

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: 24/00274/FUL

Highway Reference Number: 2024/0274/04/H

Application Address: Manor View Aston Flamville Road Burbage Hinckley Leicestershire LE10 3AA

Application Type: Full

Description of Application:

Extensions and alterations of existing ancillary building to form early years day nursery (Class E) with associated car parking

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mrs J Jelfs

County Councillor: Cllr Amanda Wright

Parish: Burbage

Road Classification: Class C

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

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

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for extensions and alterations of an existing ancillary building to form early years day nursery (Class E) with associated car parking. The proposals are located at Manor View, Aston Flamville Road, Burbage Hinckley.

The LHA have reviewed the following documents that have been submitted by the Applicant in support of the proposals:

- Planning, Design & Access Statement received by the LPA on 22nd March 2024;
- Transport Statement dated March 2024 and authored by Savoy Consulting;
- Savoy Consulting drawing number DWG-02 (Visibility Splays); and
- PGS Design drawing number 23.10.03 (Proposed Floor and Roof Plans)

Site Access

The Applicant intends to use the existing site access off Aston Flamville Road, a C classified road subject to the national speed limit. Based on the submitted application form, the Applicant is not proposing to undertake any amendments to the existing access.

Based on Part 3, Table DG4 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>), visibility splays on to a road subject to the national speed limit would be 2.4 x 215m in each direction. The Applicant has however undertaken an automatic speed survey between 31st January 2024 and 6th February 2024. Whilst the LHA holds a record of a survey permit being approved on Aston Flamville Road covering these dates, the precise location of the speed survey has not been detailed. Therefore, the LHA request the location of the speed survey is shown on a drawing in order to confirm that this is acceptable.

The speed survey has indicated 85th percentile speeds of 42.4mph eastbound and 41.8mph westbound. On this basis, visibility splays of 2.4 x 120m are required in each direction at the access based on Part 3, Table DG4 of the LHDG. Savoy Consulting drawing number DWG-02 details 2.4m x 120m visibility splays in both directions, along with a 2.4m x 109m splay. The LHA request clarity as to what the 109m splays are demonstrating.

The LHA note that the visibility splay to the southeast of the access crosses over existing hedgerow, trees, fencing and gates associated with land within the Applicants red line boundary. The LHA advise it would require nothing within the splays higher than 0.6 metres above the level of the adjacent footway/verge within the visibility splay. On this basis, the LHA would advise the Applicant to remove the existing hedgerow/ trees/ fencing and gates which fall within the visibility splay.

In addition, six parking spaces to the southwest of the site appear to fall within the visibility splay; however, the Applicant has stated that it is intended to formalise what is on-site at present in terms of car parking rather than undertake works to the car park. Following a site visit, there does not appear to be parking provision which would fall within the visibility splay and therefore this should be clarified. It is also apparent that the visibility splays cannot be achieved due to existing vegetation.

To the northwest, the visibility splay appears to cross third party land i.e. the neighbouring field, and obstructed by the existing hedgerow, which restricted the available visibility on the site visit.

The LHA advise that the visibility splays are shown to the kerb edge and a 1.0m offset in to the carriageway would be accepted by the LHA as per Part 3, Figure DG2a of the LHDG.

Notwithstanding the above, the LHA is also aware of application reference 23/00673/OUT for up to 343 dwellings at land opposite and south of pumping station, Aston Flamville Road, Burbage. As part of that application, a roundabout is proposed immediately to the northwest of the site access. The LHA suggest that given the proposals would intensify the use of the existing access and concerns with visibility splays in the current location and the proximity of the proposed roundabout, the Applicant should seek to relocate the site access further to the southeast of the site.

Any new access proposals should be accompanied by an independent Stage 1 Road Safety Audit (RSA1) and a designer's response to any problems raised, along with a revised drawing (if necessary).

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury Collisions from the junction of Aston Flamville Road with Sapcote Road (B4669) to 500m east of the site access.

Trip Generation

Based on Part 2, Table PDP1 of the LHDG, the proposed day nursery (326 sqm) does not require a detailed transport statement or transport assessment. Nevertheless, the Applicant has given consideration to the level of traffic the proposals could generate within the Transport Statement.

It is stated within the Transport Statement that survey information has been provided for the Applicants other business at Green Acres Pre-school and nursery. This nursery is located approximately 150 metres east of the application site.

The results of the surveys at Green Acres are stated to demonstrate that most parents, because they are working and their children are under the age of five and unable to walk long distances, tend to drop off and collect their children from the nursery by car. It is stated this approach is repeated at most children's nurseries.

