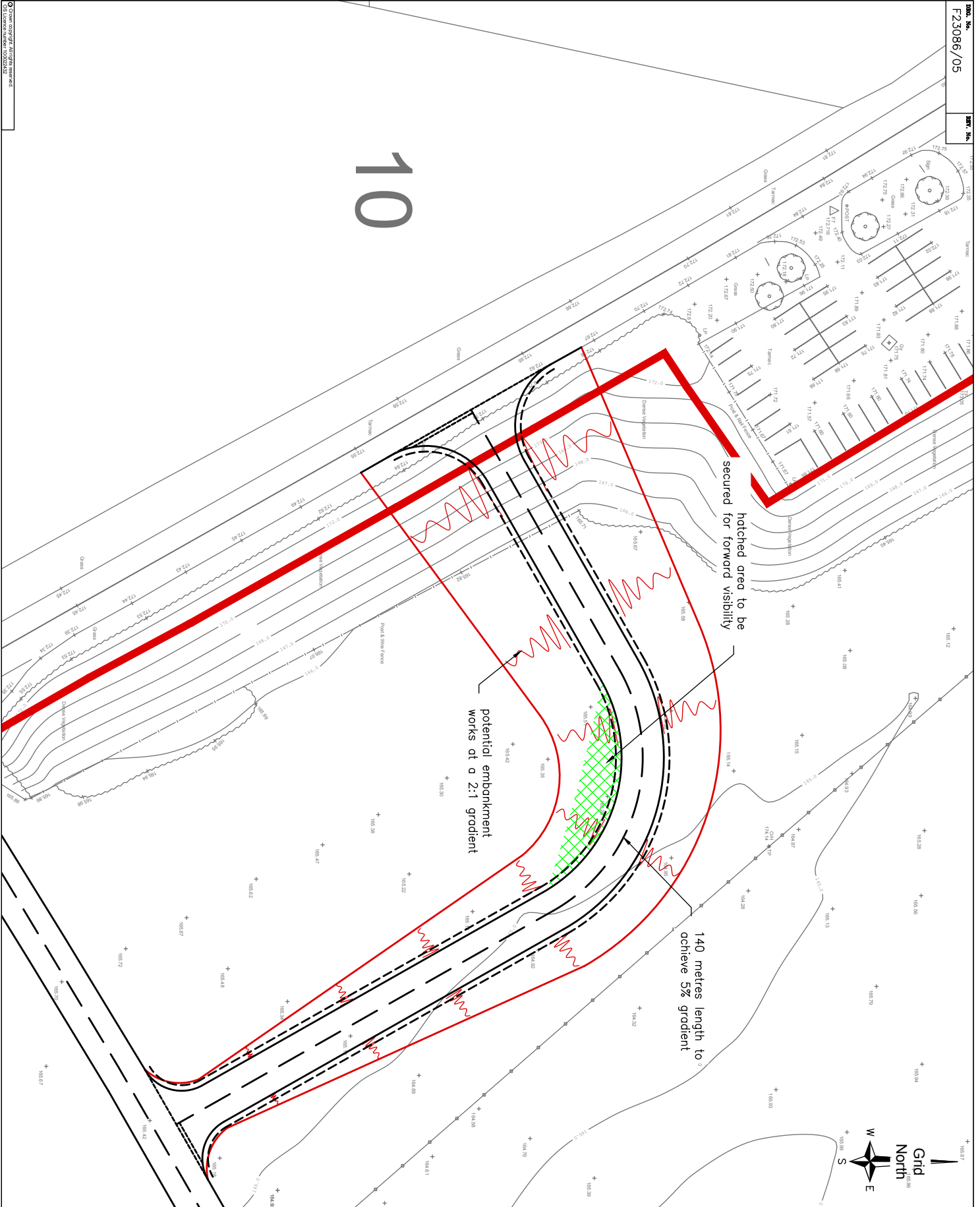
TITLE
FORWARD VISIBILITY ASSESSMENT



Bancroft Consulting Ltd
Jarrodale House
7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
f 0115 9648201
e office@bancroftconsulting.co.uk

NAME (PRINT)	DRAWN BY	DATE
MB	MB	01.12.23
NAME (PRINT)	CHECKED BY	DATE
WM	WM	01.12.23
SCALE 1:1000@A2 DRAWN PRELIMINARY REV		
DRG. No. F23086/04		

