

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: 23/00667/FUL

Highway Reference Number: 2023/0667/04/H/R1

Application Address: The Old Rectory 8 Rectory Lane Market Bosworth Nuneaton Leicestershire
CV13 0LS

Application Type: Full

Description of Application:

Re-consultation. Change of use of the Old Rectory from a dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1), erection of two single storey classrooms, a Multi-Use Gaming Area (MUGA), revised parking layout with electric charging points, widening of access, replacement perimeter fencing and external landscaping, works to trees and other works.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr R Litherland

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

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 has been consulted on a full application for the change of use of the Old Rectory from a dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1), erection of two single storey classrooms, a Multi-Use Gaming Area (MUGA), revised parking layout with electric charging points, widening of access, replacement perimeter fencing and external landscaping, works to trees and other works. The site is located at The Old Rectory, 8 Rectory Lane, Market Bosworth.

The LHA's comments are in response to the following documents which have been submitted to Hinckley & Bosworth Borough Council (HBBC).

- Transport Assessment (TA) prepared by The Transportation Consultancy (ttc) dated June 2023
- Space Architecture & Design Ltd drawing number 23.009(9-)002 (Location Plan)

- Space Architecture & Design Ltd drawing number 23.009(9-)001 Rev C (Proposed Site Layout)

Site Access

Access to the site is proposed via the existing point of access off Rectory Lane, a C classified road subject to a 30mph speed limit. Rectory Lane is a one way street, with vehicles travelling from east to west.

Details of the site access are shown on ttc drawing number 210777-001. The Applicant is not proposing to make any amendments to the existing site access, other than the widening of the existing brick pillars and gates and surfacing of the existing vegetation either side of the existing access track to permit a 6.5m wide access and two way traffic. A 2.4 x 43m visibility splay to the east of the access has also been shown and swept path analysis of a car has been provided on ttc drawing number 210777-01. The LHA request that the Applicant undertakes an independent Stage 1 Road Safety Audit of the site access proposals and provides a Designer's Response to any problems raised, along with a revised drawing (if necessary).

Swept path analysis has been provided showing a large estate car turning left in and left out of the site access, as well as driving around the site. It is also stated tracking of a mini-bus has been provided, however unfortunately this does not appear to be available within Appendix B of the Transport Assessment. This is therefore requested by the LHA. Swept path analysis of the largest anticipated vehicle to ingress/ egress the site (such as a refuse collection vehicle or a coach) should also be provided.

Following submission of the above information, the LHA should then be in a position to give further consideration to the site access.

Highway Safety

The Applicant has reviewed the crashmap database and stated that no Personal Injury Collisions (PIC's) have been recorded within the vicinity of the access. The LHA has reviewed its own records and can confirm that there have been no recorded Personal Injury Collisions along Rectory Lane from its junction with Market Place/ Sutton Lane to the west of the access and 500m to the east of the access.

Trip Generation

In order to establish the level of trips the proposed development could generate, the Applicant initially reviewed the TRICS database, however independent SEN schools currently do not feature within TRICS. On this basis, the Applicant has surveyed two existing 'donor' schools within the Witherslack group of schools elsewhere in the country.

Person trip rates have been calculated for both donor schools based on the total number of pupils and employees at each site. The Applicant has then then calculated person trip rates for the proposed school (80 people, consisting of 40 pupils and 40 FTE staff) based on the average trip rates for the two donor sites. Table 1 indicates the anticipated level of vehicle trips for the proposed school in both the network/ school AM peak (08:00 - 09:00), school PM peak (15:00 - 16:00) and network PM peak (17:00 - 18:00).

Time Range	Average Trip Rate Applied (80 no. pupils)		
	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	37	13	50
School PM Peak Period (15:00 – 16:00)	4	22	25
Network PM Peak (17:00 – 18:00)	2	17	19

Table 1: Forecast vehicle trips for the proposed SEN school.

While the LHA understands up to 40 pupils would be in attendance at the school, it is noted that Table 1 (or Table 5.3 in the TA) states 80 pupils. Confirmation that this is 80 persons rather than pupils is requested.

The LHA note that the Applicant has stated within part 5.3 of the TA that *"The effect of additional traffic generated by development proposals will not result in conditions prejudicial to the safe operation of the local highway network."* Given that the proposals would generate approximately 50 two way trips in the AM peak, the LHA would expect the Applicant to undertake trip distribution analysis of the vehicle trips, along with subsequent junction capacity assessments of junctions where approximately 30 or more two way trips are likely to be generated during either the network AM or PM peak hours.

Along with the site access, the LHA consider that at least 50 two way trips are likely to be generated at the Rectory Lane/ The Park/ Park Street junction during the AM peak given the one way system in Market Bosworth. In addition, depending on trip distribution analysis, 30 or more two way trips could be generated at a number of other key junctions within the centre of Market Bosworth or nearby such as, but not restricted to, Market Place/ Station Road/ Back Lane/ Main Street, Main Street/ Park Lane and Bosworth Road/ A447 Ashby Road/ B585 Bosworth Lane.

