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Sent: 11 October 2023 15:56
To: Sullivan Archer; Planning Folder New
Cc: bertie.harrison-rushton@leics.gov.uk
Subject: Response To Application Number 23/00667/FUL at The Old Rectory 8 Rectory Lane Market Bosworth Nuneaton Leicestershire CV13 0LS
Attachments: Response_23-00667-FUL.pdf

Please find attached my representation in response to the above planning submission.

On behalf of
Leicestershire County Council
County Hall
Glenfield
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LE3 8RJ

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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: 23/00667/FUL

Highway Reference Number: 2023/0667/04/H/R2

Application Address: The Old Rectory 8 Rectory Lane Market Bosworth Nuneaton Leicestershire
CV13 0LS

Application Type: Full

Description of Application:

Re-consultation. Change of use of the Old Rectory from a dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1), erection of two single storey classrooms, a Multi-Use Gaming Area (MUGA), revised parking layout with electric charging points, widening of access, replacement perimeter fencing and external landscaping, works to trees and other works.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr R Litherland

County Councillor: Bertie Harrison-Rushton

Parish: Market Bosworth

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 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 re-consulted on a full application for the change of use of the Old Rectory from a dwellinghouse (Class C3) to a Specialist Education Needs (SEN) School (Class F1), erection of two single storey classrooms, a Multi-Use Gaming Area (MUGA), revised parking layout with electric charging points, widening of access, replacement perimeter fencing and external landscaping, works to trees and other works.

The LHA previously advised within its observations dated 15 August 2023 that the following additional information was required to support the proposals:

- Submission of a Stage 1 Road Safety Audit of the site access proposals and a Designer's Response to any problems raised, along with a revised drawing (if necessary);
- Additional swept path analysis of the site access as detailed, as well as through the internal layout of the site;
- Trip distribution analysis of the development traffic;
- Capacity assessments of junctions where 30 or more two way trips are predicted to be generated as a result of the proposals (following trip distribution analysis) and consideration as to the results. Provision of an appropriate scheme of mitigation to any junctions where capacity is shown to become an issue as a result of the proposals;
- Consideration and further details as to how arrivals/ departures of minibuses/ taxis/ parents etc would be managed at school start and, in particular, finish times when a high number of vehicles may be arriving and waiting to pick up pupils at the same time; and
- Further investigation of parking provision within the site to increase the number of non-tandem spaces and clarification as to whether minibus parking spaces would be required.

The Applicant has submitted a Transport and Highways Addendum (THA) dated September 2023 in response to the LHA's comments.

Site Access

The Applicant has now undertaken a Stage 1 Road Safety Audit (RSA1) of the site access and provided a Designer's Response as well as provided further swept path analysis. This has enabled the LHA to undertake a more detailed review of the site access arrangements. The RSA1 raised three problems, which the Applicant has agreed with in the Designer's Response. Two of the problems related to overhanging/ overgrown vegetation which would restrict visibility and street lighting at the access. The Applicant has agreed to cut back vegetation to enable the 2.4 x 43m visibility splay and that any work required to improve street lighting and cutting back tree branches would be considered at detailed design, along with arboricultural input. This is accepted by the LHA.

The other problem raised within the RSA1 (problem 2) is in respect of parked vehicles and visibility, which could cause pull out type collisions. The Applicant has suggested they would be willing to provide a Traffic Regulation Order (TRO) such as a single yellow line in order to improve visibility at the access. The single yellow line would allow for parking out of school hours when the access is not as busy.

The LHA advise that a single yellow line restriction would not be considered appropriate, as there are exemptions for waiting to allow passengers to board and alight and consequently it has been contested that even when parked on double yellow lines, motorists have parked to pick up their children and are not contravening the restrictions.

Para. 7.8.4 of Manual for Streets states '*Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable*'.

The LHA consider that given the proximity of the nearby Rectory Lane/ Sutton Lane/ Market Place junction that speeds are likely to be low in this area. In addition, the road is one way, with drivers only needing to look to the right when pulling out of the site access. On this basis, the LHA would not support the implementation of a TRO in the vicinity of the access and would ask the Applicant to submit a revised drawing with the proposed parking restrictions removed.

The LHA has also given consideration to the site access design. Given the level of traffic which could be generated by the proposals, the LHA are concerned that the existing dropped kerb arrangement would not be suitable for the level of traffic which could be generated by the proposals. The LHA therefore requests that the Applicant amends the design to consist of a kerbed radii and dropped kerbs. 2x2m pedestrian visibility splays would also need to be shown at the back of the footway in to the site. It should be noted under the current arrangement, the extents of the existing dropped kerbs have not been shown and it is unclear if the larger vehicles shown in the swept path analysis would over-run full height kerbs.