10



- CONSENT IN THIS DRAWING IS THE PROPERTY OF BANCROFT CONSULTING LTD. IT MUST NOT BE REPRODUCED NOR AMENDED NOR USED FOR THE EXECUTION OF ANY WORKS WHETHER IN CONNECTION WITH THE PROPOSED WORKS FOR WHICH IS PROVIDED OR FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF BANCROFT CONSULTING LTD.
- NOTES:
- Existing carriageway level = 152.70m, whilst Site level = 155.71. Approximately 7 metre drop in first 20 metres heading east into site.
 - Red lines show indicative areas where embankments will be needed, this has been based on a 2:1 gradient.

DATE	DESCRIPTION	BY	CHKD

CLIENT
AT PLANT AND CONTRACTING
HIRE LTD

CONTRACTS
ALKERTON, BANBURY

TITLE
PROPOSED ACCESS ROAD
GRADIENTS

bc BANCROFT CONSULTING

Bancroft Consulting Ltd
 Jarodale House
 7 Gregory Boulevard
 Nottingham
 NG7 6LB

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

NAME	DESIGNED BY	DATE
MARK GERRITY	MB	01.12.23
NAME	CHECKED BY	DATE
WM	WM	01.12.23
SCALE 1:500	STATUS	PRELIMINARY
Drawn No.	F23086/05	REV

APPENDIX A – LATEST SITE MASTERPLAN



ALKERTON PARK FISHING LAKES KEY PLAN

DRAFT

Land at Alkerton
 Oxfordshire

KEY PLAN

Scale: 1:1250 @ A1 Date: Nov 2023

Dwg No. AL/2004 Revision: B

Brook House Consulting

BHC 72 Boston Road
 Leicester
 LE4 1HB

Tel: 0116 2169415 E mail: mail@brookhouseconsulting.com

**APPENDIX B – DECISION NOTICE AND EXTRACTS
FROM APPLICATION FOR THE DEVELOPMENT OF
UP TO 21 HOLIDAY LODGES AT BARROW HILL
QUARRY IN LEICESTERSHIRE**

Hinckley & Bosworth Borough Council

Town and Country Planning Act 1990

Planning Permission

Name and Address of Applicant

Mr Ian Fenny
A T Contracting and Plant Hire
C/o Agent

Name and Address of Agent (if any)

Mr Lance Wiggins
Lion Planning
14 Woodhouse Road
Quorn
Loughborough
LE12 8ED

Part I - Particulars of Application

Date of Application

19 November 2021

Application No.

21/01390/FUL

Particulars and location of development :

Erection of 21 holiday lodges and a management building with associated vehicular accesses, parking, surface water balancing and landscaping

Barrow Hill Quarry Mill Lane Earl Shilton Leicester Leicestershire

Part II - Particulars of decision

In dealing with the application, through ongoing negotiation the local planning authority have worked with the applicant in a positive and proactive manner by offering a pre-application advice service and by seeking solutions to problems arising in relation to dealing with the planning application and this has resulted in the approval of the application. The Local Planning Authority has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

In pursuance of its powers under the Town and Country Planning Act 1990, the Hinckley and Bosworth Borough Council grants permission for the carrying out of the development referred to in Part I hereof in accordance with the application form and plans submitted, subject to the following conditions :-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following details:

Site Location Plan drawing 1002 Rev A received 19 November 2021
Site Layout drawing 1001 Rev C received 19 November 2021
Revised Lodge Elevations and Floorplans (2b4p) Id 01 Rev A received 12 October 2022
Revised Management Building Elevations and Floorplan Id 02 Rev A received 12 October 2022
Noise Assessment ref 26726-04-NA-O1 dated October 2021
Phase II Ground Investigation ref 26726-04-G1-01 dated Feb 2022
Ecological Impact Assessment ref RSE_5294_R2_V1_ECIA dated November 2022

IMPORTANT - PLEASE READ THE NOTES AT THE END OF THIS DOCUMENT

Reason: To ensure the development is carried out in accordance with the approved details.