It is also stated that the surveys carried out at Green Acres demonstrated that the arrival and departure patterns of parents and children are staggered over the entire morning and evening peak. Children in the main arrive between 07:30 and 09:00 hours and leave between 15:00 and 18:00 hours when the nursery closes. During peak times at Green Acres it is stated that no more than six cars arrive at the site in the morning peak and eight cars depart in the traditional evening peak. This equates to 12 two-way movements in the morning peak and 16 two-way movements in the evening peak.

The Applicant states because of the extended arrival and departure periods the resultant accumulation of parents' cars was low. In addition it is stated that parents do not stay long on site, stopping only for a few minutes to drop off and collect their children. It is anticipated that this arrival and departure profile is likely to be repeated at the proposed day nursery, bearing in mind the potential catchment area for parents and their ultimate destinations, i.e. parents on their way to work dropping the children off first and then collecting them on their way home as part of a 'linked trip'.

It is stated that as the new nursery will be approximately twice the size of Green Acres, twice the number of arrivals and departures can be expected; i.e. 12 arrivals in the morning peak and 16 departures in the evening peak. This could result in 24 two-way movements in the morning peak and 32 two-way movements in the evening peak.

The LHA advise that the Applicant has not provided any survey data evidence, e.g. the date of which any data was obtained or the number of pupils at the existing Green Acres day nursery. On this basis there is limited weight the LHA can give to the submitted information. Nevertheless, it is accepted that parents are likely to drop off/ pick up children in a staggered approach, predominantly as part of linked trips on the way to or from work. Furthermore, given there is not a requirement for a detailed assessment of the proposals, the LHA do not consider it necessary for further evidence to be provided under the site specific circumstances.

Internal Layout

The Applicant is proposing 57 car parking spaces, including six disabled spaces, within the site as detailed on Savoy Consulting drawing number DWG-02. It is understood that the provision of the car parking spaces is formalising what is already on-site at present.

The 'Highway Requirements for Development (HRfD) Part 4' document within the LHDG states there should be one space for each member of staff, plus one extra space for shift changes. The submitted application form details that there would be 10 full time and seven part time members of staff employed as a result of the proposals. No detailed breakdown as to the level of staff on site at any one time has been provided, however the LHA consider the proposed level of parking to exceed the requirements set out within the HRfD document and would therefore be acceptable.

Notwithstanding the above, given the parking spaces are stated to be already present at the site, the LHA requests clarification as to the current level of usage throughout the day. There appears to be a dance studio which shares the same access and presumably the same parking area would be shared for example and the LHA seeks clarification as to whether the opening times differ for each use for example and, if not, the maximum number of attendees at the dance studio. The LHA may require additional parking spaces over and above those available at present should there be potential for conflict.

As advised further above as part of the Site Access comments, six car parking spaces appear to fall within the south-eastern visibility splay at the site access, which is of concern for the LHA. The submitted drawing also details these in the same location as existing trees. In addition, a number of car parking spaces are shown along and close up to the north-western boundary of the site, where trees are also detailed. The LHA therefore request clarity in respect of the parking provision, as based on a site visit, the drawing does not appear to accurately reflect the existing situation and it is unclear whether additional parking is in fact being constructed/ proposed. The LHA advise the LPA that the proposals as shown could result in the removal of a number of trees within the site.

Transport Sustainability

The site is somewhat detached from the built up areas of Hinckley and Burbage and situated on an unlit road. A pedestrian footway is present alongside Aston Flamville Road between the site and Sapcote Road. Bus stops serving a generally two hourly bus service between Leicester and Coventry are an approximate 580m walk from the site.

Whilst the LHA consider the site is not in a particularly suitable location in terms of transport sustainability and that those with children at the nursery even close to the site may consider driving as preferable to using pushchairs etc, it is acknowledged that the majority of parents are likely to drive to/ from the site, potentially as part of a linked trip to work. The bus service along Sapcote Road may also be of some benefit to staff.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Clarification on the location of the Applicants speed survey;
- Further consideration of the site access arrangements, including to visibility splays and existing vegetation/ parking as well as the location of the access;
- Provision of an RSA1 for any new access proposals as well as a designer's response to any problems raised;

- Consideration of the proximity of the roundabout proposed as part of application 23/00673/OUT; and
- Further information in respect of the proposed parking arrangements as it appears that the proposals to formalise the 'existing' parking arrangements do not reflect what is actually present on-site and may actually result in additional parking spaces being constructed.

Date Received
2 April 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
16 April 2024