

**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.

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**APPLICATION DETAILS:**

Planning Application Number: 21/01223/FUL

Highway Reference Number: 2021/1223/06/H/R2

Application Address: Saltby Airfield Skillington Road Sproxton

Application Type: Full

Description of Application:

Re-consultation. Change of use of former airfield land to use for the import, storage and export (B8 use) of straw from commercial purposes (retrospective)

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**GENERAL DETAILS**

Planning Case Officer: Helen White

Applicant: Mr A de Capell Brooke

County Councillor: Bryan Lovegrove

Parish: Sproxton

Road Classification: Adopted Unclassified

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**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) have been consulted on a retrospective application for the change of use of a former airfield land to use for the import, storage and export (B8 use) of straw for commercial purposes at Saltby Airfield, Skillington Road, Sproxton.

In previous observations dated 6th December 2021, the LHA requested further information with regards to the site access, internal layout and trip generation.

## **Site Access**

The Applicant seeks to retain both of the existing access locations. Both of the access locations, via Wyville Road and The Butts respectively, are located on classified C Roads subject to the national speed limit, 60mph.

The LHA previously requested further information regarding the existing site access locations and that swept-path analysis be undertaken. The LHA welcome the provision of Drawings 23549 TA01 and 23549 TA03 contained within Appendix B of the Technical Addendum document which show the previously requested details for the north and south access points respectively.

The LHA are satisfied that an articulated vehicle has been shown to be able to access/egress both access points in a forward gear. The LHA also welcome suitable visibility splays in accordance with the speed limit effect at the corresponding site access frontage. The LHA note that both access locations will require amendments to the site boundary to enable visibility splays to be constructed but also note that the land is within the Applicant's control.

The LHA are aware that at present routing occurs via Croxton Road, with inbound HGVs using Wyville Road (north access) and outbound HGVs utilising The Butts (south access). Included within the Technical Addendum are proposals to re-route the site operations, making the south access for inbound HGVs and diverting outbound HGVs north east along Wyville Road, thus reducing flows along Croxton Road. The LHA do not believe that the proposed routing would be enforceable but do make the following observations:

- The proposed routing extends beyond the boundary for which Leicestershire act as the Highway Authority;
- Wyville Road is an unclassified road and the proposed routing generally includes roads of a narrower width than the current route;
- No highway safety issues have been raised regarding the existing route; and,
- Croxton Road supports HGV movements beyond those associated with Saltby Airfield.

## **Highway Safety**

The LHA note that two Personal Injury Collisions (PICs) have taken place in close proximity of the site. The two PICs were both recorded as 'slight' occurring in separate locations with no discernible links between the collisions or with the extant site.

## **Trip Generation and Traffic Impact**

The LHA previously requested the provision of a full trip generation exercise, based on either TRICS or a first principles approach, which outlines the number of vehicle movements broken down by vehicle type and by hour.

From a first principles approach, the LHA understand that trip generation is highly seasonal, with trips taking place in the harvest period of September annually.

Analysis of data from previous years showed that on average, during September 2020, the site generated approximately 40 HGVs per day equivalent to 3 HGV movements per hour.

The LHA also note that the site currently imports straw bales as part of its lawful agricultural operations and therefore the figure above is considered to be an overestimation of the movements associated with the application.

The LHA have been made aware that a total of six employees are associated with the site.

With regards to the above information, the LHA do not consider that the site will result in a severe impact upon the local highway network in accordance with Paragraph 111 of the National Planning Policy Framework (NPPF).

### **Internal Layout**

The LHA consider that the site provides sufficient parking and turning provision for six staff members.

The LHA also note that the development is a fluid operation whereby HGVs enter the site and either load or unload straw bales. This process is managed by the on-site operation staff who direct arriving HGVs to the designated area. Once this operation has been completed, the HGVs exit the site as such HGVs spend minimal time within the site and no HGVs are permanently parked on-site.

With regards to the above, the LHA consider that the proposals provide sufficient parking and turning provision alongside appropriate operational measures. The LHA are satisfied that the development will be self-contained and not result in overspill to the local highway network.

The LHA also note that given the use of the site by articulated HGVs, sufficient access provision is available for emergency service vehicles.

### **Public Rights of Way**

The LHA note that Public Bridleways E72, E84 and F100 all run through the development site and do not consider that the enjoyment of the Bridleways will be significantly affected.

### **Conditions**

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawings 23549 TA01 and TA03 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).

2. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays as shown on Drawings 23549 TA01 and TA03 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).

### **Informative**

- 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>
- It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.

**Date Received**  
**11 March 2022**

**Case Officer**  
**Dan Green**

**Reviewer**  
**AW**

**Date issued**  
**23 March 2022**