

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: 24/00403/FUL

Highway Reference Number: 2024/0403/04/H

Application Address: The Market Bosworth School Back Lane Market Bosworth Nuneaton
Leicestershire CV13 0JT

Application Type: Full

Description of Application: Construction of a new multi-use sports area, extension of car-park, upgrade to grass pitch and associated works

GENERAL DETAILS

Planning Case Officer: David Spring

Applicant: Mr David Hemstock

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

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 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) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a planning application which seeks the:

‘Construction of a new multi-use sports area, extension of car-park, upgrade to grass pitch and associated works.’

The proposals are at The Market Bosworth School, Back Lane, Market Bosworth, Nuneaton, Leicestershire, CV13 0JT.

The LHA have reviewed the submitted documents as provided on the LPA's website, these include:

- Application form;
- Site layout drawing labelled 'Application Area', received by the LPA on 26 April 2024; and
- Design & Access Statement.

There has been one previous application at the site as detailed below.

19/00305/FUL - Proposed car park extension and provision of new astro turf pitch. The LHA advised approval with conditions on 24 May 2019. The scheme was subsequently granted by the LPA on 25 September 2019. Whilst approved, this scheme was not implemented and is no longer extant.

Site Access

The Applicant is proposing to use the existing site access, the LHA have also taken into consideration a similar scheme under 19/00305/FUL was granted and as such this is considered as acceptable to the LHA in these site-specific circumstances.

Highway Safety

The LHA has checked its Personal Injury Collision (PIC) database and can confirm there have been no recorded PICs along the length of Back Lane within the last five years.

The LHA do not consider the proposals would exacerbate the existing highway situation.

Internal Layout/Trip Generation

The Applicant has indicated on the site layout drawing labelled 'Application Area', received by the LPA on 26 April 2024 a proposed new 73m by 46m Multi Use Games Area (MUGA), there would also be a car park extension providing an additional 54 off-street car parking spaces, including six disabled spaces.

Whilst the Applicant has not provided the specific number of existing car parking spaces, Section 2.2 The Site Environment - Part 2.1.3 – Points 6 and 7 of the Design & Access Statement (DAS) states:

'6) The planning consent granted in 2019 detailed a 1,400 sq.m car-park extension and a new 'Astro-turf' pitch of 62 x 34m or 2108 sq.m. The car park extension proposed would have increased parking by 54 spaces, from 77 plus 2 disabled and 8 coach spaces to 131 spaces in total, but with a relatively small MUGA or STP.'

7) Since the MUGA consent was granted, a new building has been constructed where this car-park extension was to be, consent given for this in January 2021. This building caused the loss in total of 14 parking spaces.'

Given the above, the LHA can deduce the proposals would lead to 117 off-street car parking spaces at the site in total. There is also a further hard surfaced area with spaces for buses.

The Applicant states within the DAS 'Section 1.1 – Part J - bullet point 3 that there will be no increased traffic movements due to the new MUGA, but enough car parking provision onsite will become available to relieve pressures to park on surrounding roads, by staff and visitors. The LHA accepts this would be the case during school times.

However, Section 2.3 – 2.3.1 New MUGA Requirement – points 3 and 5 states:

'3) This proposal will contribute to the significant improvement of sporting facilities for the school and community and will result in considerable benefit to school pupils and local community clubs and groups through the provision of an enhanced sports facility.

5) The school encourages visiting community clubs to use the indoor sports facilities after school hours, hiring-out for basketball, softball, ladies sports groups, over 40's circuit training, over 50's & 60's sports, for example, with this use extending to the outdoor facilities in spring and summer when daylight hours permit. A security team locks-up after the users have left.'

Whilst not specifically stated, the LHA deduce that the facilities would likely be made available for community use outside of school hours.

Based upon a worst-case scenario given there are three football pitches demonstrated on the site layout drawing labelled 'Application Area', received by the LPA on 26 April 2024, the LHA consider there could be up to 66 people at the site. Based up the 'Highway Requirements for Development Part 4 (HRfD4) document, the LHA would consider in this instance that parking would be required to cater in full for the maximum expected usage of the facility assuming an occupancy rate of two persons/car this being 33 cars. As such, the LHA are satisfied there is adequate additional car parking proposed at the site. A copy of the HRfD4 document can be found at <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/13/Highway-requirements-for-development-part-4-parking-standards%20Refer-to-part3-sectionDG14-first.pdf>

Whilst the LHA accepts this would also likely lead to additional trips to the site, these would be outside of the AM / PM peaks given the site will be used by the school during the day.

Having reviewed the site layout drawing labelled 'Application Area', received by the LPA on 26 April 2024, the LHA finds the proposed car parking area does not comply with Paragraphs 3.165 (parking space dimensions) and Figure DG13 (on-site turning) of Part 3 of the LHDG, a copy of which can be found at <https://resources.leicestershire.gov.uk/lhdg>. However, given the site is approximately 200m away from the public highway, and the proposals appear to be in-line with the existing off-street car parking available at the site, the LHA would not request any amendments in these site-specific circumstances.

Taking the above into consideration, the LHA would not seek to resist the application subject to the following conditions.

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. The development hereby permitted shall not be brought into use until such time as the parking and turning facilities have been implemented in accordance with Site layout drawing labelled Application Area, received by the LPA on 26 April 2024. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) in perpetuity.

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).

Date Received
19 June 2024

Case Officer
Neal Chantrill

Reviewer
BD

Date issued
9 July 2024