Given the above, the LHA therefore requires the Applicant to undertake a trip distribution exercise and capacity assessments in order to demonstrate whether or not the proposals would have any impact on the surrounding highway network. Should the proposals result in causing capacity issues at any study junction, the Applicant would be required to provide an appropriate scheme of mitigation. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Consideration of nearby committed developments will also be required such as application reference 21/00379/FUL (73 dwellings, Sedgemere, Station Road, Market Bosworth) along with a sensitivity test of developments which are yet to be determined or at appeal, such as applications 21/00966/OUT (90 dwellings, Land south of Shenton Lane, Market Bosworth - refused by the LPA, however potential for an appeal to be submitted), 22/00167/OUT (125 dwellings, Land north of Shenton Lane - awaiting appeal decision) and 22/00277/OUT (239 dwellings, Land east of The Windmill Inn, Brascote Lane, Newbold Verdon - ongoing).

Internal Layout

Details of the sites internal layout are provided on Space Architecture & Design Ltd drawing number 23.009(9-)001 Rev C.

The Applicant has based parking arrangements on the Highway Requirements Part 4 document, which is contained within the Leicestershire Highway Design Guide (available at <https://resources.leicestershire.gov.uk/lhdg>), which states:

- *One car space per member of teaching staff plus three additional spaces;*
- *Where a community wing is to be provided for daytime use a minimum of five additional spaces shall be provided; and,*
- *Provision for access to hard surfaced play areas will be required to provide additional parking for "out of hours" functions.*

The Applicant has advised that up to 40 full time equivalent members of staff (30 full time and 20 part time) would be employed at the proposed development and that no community wing is proposed. On this basis, the LHA advise 43 car parking spaces would be required within the site. The Applicant has proposed a total of 40 parking spaces, including two disabled spaces and 4 electric vehicle charging spaces. The LHA notes that some of the staff parking spaces are provided in a tandem arrangement meaning that some members of staff may require others to move their vehicle before being able to leave their site. It is also noted the majority of parking spaces are provided in an echelon arrangement. The LHA requests the Applicant to investigate whether some of the echelon parking could be re-arranged to be at a 90 degree angle to the access road in order to reduce the number of parallel spaces and achieve a total of 43 spaces within the site. This is likely to require a widened access road to 6.0m to allow for turning.

On the basis it is stated that pupils would either arrive / depart the development via private taxi, School mini-bus or parent/guardian private car, the LHA believes that a number of vehicle will be dropping off/ picking up pupils at school start/ finish times. It is unclear to the LHA where vehicles would drop off/ pick up pupils at these times. The LHA is also concerned where taxis/ minibuses and parents would wait at school finishing times in particular, given the narrow width of the access road would mean vehicles would have to wait until the one in front was able to leave the site if vehicles were to park/ wait around this. The LHA is aware on-street parking already occurs along Rectory Lane, and given the number of schools, businesses and amenities close to the centre of Market Bosworth, the surrounding road network is already busy with on-street parking spaces close to the site predominantly in use at school start/ finish times. Clarity is therefore required in how dropping off and picking up of pupils would occur and be managed fully within the site.

Finally, there does not appear to be any minibus parking within the site and clarity is requested as to whether the school would require this to accommodate their own vehicle or for school trips for example.

As stated above in the site access section, swept path analysis of a minibus through the site does not appear to be available and this would therefore be required. In addition, swept path analysis of the largest anticipated vehicle to visit the site should also be provided in order to demonstrate this can safely navigate through the site.

Transport Sustainability

The site is located close to the centre of Market Bosworth. While it is stated pupils would arrive by bus/ taxi, it is considered the proposed development may still generate some level of pedestrian

traffic in the event pupils or staff live locally or with staff visiting the village centre during lunch breaks for example. The site is also located an approximate 200m from a bus stop with an hourly bus service between Market Bosworth and Leicester, which may be of benefit to staff.

Closing

The LHA advise that the following additional information is required to be submitted to the LPA, for consideration by the highway authority:

- Submission of a Stage 1 Road Safety Audit of the site access proposals and a Designer's Response to any problems raised, along with a revised drawing (if necessary);
- Additional swept path analysis of the site access as detailed, as well as through the internal layout of the site;
- Trip distribution analysis of the development traffic;
- Capacity assessments of junctions where 30 or more two way trips are predicted to be generated as a result of the proposals (following trip distribution analysis) and consideration as to the results. Provision of an appropriate scheme of mitigation to any junctions where capacity is shown to become an issue as a result of the proposals;
- Consideration and further details as to how arrivals/ departures of minibuses/ taxis/ parents etc would be managed at school start and, in particular, finish times when a high number of vehicles may be arriving and waiting to pick up pupils at the same time; and
- Further investigation of parking provision within the site to increase the number of non-tandem spaces and clarification as to whether minibus parking spaces would be required.

Date Received
3 August 2023

Case Officer
Ben Dutton

Reviewer
SD

Date issued
15 August 2023