

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: 25/00566/FUL

Highway Reference Number: 2025/0566/04/H/R1

Application Address: Westfield Community Centre Rosemary Way Hinckley Leicestershire LE10 0LN

Application Type: Full

Description of Application: Re-consultation. Change of use from a community facility (Use Class F2) to a Special Educational Needs (SEN) school falling within Use Class F1 (Learning and Non-Residential Institutions)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mrs Sarah Deaville

County Councillor: St Marys ED - Cllr Stuart Bray

Parish:

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 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been reconsulted by the Local Planning Authority (LPA) on a proposed change of use application from community facility (Use Class F2) to a Special Educational Needs (SEN) school falling within Use Class F1 (Learning and Non-Residential Institutions) at Westfield Community Centre, Rosemary Way, Hinckley.

The LHA noted within initial observations dated 27th August 2025 that minimal transport information had been submitted in support of the application and requested a Transport Statement (TS) and Travel Plan (TP) to support an application of this scale i.e. 75 children and 40 FTE staff in accordance with Table 1 of the Leicestershire Highway Design Guide (LHDG) available at www.leicestershirehighwaydesignguide.uk/.

In providing these observations, the LHA have reviewed the following submitted documents:

- TTP Consulting Transport Statement and appended drawings – October 2025
- TTP Consulting Travel Plan – October 2025

Trip Generation

The LHA note that the site seeks to provide a Special Educational Needs (SEN) school with 40 staff supporting 75 children aged 5 to 16.

In initial observations, the LHA requested that a trip generation exercise is completed for the use type of the development to determine the likely number of two-way trips during the AM (08:00-09:00) and PM (17:00-18:00) peak weekday periods and for the weekend peak. The trip generation should be a comparative exercise with the extant use type to assess whether there will be an increase in two-way trips between the existing site and proposed development.

Reviewing Table 5.3 of the submitted TS, the LHA note that the development will result in a total of 30 two-way trips in the AM Peak (08:00-09:00) and 15 two-way trips in the PM Peak (17:00-18:00) which represents an increase of 17 trips in the AM but a decrease of five trips in the PM peak.

Across a day period the proposed development would result in 180 two-way trips in comparison to the existing site which would see 167 two-way trips.

Whilst the proposed development would result in an increase of 13 two-way trips, the level of intensification is not considered to be a significant increase that would result in a severe impact in accordance with the NPPF.

Site Access

The LHA note that no details have been provided regarding the existing shared surface access that fronts the turning head of Rosemary Way.

Rosemary Way is an adopted unclassified road, not weight restricted but subject to a 30mph speed limit imposed by street lighting though speeds are expected to be lower at the site frontage which is at the end of a turning head.

Typically, the LHA would expect to see a 6.0m wide access with minimum control radii of 6.0m in accordance with Table 15 of the LHDG.

Drawing 2025-5485-TR07 shows a 5.4m wide access alongside swept-path analysis of an 11.2m refuse vehicle successfully accessing and egressing the existing access. Whilst the access width is less than guidance with Table 15, a width of 5.4m would still allow for two-way vehicle movements and allows for the largest vehicle to access the site. Therefore, the LHA are satisfied that the existing access is safe and suitable access in terms of the NPPF.

Highway Safety

The LHA welcome the submission of Personal Injury Collision (PIC) data obtained from LCC for the most recent five-year period. The PIC data shows a total of three PICs were recorded in close proximity (500m) of the site including two 'slight' and one 'serious'. None of the three PICs took place in the same location, and none occurred directly at the existing site access.

The LHA therefore concludes that there are no patterns/trends within the PIC data and consider that there are no known highway safety concerns that would be exacerbated by the development.

Internal Layout

The LHA note that vehicular parking for the site should accord with Table 29(d) of the LHDG and that cycle parking should also be provided and demonstrated to accord with Table 27 of the LHDG.

The revised layout will provide 38 car parking spaces, of which two will be disabled accessible, and an additional space for mini-buses. This represents a minor shortfall from Table 29(d) of the LHDG which would require 43 spaces. However, the LHA note that three Sheffield stands, providing six cycle parking spaces, will be provided for staff and visitors. This is more than the required cycle parking standards of one space per 20 staff as per Table 27 of the LHDG.

The LHA therefore consider that, on balance, parking is provided in general accordance with the LHDG and would not lead to overspill into the highway nor any indiscriminate parking therefore the LHA would not seek to resist the development proposals.

Transport Sustainability

Travel Plan

The LHA has reviewed the submitted Travel Plan produced by TTP Consulting dated October 2025 and note that the document provides an initial, interim target of a 10% reduction in single occupancy vehicle trips.

The LHA note that a 10% reduction is commonplace and in accordance with the Good Practice Guidelines: Delivering Travel Plans document, 'Targets should be ambitious and should correspond to the best estimate of the maximum number of trips that can be made by non-car modes'.

The LHA consider that specific targets relating to the use of walking, cycling and public transport use would be preferable to provide specificity and the ability to measure the proposed 'SMART' targets.

The Applicant should consider mentioning Leicestershire County Council's sustainable travel rewards app. Powered by BetterPoints, users can earn rewards for sustainable travel which can be redeemed against high street store vouchers.

It will also be worth using resources that are provided by www.choosehowyoumove.co.uk where there are several walking/cycling maps, as well as a route planner and Bus timetable.

The LHA recommends Modeshift Stars for occupier travel surveys. It is possible for developers to design and use their own surveys, but they should match the style and content of Modeshift.

The Applicant is expected to provide bus passes and travel packs which will be secured via a Section 106 agreement.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawing 2025-5484-TR07 have been implemented in full.

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 (2024).

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Drawing 2025-5484-002 Rev. B. Thereafter the onsite parking and turning provision shall be kept available for such uses 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 (2024).

3. No part of the development hereby permitted shall be first occupied until TTP Consulting Travel Plan dated October 2025 which sets out actions and measures with quantifiable outputs and outcome targets has been implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2024).

4. 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.

Contributions

To comply with Government guidance in the National Planning Policy Framework (NPPF) and commensurate with Leicestershire County Council Planning Obligations Policy, the following contributions would be required in the interests of encouraging sustainable travel to and from the site and reducing private car use:

- A. Travel Packs; to inform staff from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which would attract an administration charge of £500.

JUSTIFICATION: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

- B. Six month bus pass, one per employee (application form to be included in Travel Packs and funded by the applicant); to encourage new staff to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (approximately) £605.00 per pass (cost to be confirmed at implementation)).

JUSTIFICATION: To encourage staff to use bus services as an alternative to the private car.

Informative

- 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.
- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
- The existing boundary hedge/tree line directly bordering the development is the responsibility of the current owner/occupier of the land. On the assumption that this boundary is to be retained it should be made clear to all new property owners that they are responsible for the maintenance of that boundary, including the hedge/tree line ensuing that it is cut back so as not to interfere with the public highway (whether or not a fence is installed in front of it).
- Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

Date Received
10 October 2025

Case Officer
Dan Green

Reviewer
DH

Date issued
20 November 2025