3. No development approved by this permission shall be commenced until a scheme for the investigation of any potential land contamination on the site has been submitted in writing to and agreed in writing by the Local Planning Authority which shall include details of how any contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. If during development, contamination not previously identified is found to be present at the site, no further development shall take place until an addendum to the scheme for the investigation of all potential land contamination is submitted in writing to and approved in writing by the Local Planning Authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the first dwelling being occupied.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. No development approved by this permission shall be commenced until a scheme for gas protection on the site has been submitted to and agreed in writing by the Local Planning Authority which shall include details of how any landfill gas shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure public safety and monitor risk in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

6. Development shall not begin until a scheme for protecting the proposed mobile homes/lodges from noise from the M69 has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be completed before any of the permitted holiday lodges are first occupied.

Reason: To protect amenity and mitigate noise impact in accordance with Policy DM10 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

7. No development shall take place until a scheme which makes adequate provision for waste and recycling storage of containers and collection across the site has been submitted to and approved in writing by the Local Planning authority. The details should address accessibility to storage facilities and confirm adequate space is provided to facilitate collection of waste via a registered waste carrier. The development shall be carried out in accordance with the approved details.

Reason: To ensure the bin storage on site is not detrimental to the character and appearance of the area and waste can be collected satisfactorily in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

8. The holiday accommodation units shall be for holiday purposes only and shall not be used as the sole or main residence of the occupiers. No person shall occupy any part of the accommodation for a period exceeding four weeks. Furthermore, no person shall occupy the accommodation within a period of two weeks following the end of a previous period of occupation by that same person. The owners/operators of the holiday accommodation shall maintain an up-to-date register of the names and main home addresses of all the individual occupiers and shall make this information available for inspection within 7 days of any request in writing from the Local Planning Authority.

Reason: The site of the permission is outside any area where planning permission would normally be forthcoming for residential development and is permitted only as a dwelling for holiday purposes in the interests of contributing to tourism and the economy of the area and to ensure compliance with Policy DM4 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

9. No development shall take place until a scheme of hard and soft landscaping works, including

boundary treatments, for the site, including an implementation scheme, has been submitted in writing to and approved in writing by the local planning authority. The scheme shall be carried out in full accordance with the approved landscaping scheme. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policies DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

10. No development shall take place (including ground works or vegetation clearance) until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the LPA. The LEMP shall include the following details:
- A) Description and evaluation of the features to be created/managed
 - B) Aims and objectives of management
 - C) Appropriate management options for achieving aims and objectives
 - D) Prescriptions for management actions
 - E) Work schedule
 - F) Species/seed mixes to be planted/sown
 - G) Ongoing monitoring and remedial measures

The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that the work is carried out within a reasonable period and thereafter maintained in accordance with Policies DM6 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the requirements of the NPPF.

11. No development above foundation level shall commence on site until representative samples of the types and colours of materials to be used on the external elevations of the holiday lodges and management building hereby permitted have been deposited with and approved in writing by the local planning authority, and the scheme shall be implemented in accordance with those approved materials.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

12. No external lighting of the site shall be installed until details have been submitted to and approved in writing by the Local Planning Authority. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

Reason: To protect the appearance of the area, the environment and local residents from nuisance from artificial light in accordance with Policies DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

13. Prior to first occupation of the holiday lodges hereby permitted details of the acoustic fence for the development site in relation to height, length, location and proposed materials shall be submitted to and approved in writing by the local planning authority. The acoustic fence shall be erected and in place on site before the holiday lodges are first brought into use.

Reason: In order to help protect users of the site from noise pollution in accordance with Policies DM7 and DM10 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

14. Prior to development above slab level a scheme for the installation of electric vehicle charging points will be submitted to and approved in writing by the local planning authority. The scheme shall identify the number of units to benefit from electric charging points, together with full detail of the location and fitting of the units.

Reason: To ensure that the proposals meet the requirements of Policy DM10 (g) of the Site

Allocations and Development Management Policies DPD (2016) and Paragraph 112 (e) of the National Planning Policy Framework.

15. No development shall take place (including ground works or vegetation clearance) until a Construction Environment Management Plan for biodiversity (CEMP: Biodiversity) has been submitted to and approved in writing by the LPA. The CEMP shall include the following details:
- A) Identification of potentially damaging construction activities
 - B) Identification of biodiversity protection zones
 - C) practical measures and sensitive working practices to avoid or reduce impacts during construction, in particular for badgers and reptiles
 - D) Timing of works to avoid harm to nesting birds
 - E) Responsible persons for overseeing sensitive works
 - F) Use of protective fencing where required

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the LPA.

