

**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: 23/01182/FUL

Highway Reference Number: 2023/1182/04/H

Application Address: Allbar Sports Trinity Lane Hinckley Leicestershire LE10 0BH

Application Type: Full

Description of Application: A change of use from a cinema (Sui generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Chima

County Councillor: Cllr Stuart Bray

Parish: Hinckley

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) has been consulted on a planning application at Allbar Sports, Trinity Lane, Hinckley, for the change of use from a cinema (sui generis) to 36 one-bedroomed apartments (C3) with associated car parking and landscaping.

The LHA acknowledges the relevant planning history at the site which is noted below:

- *16/00503/FUL - Demolition of cinema and erection of mixed use development including 29 flats. The building use will be made up of retail units and residential access at ground floor, with residential to the three levels above – Not proceeded with, April 2018*

Site Access

The site currently has an existing vehicular access onto Trinity Lane, which is an unclassified, one-way road subject to a 30mph speed limit. The applicant is proposing to retain and improve this access. In addition, the application is proposing to demolish part of the existing building fronting Hollycroft and create a new vehicular access onto Hollycroft, which is a classified, two-way road subject to a 30mph speed limit.

Based on the current submissions, the LHA is unable to advise whether safe and suitable access to the site can be achieved for all users as insufficient evidence has been submitted to demonstrate that vehicular and pedestrian visibility would be acceptable, and no Stage 1 Road Safety Audit (RSA1) has been submitted for the proposed new vehicular access onto Hollycroft.

The Proposed Site Access Visibility Assessment (Trinity Lane) drawing (Highway Access Solutions, drawing number HAS/23-071/05 Revision A) indicates that a 2.4 metre by 25 metre would be made available to the southwest of the amended site access – the direction which traffic would be approaching. In accordance with Table DG4 of the Leicestershire Highway Design Guide (LHDG), this would be suitable for 85th percentile vehicle speeds of up to 20mph.

The Proposed Site Access Visibility Assessment ('Hollycroft') drawing (Highway Access Solutions, drawing number HAS/23-071/06 Revision A) indicates that this would have vehicular visibility splays of 2.4 metres by 33 metres in both directions along Hollycroft, which is suitable for 85th percentile vehicle speeds of up to 25mph.

To demonstrate actual 85th percentile vehicle speeds, data from an Automatic Traffic Counter (ATC) survey should be provided. A permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire, which can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. Details of the services available can be obtained by contacting ndi@leics.gov.uk.

The LHA requests that pedestrian visibility splays of 2 metres by 2 metres are demonstrated on a scaled plan for both accesses, drawn in accordance with Figure DG19 of Part 3 of the LHDG. It should be ensured that the proposed bin collection point does not conflict with the pedestrian visibility splay envelopes.

In addition, an independent RSA1 should be commissioned and submitted in support of the planning application accompanied by a satisfactory Designer's Response and, if required, an amended drawing in order for the LHA to determine whether this access would be safe and suitable.

If the above cannot be provided, or is provided and considered to be unsatisfactory, the LHA will consider whether the proposed development would have an unacceptable impact on highway safety in the context of paragraph 115 of the National Planning Policy Framework (December 2023).

Highway Safety

The Highway Impact Assessment (HIA) report submitted by the Applicant indicates that the Crashmap database has been interrogated and that there have been nine Personal Injury Collisions (PICs) within approximately 150 metres of the site that occurred from 2016 to mid-2022 (inclusive). The LHA considers this review to be out of date, as it would typically expect for PIC reviews to consider data from the latest five year period. The LHA would suggest that an up-to-date review is undertaken by the Applicant.

PIC data can be purchased from the LHA by contacting ndi@leics.gov.uk.

The LHA will review highway safety further once in receipt of the additional information requested in the 'site access' section.

Trip Generation

The LHA does not consider the comparative trip generation assessment contained within the HIA to be accurate given the quantum and incomparability of the TRICS® surveys used. These issues are acknowledged within the HIA.

However, given the scale and type of development proposed, in conjunction with the quantum of off-street car parking proposed for the site, the LHA does not consider it necessary to request an amended trip generation assessment in this instance as it does not consider that the level of vehicular trips that would be generated in the network peak hours would materially impact on the performance of any nearby junctions in terms of capacity.

Off-Site Implications

The HIA has queried the position of the highway boundary as demonstrated on Leicestershire County Council drawing number 100/A (reference NDI/HRE/2311186) in Appendix C, which does not show an adequately wide adopted footway at the site frontage with Trinity Road and Hollycroft and which would indicate that highway incursions have occurred into the private site.

The LHA has looked into this matter, and notes an inaccuracy in the Ordnance Survey overlay. Leicestershire County Council drawing number 100/A (reference NDI/HRE/2401048, dated 02/02/2024) enclosed with this response indicates the LHA's understanding of the approximate position of the carriageway limit on the ground.

Notwithstanding this, it would appear that incursions into the Applicant's land have occurred. Consequently, the LHA agree to the Applicant's proposals to realign the highway boundary.

Internal Layout

The LHA does not consider that the current submissions adequately demonstrate that a sufficient quantum of off-street car parking would be provided.

The HIA indicates that between 18-25 car parking spaces should be provided to accord with LHDG standards (based on calculations derived from the Department for Communities and Local Government (DCLG) research paper on residential car parking). The proposed off-street car parking provision would therefore be short by one to eight spaces.

In addition, the LHA has the following comments regarding the HIA's parking quantum considerations:

- The LHA notes the HIA's contention that the proposed parking quantum would be broadly comparable to the consented level for nearby planning approval 15/00942/FUL (Hinckley Police Station), however this comparison has not been supported with LHDG calculations.
- Whilst the DCLG calculations are based on no allocated spaces, the LHA has concerns with the Applicant's proposal for the off-street car parking spaces to be unallocated as this could result in unnecessary movements in and out of the accesses as vehicles enter the site searching for parking spaces, only to leave if / when they discover that none are available.

The LHA therefore requests that the proposed parking arrangements are re-considered.

If the Applicant cannot demonstrate that a sufficient quantum of off-street car parking would be provided to cater for the development, the LHA will consider whether the proposed development would likely result in any on-street parking problems which may constitute an unacceptable impact on highway safety.

The HIA indicates that refuse collection by the Waste Collection Authority (Hinckley & Bosworth Borough Council) would take place from the Trinity Lane as is likely the case as existing. The LHA has no concerns with this, although has some concerns with the suggestion in the HIA that, should a private contractor be used, operatives could fetch the bins from inside the site as opposed to the bin collection point as this would increase the time that a refuse collection vehicle would obstruct the highway. The LHA would therefore strongly encourage the Applicant to make full use of a bin collection point should planning permission be granted.

Transport Sustainability

The HIA concludes that the site is sustainable in transport terms in that:

- Hinckley Town Centre is within one km walking distance of the site (a 12 ½ minute walk),
- The entirety of Hinckley and Burbage, as well as parts of Barwell and Stoke Golding, as within a 5km cycling distance of the site (a 15 – 20 minute ride);
- The site is within 400 metres of bus stops with frequent services to Nuneaton, Hinckley and Burbage; and
- The site is approximately a kilometre from Hinckley Railway Station which has services to Leicester and Birmingham New Street.

The LHA is satisfied with the HIA's sustainability appraisal and considers the site to be sustainable in transport terms.

Should planning permission be granted, the LHA would request a developer contribution towards travel packs and bus passes for the first residents.

Date Received
19 December 2023

Case Officer
Daniel Putnam

Reviewer
DH

Date Issued
5 February 2024