

Bestfostering Limited

Transport Statement

**Manor View, Aston Flamville Road - Burbage
Proposed Children's Nursery**

MARCH 2024

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1 Introduction

Savoy Consulting, a specialist transport planning consultancy, has been instructed by their Client, Bestfostering Limited, to prepare a Transport Statement to accompany a planning application for a new children's nursery at Manor View, Aston Flamville Road, Burbage, Hinkley.

This Transport Statement is intended to demonstrate that the proposed development has sufficient off-street parking to cater for peak demands and will cause no demonstrable harm to the surrounding road network in terms of traffic impact and safe access to the site.

2 Site Description and Surrounding Area

The application site is situated on the north side of Aston Flamville Road, Burbage. Aston Flamville Road is an unclassified road subject to the national speed limit. The road is bounded by grass verges on both sides of the carriageway and there is no street lighting present.

Vehicular access to the site can be gained from the existing access serving Burbage Dance Studio.

The dance studio is only open in the evenings between 16:30 and 20:00 hours and caters for a maximum of two couples at any one time. The clients park on the hard standing in front of the existing building.

Recently planning permission has been granted close by for a large new development of 343 dwellings promoted by Jelson Homes.

To ensure a safe means of access can be provided a speed survey has been undertaken to establish the 85th percentile speeds on Aston Flamville Road in the vicinity of the site access. The results of the traffic surveys are attached at **Appendix A**.

The access to the application site has been subject to a full topographical survey, on which the appropriate visibility splays have been shown. The drawing is attached at **Appendix B**.

3 Overview of the Childcare Industry

The childcare industry has expanded rapidly over the last twenty years. There is a continuous rise in demand for childcare in the United Kingdom and at present demand outstrips supply as the number of working parents with children is increasing.

Recent changes announced by the Government means that from September 2024, 15 hours childcare support will be extended to eligible working parents of children from the age of nine months to 3 year-olds. From September 2025, eligible working parents with a child from 9 months old up to school age will be entitled to 30 hours of childcare a week.

Other important factors influencing the growth of demand for childcare is the movement of young professionals away from the extended family. These people tend to move where employment opportunities are high, there is adequate supply of family housing but the financial responsibility this brings often requires both parents to work.

Many responsible employers now see childcare as the keystone of their family-friendly benefits package aimed at retaining staff.

The industries that tend to provide childcare for their employees are those already struggling to recruit and retain skilled staff, many of whom are represented within a relatively short distance of the application site.

In this particular case the catchment area for the new nursery will be Burbage, Hinkley, Sapcote, Stoney Stanton and the Fosse Villages.

4 Proposed Development

The applicant currently operates a very successful business known as Green Acres Pre-school and Nursery. Green Acres is only a short distance from the application site and provides places for 42 children.

Green Acres has been a proud cornerstone of the community providing quality childcare services from 07:30 to 18:00 hours Monday to Friday, nurturing the growth and development of young minds for many years. Our client believes that this new nursery is not only essential for our client's continued success but also aligns with the government's initiatives to extend funded childcare places.

Our client therefore sees the proposed children's nursery at Manor View as being an exciting new venture for them, managed by family members.

The planning application is for a new nursery providing:

- ❖ Up to 86 places for children under the age of 5.
- ❖ Employment for up to 17 staff both full and part time.
- ❖ The provision of a total of 57 parking spaces (including six disabled spaces) on site for staff and parents' use.

The provision of 57 car parking spaces is only formalising what is on site at present. Additional parking over and above the daily demands is needed to meet peak demands at both Manor View and Green Acres when large events are held such as Mother's Day celebrations and graduation parties.

Opening hours for Manor View will be the same as for Green Acres, Monday to Friday 07:30-18:00 hours and the nursery will be open for 52 weeks of the year but not all staff will be on site at all times.

The nature of the childcare industry is such that the number of staff relates directly to the number of children on site at any one time, and not all children will be at the nursery every day or all of the day they attend, e.g. those parents who only benefit from the limited hours offering funded childcare for 3-4 year olds. Children will also be absent due to for example, to illness, holidays and time with their grandparents.

For the purposes of this Transport Statement and the assessment of the demand for parking, it has been assumed that the nursery will be fully subscribed by parents for the childcare places and the full complement of staff will be employed on site from day one, although of course this will not be the case in practice for the reasons stated above.

This transport statement therefore represents very much a worst case scenario in terms of traffic impact and car park accumulation.

5 Traffic Impact

In order to inform Leicestershire County Council of the likely traffic impact at Manor View our client has supplied Savoy Consulting with detailed survey information on the operation of their other business at Green Acres Pre-school and nursery. This nursery is only some 150 metres east of the application site.

The results of the surveys at Green Acres demonstrated 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. This dynamic is repeated at most children's nurseries.

The surveys carried out at Green Acres clearly 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 right through to 18:00 hours when the nursery closes.

Even in the peak times at Green Acres 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.

Because of the extended arrival and departure periods the resultant accumulation of parents' cars was very low. It also has to be remembered that parents do not stay long on site, stopping only for a few minutes to drop off and collect their children.

This arrival and departure profile found at Green Acres is very likely to be repeated at Manor View, 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. In transportation terms this is described as a "linked trip".

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 will result in 24 two-way movements in the morning peak and 32 two-way movements in the evening peak.

Experience at Green Acres leads our client to believe the greater demand for parking will come from staff employed at the nursery and not from parents dropping off and collecting their children. It needs to be recognised however that support staff do not command high salaries and therefore are unlikely to have ready access to the use of a private car and are most likely to live locally.

Those staff that do have access to a car will quite likely car share to help spread the running costs of using a car to get to and from work.

The number of delivery vehicles that visit the site will be very small and the timing of deliveries will be strictly controlled by our client to ensure vehicles arrive outside the peak hour periods.

5 Summary and Conclusions

This Transport Statement has been produced to support a planning application for a children's nursery at Manor View, to cater for up to 86 pre-school children up to the age of five years.

The application site is situated on the north side of Aston Flamville Road. Vehicular access to the site will be from this road.

The site is well located to its likely catchment area and has good access to the local highway network.

Children's nurseries provide a vital facility for young professionals away from the extended family and many responsible employers now see childcare as the keystone of their family-friendly benefits package aimed at retaining staff.

Chapter 4 of the Transport Statement sets out the number of children that could be accommodated on the site when fully operational and also identifies the employment opportunities that this development would create. Opening hours for the nursery will be from 07:30-18:00 hours, Monday to Friday but it must be remembered not all staff would be on site at all times.

The drop off and collection of children will be over an extended period both in the morning and evening and the duration of stay of parents' cars will be no more than a few minutes.

In total there will be 57 parking spaces provided on site for the use of parents and staff.

The number of deliveries to the site will be very small but the timing will be strictly controlled by the applicant to ensure that these vehicles arrive outside the peak periods for the nursery.

In summary therefore, Savoy Consulting believes that a sustainable development can be delivered at Manor View and that there are no material or overriding highway or transportation reasons why the development should not be granted planning permission.