The LHA also advise that one-way signing and a road marking arrow should be provided opposite the access as the new development is likely to have a much higher volume of occasional visitors who may inadvertently turn right and head down Rectory Lane in the wrong direction.

Highway Safety

The LHA previously confirmed that there have been no recorded Personal Injury Collisions along Rectory Lane from its junction with Market Place/ Sutton Lane to the west of the access and 500m to the east of the access.

Trip Generation

The LHA understands that up to 40 pupils would be in attendance at the school, with 40 full time equivalent staff. However Table 5.3 in the Transport Statement stated 80 pupils. Confirmation that this referred to 80 persons rather than pupils was therefore requested. The Applicant has subsequently confirmed that this should read 80 'persons'.

In addition, the Applicant has advised that an error was identified in the presentation of the forecast vehicle movements, whereby the trip rates identified in Table 5.2 of the original TA were correct, however when applying those to the number of proposed persons they were not. The revised forecast vehicle trips are shown in Table 1.

Time Range	Average Trip Rate Applied (80 no. persons)		
	Arrive	Depart	Two-way
Network / School AM Peak Period (08:00 – 09:00)	32	11	43
School PM Peak Period (15:00 – 16:00)	3	19	22
Network PM Peak (17:00 – 18:00)	1	15	16

Table 1: Forecast vehicle trips for the proposed SEN school.

The LHA notes that the amended forecast vehicle trips show a slightly lower level of traffic could be generated by the proposals than previously indicated (a reduction of seven two way trips in the network/ school AM peak and three two way trips in both the school and network PM peaks respectively). Overall, the LHA accepts the Applicants trip generation.

Previously, the LHA required the Applicant to undertake a trip distribution exercise and capacity assessments in order to demonstrate whether or not the proposals would have any impact on the surrounding highway network. This has now been undertaken.

The Applicant has stated they operate a 45 minute catchment area for admissions. The catchment area has been evaluated using the 2011 Census dataset 'QS105EW' 'Schoolchildren and full-time students at their non-term-time address' to understand the gravity weighting of the prospective student population (residing in Local Authority Districts) from which to determine the future vehicle distribution to/from the proposed development. A proportional gravity weighting has then been applied based on the journey distance to/ from the proposed development as detailed within the Trip Distribution section of the THA.

Based on the information extracted from Census and routing assignment the following routing can be summarised as:

- West – 31%; and
- East – 69%

The LHA accepts the Applicants trip distribution analysis.

Junction Capacity Assessments

The LHA previously advised that capacity assessments would be required at junctions where approximately 30 or more two way trips were likely to be generated as a result of the proposals during either the AM or PM peaks. The Applicant has subsequently identified the Rectory Lane/ The Park/ Park Street junction as requiring the assessment.

Traffic count data for the Rectory Lane/ The Park/ Park Street junction has been obtained from the Transport Assessment of application 21/00966/OUT, with the same data also used in application 22/00167/OUT. That data was collected on 30 June 2021 and was accepted by the LHA, with uplift factors included to take into account a reduction in traffic as a result of the Covid-19 pandemic. The Applicant has then uplifted the baseline 2021 (Covid adjusted) traffic flows to 2023 and 2028 baselines using TEMPro traffic growth factors. These have been reviewed and considered acceptable by the LHA.

The following developments have also been considered as part of the capacity assessment as if they were all committed developments in a 2028 baseline + committed development scenario:

- 21/00379/FUL - 73 dwellings, Sedgemere, Station Road, Market Bosworth (approved)
- 21/00966/OUT - 90 dwellings, Land south of Shenton Lane, Market Bosworth (refused)
- 22/00167/OUT - 125 dwellings, Land north of Shenton Lane (appeal dismissed)
- 22/00277/OUT - 239 dwellings, Land east of The Windmill Inn, Brascote Lane, Newbold Verdon (refused at Planning Committee on 19 September 2023).

The LHA advises that since submission of its previous observations, the appeal decision for application reference 22/00167/OUT has been issued, and that development has been dismissed at appeal.

Given the junction arrangement and give-way priority to The Park/ Rectory Lane, only the traffic stream of Park Street to Rectory Lane has been modelled by the Applicant. The stream between Park Street and The Park is unopposed and therefore not modelled. The Applicant has only modelled the AM peak.

Ratio of Flow to Capacity (RFC) is a term used in Transport Modelling to assess the operation of a junction. The result provides an indication of the likely junction performance, with a value of 1

implying that the demand flow is equal to the capacity. Typically a value of 0.85 is seen as the practical capacity, with results higher than this more likely to experience queuing or delay. The results of the junction modelling are provided in Table 2.