Reason: To help to protect and enhance ecological features, habitats and wildlife in accordance with Policy DM6 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

16. No development shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by the Local Planning Authority. The development must be carried out in accordance with these approved details and completed prior to first occupation on site.

Reason: To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

17. No development shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by the Local Planning Authority. The construction of the development must be carried out in accordance with these approved details.

Reason: To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems though the entire development construction phase in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

18. No occupation of the development approved by this planning permission shall take place until such time as details in relation to the long-term maintenance of the surface water drainage system within the development have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage system shall then be maintained in accordance with these approved details in perpetuity.

Reason: To establish a suitable maintenance regime that may be monitored over time; that will ensure the long-term performance, both in terms of flood risk and water quality, of the surface water drainage system (including sustainable drainage systems) within the proposed development phase in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

19. No development approved by this planning permission shall take place until such time as infiltration testing has been carried out (or suitable evidence to preclude testing) to confirm or otherwise, the suitability of the site for the use of infiltration as a drainage element, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the NPPF.

20. 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 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 in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework 2021.

21. 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 and for highway safety reasons in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework (2021).

22. 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 accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework (2021).

23. 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 Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework (2021).

24. 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 parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework (2021).

25. 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 in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD 2016 and the requirements of the National Planning Policy Framework (2021).

26. 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.

27. 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.

NOTES TO APPLICANT :-

1. In dealing with the application, through ongoing dialogue and the proper consideration of the proposal in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the local planning authority have attempted to work with the applicant in a positive and proactive manner by offering a pre-application advice service and by seeking solutions to problems arising in relation to dealing with the planning application as required by the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). However, in this instance, it has not been possible to overcome the concerns raised and the proposal remains in conflict with the provisions of the Development Plan and therefore the application has been refused.
2. The scheme shall include the utilisation of holding sustainable drainage techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations. Full details for the drainage proposal should be supplied including, but not limited to; construction details, cross sections, long sections, headwall details, pipe protection details (e.g. trash screens), and full modelled scenarios for event durations up to the 24 hour (or longer where required) for the 1 in 1 year, 1 in 30 year and 1 in 100 year plus climate change return periods with results ideally showing critical details only for each return period.

Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

Details of the surface water Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the surface water drainage system that will not be adopted by a third party and will remain outside of individual property ownership. For commercial properties (where relevant), this should also include procedures that must be implemented in the event of pollution incidents.

The results of infiltration testing should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach. Where infiltration is deemed viable, proposed infiltration structures must be designed in accordance with CIRIA C753 "The SuDS Manual" or any superseding version of this guidance.

3. 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.



Christopher Brown MRTPI
Planning Manager (Development Management)

Date : 11 April 2023

NOTES

1. It will be most helpful if the application number shown overleaf is quoted in all correspondence.
2. If you consider that this decision has been made invalidly through the Council failing to follow a procedure correctly, not having the legal power to make the decision in the way it did or through its decision being so unreasonable as no reasonable local authority would make the same decision based on the same facts, then you may enter a claim for judicial review to quash the decision. In order to proceed with a claim for judicial review an initial application for permission will need to be made to the Administrative Court, this application is required to be made "promptly and in any event within three months of the decision". The initial permission application will decide if you have an arguable case, whether you are sufficiently materially affected by the decision to bring the claim. If you are granted permission to bring the claim it will proceed to a full hearing at the Administrative Court. Although there is no requirement for you to do so it is highly recommended that you seek independent legal advice before bringing forward a claim for Judicial Review.
3. If you are aggrieved by the decision of the Local Planning Authority to grant permission subject to conditions, you may appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act 1990 within six months (see para 2a below) of the date of this notice. (Appeals must be made on a form which is obtainable from the Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, tel. 0303 444 5000 or online at <https://www.gov.uk/planning-inspectorate>). You must use a Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the appeal form you require. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that the permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements as set out in Section 78 of the Town and Country Planning Act 1990, to the provisions of the development order, and to the directions given under the order. He does not in practice refuse to entertain appeals solely because the decision by the Local Planning Authority was based on a direction given by him. Appeals- new time rules. Appeals relating to applications made to the Local Planning Authority on, or after, 5th September 2003 must be made within six months of the date of this notice.
4. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application then, you must do so in accordance with the guidance found using the following link <https://www.gov.uk/appeal-enforcement-notice>.
5. If permission to develop land is granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council a purchase notice requiring that Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
6. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.
7. This permission covers only consent under the Town and Country Planning Acts and does not give permission to demolish a Listed Building, for which separate consent is required. Amongst other things the consent of the Council of the district in which the land is situated may be required under the Building Regulations and if the proposals affect land within the limits of the highway (that is between the highway fences or hedges) the separate consent of the Highway Authority may also be required. Steps to obtain the necessary further consents should be taken before proceeding with the development.

