

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: 23/00948/FUL

Highway Reference Number: 2023/0948/04/H/R2

Application Address: Twycross Zoological Park Burton Road Norton Juxta Twycross Atherstone
Leicestershire CV9 3PX

Application Type: Full

Description of Application:

Re-consultation. Development of new animal enclosures and associated infrastructure, new lecture theatre, education block, education facilities, sub stations and associated residential block and lodges, new access from Orton Hill, new car park, landscaping and other associated works (following the demolition of some existing buildings).

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: C/o WSP

County Councillor: Bertie Harrison-Rushton

Parish: Twycross

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 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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) previously requested the Applicant submitted the following additional information to the Local Planning Authority in respect of the proposals:

- Swept path analysis of a refuse collection vehicle and minibus turning right in/ left out of the Orton Hill access;
- A drawing detailing widening of the access and/ or carriageway and potentially increasing the junction radii of the access to accommodate refuse collection vehicles. A Stage 1 Road Safety Audit (RSA1) and designers response (if necessary) would need to accommodate any proposed works; and

- Further clarification in respect of trip generation and how the site would operate, particularly the classrooms and lecture theatre, as well as the opening hours.

The Applicant has submitted a Technical Note authored by WSP and dated 18th December 2023 with the view to resolving the above comments. The LHA has also recently liaised with the LPA in respect of the site access proposals on to Orton Lane.

Site Access

The LHA previously requested that the Applicant provided swept path analysis of a refuse collection vehicle and minibus turning right in/ left out of the Orton Hill access and drawing detailing widening of the access and/ or carriageway and potentially increasing the junction radii of the access to accommodate refuse collection vehicles. It was advised a RSA1 and designers' response (if necessary) would need to accommodate any proposed works.

While the Applicant has provided additional swept path analysis of a refuse collection vehicle, the LHA consider that the drawings provided still show the vehicle hitting the kerblines. This over time would cause damage to the highway and verge. The LHA therefore consider that widening is necessary at the access as per the previous advice.

While the Applicant has submitted reasons to the LPA as to why they believe widening is not necessary, including due to the low frequency of refuse collection trips and the low speeds which are likely at the access, the LHA still consider that improvements to the existing access are necessary to accommodate such a vehicle as the manoeuvres shown appear to show the vehicle hitting the kerb whilst undertaking some directions. Nevertheless, the LHA consider that this could be dealt with by means of a condition and that there is sufficient scope to provide an improved access within land under the Applicants control and the extents of the public highway.

Highway Safety

Based on available records to the LHA, there have been no recorded Personal Injury Collisions along Orton Hill within 500m either side of the site access within the last five years. The LHA consider the proposals are unlikely to exacerbate an existing highway safety issue.

Trip Generation/ Internal Layout

The LHA previously requested further clarification in respect of trip generation and how the site would operate, particularly the classrooms and lecture theatre, as well as the opening hours.

The Applicant has stated that lecture theatre attendees would access the site generally in coaches via the existing main entrance on to Burton Road (A444) and walk to the lecture theatre and that this would only be during term time, which is a much quieter period in terms of people using the main entrance.

The Applicant has provided visitor data for the majority of 2023 which includes the level of 'educational' and 'other' visits to the zoo each day. The Applicant has highlighted that days when educational visits occur have a much lower overall number of visitors than at weekends and non-term days. It has also been stated that the proposals would be a replacement and enhancement of the existing facilities (the Learning Centre) which the National Science and Conservation Centre (NSCC) is replacing. The Applicant has also highlighted that timed ticketing has been introduced at the zoo meaning arrival times for visitors are managed.

The Applicant has highlighted that the car park for the (NSCC) has been designed to accommodate long term parking by researchers, lecturers and some students who would remain on-site for three – four nights or in some cases potentially up to several months, with the remainder of spaces being for deliveries, staff or long term visitors who are arriving/ departing. The Applicant anticipates the 25 peak number of trips using the Orton Hill access to be when the site was operated at capacity where the zoo may have additional lecturers, researchers and students on-site and additional staff requirements. It is advised only key parties would park at the NSCC car park with others being directed to park in the main car park.

Overall, the LHA advises given the above, it could not demonstrate that the proposals could lead to a severe increase in the level of traffic using either the existing or proposed site access and that the level of parking proposed for the NSCC is considered acceptable.

Conditions

1. 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, wheel cleansing facilities, 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 (mud, stones etc.) 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.

2. Notwithstanding the submitted plans, no part of the development hereby permitted shall be first used until such time as details of a scheme detailing improvements to the existing site access and/ or Orton Hill such as widening or improved junction radii to allow access for refuse collection vehicles has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented in full prior to first use of the development.

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 (December 2023).

3. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with HLM Architects drawing number TWZ-HLM-00-00-DR-L-00001 Rev P07. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) in perpetuity.

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REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

4. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (December 2023).

5. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (December 2023).

6. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

Informatives

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. 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.
- 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>

Date Received
25 January 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
25 January 2024