Junction Arm	RFC	Queue	Delay
	AM Peak		
	Queue (PCU)	Delay (s)	RFC
	2028 Base Scenario		
Stream B-A (Park Street to Rectory Lane)	0.1	8.60	0.11
	2028 Base + Committed Development Scenario		
Stream B-A (Park Street to Rectory Lane)	0.1	8.72	0.12
	2028 Base + Committed Development + Proposed Development Scenario		
Stream B-A (Park Street to Rectory Lane)	0.2	9.03	0.14

Table 2: Junction modelling results Rectory Lane/ The Park/ Park Street junction.

As shown, the RFC of the junction is not proposed to exceed 0.85 with the development in place in 2028 and with all nearby developments, or the proposed development in place. The LHA is satisfied the junction would operate with spare capacity, along with minimal, if any impact on queues or delays at the junction. While the Applicant has not undertaken a capacity assessment for the PM school or network peaks, the LHA advise that the level of traffic departing the site in both PM peaks would not warrant a capacity assessment. Furthermore, while the LHA is aware there are a number of schools in Market Bosworth, a capacity assessment in the network and school AM peak period under the site specific circumstances is considered to be the most robust assessment, given that this includes traffic for both the nearby schools and general traffic on the network.

Internal Layout

The LHA previously advised 43 car parking spaces should be provided within the site, however only 40 were shown. In addition, it was advised that some of the parking spaces were in a tandem arrangement meaning that some members of staff may require others to move their vehicles before being able to leave the site. The LHA requested the Applicant to review parking provision within the site to reduce the number of parallel spaces within the site and achieve a total of 43 spaces. The tandem spaces equate to 10 car parking spaces, with the potential for five vehicles to be blocked in.

The Applicant has stated that there are no proposals to amend parking provision within the site and that, in their experience 40 spaces would be adequate for the sites need. It has, however been advised the level of parking and echelon layout is proposed due to constraints resulting from the Root Protection Areas (RPA) and the site being situated within a Conservation Area. It is stated these items were discussed at pre-application stage with the LPA identifying the importance of protecting the central landscaped area. As a result, a 6m aisle, whilst considered at feasibility stage, was not pursued. It is the Applicant's aspiration to retain as many trees as possible and minimise impacts on the Conservation Area. It is understood that staff would communicate with reception staff where vehicles were parked and would be available to enable vehicles to be moved, if requested.

Given the above, the LHA accepts the level of parking proposed within the site. The LHA considers that staff familiarity of colleagues working patterns and vehicles may also help to manage tandem parking spaces in time, as well as reception staff. The LHA has also accepted similar arrangements at employment sites elsewhere under site specific circumstances. While there would still be a shortfall of three car parking spaces, the LHA advise it could not demonstrate a severe impact on the highway network in the event three vehicles were required to park off-site. The centre of Market Bosworth is covered by a package of Traffic Regulation Orders such as double yellow lines, which should prevent inappropriate staff/ visitor parking. In addition, there is a public car park situated across the road from the site and both Rectory Lane and The Park are one way, which allows for a level on on-street parking.

The LHA also previously advised it was unclear how the dropping off/ picking up of pupils would be managed during school start/ finish times, and how this would be accommodated within the site. In addition, clarity was required as to whether the school required minibus parking, either for their own vehicle or for the dropping off/ picking up of pupils for example.

The Applicant has advised that pupils will be dropped off at the site by either taxi, private vehicle or minibus. When pupils are dropped off at site by taxi or private car the vehicle will enter the site via the main entrance gates (off Rectory Lane), driving around the central landscaped area in a clockwise direction and stop outside the main entrance to the School. Pupils are then escorted from the vehicle into the school by a member of school staff (already waiting) who act as 'drop off and collection marshals' enabling the vehicle to then leave site immediately. At school drop off, minibuses serving the site will enter the site in the same way as private vehicles and or taxis and pupils will be escorted to the school, by school staff and the minibus will then be parked in the dedicated waiting area. At collection, pupils would be escorted to the parked minibus by school staff and the minibus will depart when all pupils are onboard.

The Applicant has also stated that if necessary, they would be happy to agree a suitably worded condition for a Parking Management Plan to be submitted and approved by the Council prior to occupation. Under the site specific circumstances, the LHA consider this would be beneficial, to outline measures which would be taken to prevent vehicles at arrival and departure times backing up on to the highway.

Closing

The LHA advise that the following additional information is required to be submitted to the LPA, for consideration by the highway authority:

- Further details in respect of the site access design, including a kerbed junction radii, removal of the proposed TRO and details of pedestrian visibility.

Date Received
12 September 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 October 2023