SHOPS, OFFICES, FACTORIES, EDUCATIONAL BUILDINGS & BUILDINGS TO WHICH THE PUBLIC ARE TO BE ADMITTED : ACCESS AND PROVISION FOR THE DISABLED PERSONS

- 1 The Local Planning Authority is required to bring to your attention the requirements of the Disabled Persons 1981, Building Regulations 1991 "Access and facilities for Disabled People" document M and the Chronically Sick & Disabled Act 1970 (as amended 1976) (Sections 4.7.8 and 8A) requiring the provision of access facilities, car parking and toilets for the disabled and the provision of signing indicating what provision has been made for disabled persons within the building. Your attention is also drawn to the Code of Practice B.S 5619 "Design of Housing for the convenience of Disabled People", 1978 and Code of Practice, B.S. 5810 : 1979, "Access for the Disabled to buildings" available from the British Standards Institution, 2 Park Street, London W1A 2BS. (Tel 071-629-9000) and (in so far as educational buildings are concerned), to Design Note 18 "Access for the Physically Disabled to Educational Buildings."
- 2 The buildings to which these requirements apply are :-
 - a) Buildings to which the public are to be admitted to which Section 4 of the Chronically Sick & Disabled Act 1970 (as amended 1976) applies.
 - b) Offices, Shops & Railway Premises as defined in the Offices, Shops & Railway Premises Act 1963 or premises deemed to fall within the Act.
 - c) Factories as defined by Section 175 of the Factories Act 1961.
Educational Buildings as defined by Section 29B of the Disabled Persons Act 1981.

PPNOTES (02/07/2014)



Hinckley & Bosworth
Borough Council

Start Notice

Important Information – Please keep this with your decision notice

Please read the above decision notice carefully and ensure that you understand and comply with the requirements of any planning conditions imposed.

If you require any further information about why a particular planning condition has been imposed or in respect of what information is needed to discharge your condition please contact the case officer who will be happy to advise of the requirements and information required.

We carry out a programme of site monitoring to check compliance with conditions in order to proactively manage the development and to ensure development is carried out in accordance with the planning permission granted.

Please ensure that any application for the discharge of pre-commencement conditions are carried out in a timely manner as this may take up to 8 weeks depending on the requirements of the condition. Please also be aware there is a charge to discharge conditions per request which means you can discharge conditions individually or group details together as a single request to discharge multiple planning conditions. The fee for discharging these pre-commencement conditions, can be found on the [planning portal](#).

We would be grateful if you could email the development address and application reference number with your contact details and the intended start date by email to planning@hinckley-bosworth.gov.uk or complete the form on the reverse.

Hinckley & Bosworth Borough Council
Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR
TEL: 01455 238141 EMAIL: planning@hinckley-bosworth.gov.uk



Hinckley & Bosworth
Borough Council

Development Details

Planning application ref:	21/01390/FUL
Proposal:	Erection of 21 holiday lodges and a management building with associated vehicular accesses, parking, surface water balancing and landscaping
Site Location:	Barrow Hill Quarry Mill Lane Earl Shilton Leicester Leicestershire

Date when work is intended to start:	
Have all pre-commencement conditions been discharged?	
Signed:	Print Name:

Your contact details (or attach letterhead/business card):

Name:	
Address:	
Telephone:	
Mobile:	
Email:	

Hinckley & Bosworth Borough Council
Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR
TEL: 01455 238141 EMAIL: planning@hinckley-bosworth.gov.uk

AT Contracting and Plant Ltd
Land at Barrow Hill Quarry, Earl Shilton
Technical Note - Response to LCC Comments

December 2022



BANCROFT
CONSULTING

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



Jarodale House
7 Gregory Boulevard
Nottingham NG7 6LB

0115 960 2919
office@bancroftconsulting.co.uk

bancroftconsulting.co.uk