

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: 23/01164/FUL

Highway Reference Number: 2023/1164/04/H

Application Address: Redmoor High School Academy Trust Wykin Road Hinckley Leicestershire
LE10 0EP

Application Type: Full

Description of Application:

New sports hall with changing facilities, classrooms, car parking, landscaping and solar panels

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Matt Nicolle

County Councillor: Cllr David Bill MBE

Parish:

Road Classification: Adopted Unclassified

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) is in receipt of a consultation for a full application to construct a new sports hall with changing facilities, classrooms, car parking, landscaping and solar panels at Redmoor High School, Wykin Road, Hinckley.

The Applicant has submitted a number of documents in support of the proposals, including:

- Design & Access Statement (D&AS) dated November 2023 (authored by S2e)
- Highways Consultation (Ref 22216) dated October 2023 (authored by S2e)
- S2e drawing number 101 Rev P1 - Proposed Car Parking Plan.

Based on the submitted D&AS, the proposals consist of a new four court sports hall with changing facilities and four teaching classrooms. The new sports hall would be primarily for use by the school for PE teaching and for taking exams. Out of school hours, the community could use the sports hall. The LHA understood the proposals would result in an increase of 150 pupil places at the school. However, the submitted Highways Consultation document states the proposals would result in an increase in pupil numbers from 925 to 1120, an additional 195 pupils. This requires clarification from the Applicant.

Part 2, Table PDP1 of the Leicestershire Highway Design Guide states where a school proposes to increase pupil numbers by 10% or more, a Transport Assessment is usually required. The submitted Highways Consultation document states that it is considered such a document is not necessary. Nevertheless, the LHA advises the Applicant should still give consideration to the impact of the proposals on the surrounding highway network and provide sufficient supporting evidence.

Site Access

The main access to the site, where both pedestrian and vehicle access is available is from Wykin Road, an unclassified road subject to a 30mph speed limit. Several traffic calming measures are present including speed cushions and tables, road narrowings/ chicanes which include uncontrolled pedestrian crossing points and an advisory school 20 mph zone which operates during school start/ finish times as well as virtual cycle lane markings.

Pedestrian access is also available off Stoke Road, a C classified road subject to a 30mph speed limit. Speed cushions are present along the road and a signalised pedestrian crossing is present to the north of the access, while a Zebra crossing is present to the south.

No amendments are proposed to the existing access arrangements.

Highway Safety

The Applicant has not undertaken an analysis of Personal Injury Collisions, which may have occurred within the vicinity of the site access. The LHA require such an analysis given the proposed increase in pupil numbers. PIC data can be obtained from Leicestershire County Council by contacting NDI@leics.gov.uk.

Trip Generation

The submitted Highways Consultation document provides information in respect of staff and pupil trip generation to/ from the site. It is stated that 5% of pupils are dropped off or picked up by car or arrive by the school organised minibuses. This equates to 46 students. The minibuses have a capacity of 15 and there are two minibuses currently operating that provide two different routes each, every morning and afternoon.

It is estimated that a similar percentage of students will arrive by car or minibus therefore this would result in an increase of approximately 10 students. Based on current numbers of students using the minibus service and the capacity on different routes, the Applicant is confident that additional students using the mini bus service (four out of the 10 additional students who would need transport) would not need an additional bus or additional "runs" but could be accommodated within the current capacity. The Applicant estimates that up to 10 of the new staff will arrive by car with support staff more likely to live within walking distance.

Therefore, with an increase of 10 students (four using the minibus and six using personal cars) and 10 staff the increase of vehicles through the site access will be 16 vehicles, an increase of 8%.

The Applicant has also stated that it should be noted that staff generally arrive before the morning peak and leave after the afternoon peak so would not negatively impact vehicle movements at peak times.

It is also anticipated that a significant number of the additional students will live in the new development at Hollycroft Grange and therefore will be in walking distance. Therefore, the estimate of 5% will likely be less than this.

The LHA would advise the Applicant that it is unclear precisely how information on existing pupil travel habits has been obtained, or the date when any survey was undertaken. A survey of pupil travel behaviour would also usually include a breakdown of a number of methods of travel to school including cycling, car share/ car passenger, school bus, taxi and public transport. Equally, there appears to have been no evidence submitted in respect of staff travel habits. Whilst the Applicant states that staff generally arrive before and after the morning and afternoon peaks, no evidence such as a traffic count at the site access, has been provided to support this statement.

The LHA therefore advise additional information to provide evidence as to how the above figures have been ascertained should be provided.

Off-Site Implications

The LHA will give further consideration to the impact of the proposals on the surrounding area once it has been clarified precisely how many additional pupils would be accommodated within the site and how the evidence in terms of trip generation has been derived.

Internal Layout

The submitted application form details that there are currently 129 full time employees on-site and that an additional 15 full time employees would be recruited. The Highways Consultation document details 136 staff on-site and that additional 13 employees would be recruited.

Highway Requirements for Development Part 4, available within the Leicestershire Highway Design Guide, provides the following information in respect of school parking provision:

'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 5 additional spaces shall be provided. Provision for access to hard surfaced play areas will be required to provide additional parking for "out of hours" functions.'

The submitted application form details that currently there are 94 car parking spaces within the site including one disabled space and that the proposals would result in an additional 34 additional spaces being provided, including four disabled spaces. Four of the new car parking spaces would be for electric vehicles. The LHA understands that the additional spaces would also address a shortfall in parking within the site.

Details of the proposed car park are provided on S2e drawing number 101 Rev P1. As shown, the Applicant is proposing to both surface and extend the existing overflow car park.

Whilst the precise number of existing and proposed employees is unclear, the LHA advise that adequate additional parking space has been provided to cater for the additional employees and welcomes the parking provision over and above the 13/ 15 spaces required in order to reduce pressures on parking within the site and surrounding area.

It is understood the sports hall would also be available for out of hours community use and the site has been designed so that this and the improved/ overflow car park can be fenced off separately from the rest of the school. In total, the car park would provide 82 car parking spaces, including four disabled spaces, when the sports hall is open for community use. This is considered acceptable to the LHA.

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:

- Analysis of up to date Personal Injury Collision data for the highway network in the vicinity of the school access points.
- Further clarification in respect of pupil numbers and evidence in respect of how the trip generation figures have been derived, as this is unclear.

Date Received
14 December 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
19 February 2024