

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: 23/01135/FUL

Highway Reference Number: 2023/1135/04/H/R2

Application Address: Land Adjacent To Hinckley Rugby Club Leicester Road Hinckley
Leicestershire LE10 3DR

Application Type: Full

Description of Application:

Re-consultation. Construction of two storey boxing gym with associated parking, outdoor activity areas and landscaping

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr Nick Griffin

County Councillor: Ross Hills

Parish: Barwell

Road Classification: Class B

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 by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the construction of a two storey boxing gym with associated parking, outdoor activity areas and landscaping at land adjacent to Hinckley Rugby Club, Leicester Road, Hinckley.

The LHA previously submitted a full response on 12th January 2024 which asked the Applicant to submit a Transport Statement in support of the proposals, given the scale of the proposed development. In addition, it was advised the Applicant should be aware of Part 1, Section IN5 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>), which outlines the LHA's position on 'Access to A- and B-class roads'. It was stated this would require consideration within the Transport Statement.

The Applicant has subsequently submitted a Transport Assessment ([TA] Revision 1) dated 22 February 2024 and authored by SLR.

It is understood the development proposals seek to construct a new two storey boxing facility at the site, which will house The Heart of England Boxing Club. This new facility will result in the club relocating from their current premises in Hinckley Town Centre to this new facility, which the Applicant states would result in significant benefits in the quality of the facilities available to members of the club and the wider community.

The LHA provided the LPA with an initial summary of additional information that would be required from the Applicant in respect of the proposals via e-mail on 18th March 2024. The Applicant subsequently responded to these points on 19th March 2024. The following comments take into account the Applicants response.

Site Access

Details of the site access arrangements are provided on SLR drawing number T101-415.064498.00001. As advised previously, access to the site is proposed via the existing site access to Hinckley Rugby Club on Leicester Road, a classified road (B4668) subject to a 50mph speed limit.

The Applicant is not proposing any amendments to the existing access, however as shown on the drawing a new 4.8m wide access road would be constructed within the site to serve the proposed development.

After further consideration by the LHA, and the likelihood of additional traffic using the access junction as a result of the proposals, the LHA advise that the Applicant should consider permanently closing the existing lay-by to the northeast of the access, in order to improve visibility at the access and to remove parked vehicles from the visibility splay.

Highway Safety

The Applicant has used Crashmap in order to review Personal Injury Collision (PIC) data within the vicinity of the site. This was for between 2018 and 2022, however it is unclear specifically what dates.

One PIC has been identified on Leicester Road, which occurred at the site access. This occurred in April 2019 and was recorded as slight. The PIC involved a waiting vehicle and a rear end shunt.

The LHA consider the Applicants PIC data to be out of date given it does not cover 2023. Based on the LHA's own records, there has been one additional PIC occur within 500m of the site access. This occurred in December 2023 and was recorded as serious. The PIC involved a rear end shunt between three vehicles on the approach to the Leicester Road/ A47 Normandy Way/ The Common roundabout.

The LHA will consider highway safety further following submission of the additional information in respect of trip generation outlined below.

Trip Generation and Distribution

Trip Generation

It is understood that currently there are around 55 members at the existing boxing club facility. This includes a boxing squad of 25, 20 junior beginners and 10 adult beginners. As a result of the

opening of the new facility, the Applicant proposes to increase the number of members to 120, which is an increase of 65 from the current number of members.

The Applicant has advised that typically several groups of 25 would train across three groups each day. Neither of these groups would be at the club at the same time. Two training staff would accompany these groups.

The Applicant has undertaken a travel survey of existing club members in order to ascertain their current method of travel to the existing site. It has also been acknowledged that the location of the new facility is outside of Hinckley Town Centre, therefore the existing travel patterns will alter. In order to account for the relocation of the club, the Applicant also asked if members would travel to the relocated site by a different mode of transport. Table 1 below, which has been reproduced from the Applicants TA indicates the existing modal split of members to the existing site and the likely modal split for the proposed relocated site.

	Walk	Cycle	Drive Own Car	Dropped Off / Picked Up
Existing Mode Split	15%	11%	27%	47%
Mode Split, Following Relocation	0%	11%	35%	55%

Table 1: Mode Split to the Existing and Proposed Sites.

The Applicant has highlighted that the mode split for the club following its relocation has reduced the number of those who currently walk to the club as those who responded to the survey said they would likely travel by car. To account for those additional members who would travel by car, an additional 7.5% has been applied to the proportions of those who drive their own car or are dropped off / picked up. The Applicant has undertaken this split equally in order to provide a 'robust approach'.

Further to the above, the Applicant has also acknowledged that the increase in members proposed by the club as a result of the new facility is likely to result in further changes to the modal split; likely resulting in more walking and cycling trips by new members living closer to the site than the existing members. Given that the proposed facility is based around boxing and fitness, the Applicant believes it is highly probable that several members would likely prefer to walk or cycle to benefit from the fitness benefits; or that new junior members may walk or cycle in lieu of having access to a vehicle. However, the Applicant has used the mode split for the relocated boxing gym for the purpose of this assessment.

Table 2 reproduced from the Applicants TA summarises the trip generation by mode for the total number of members and the total number of members typically training in each group (which comprises 25 members and two training staff). This equates to 23% of the member total when including the training staff.

	Walk	Cycle	Drive Own Car	Dropped Off / Picked Up
Total Members (120)	0	13	41	65
Typical Training Group (27)	0	3	10	15

Table 2: Trip Generation by Mode to Relocated Site.

The Applicant has stated that the opening hours of the boxing gym would be 07:00 – 21:00 during weekdays and 07:00 – 12:00 at weekends. The Applicant undertook an Automatic Traffic Count (ATC) at the site access on Saturday 10th February 2024, which was identified to be a busy day at the complex, with several rugby matches held during the survey. This was undertaken to account for a worst-case scenario in terms of use at the wider complex at the access junction.

The Applicant has highlighted the peak hour within the ATC is between 11:45 – 12:45 which falls in line with the closing time of the facility on Saturdays (12:00). Therefore, the trip generation shown in Table 2 has been applied to all departures from the site at 12:00. This is shown in Table 3 below.

	Drive Own Car	Dropped Off / Picked Up	Total
Arrivals	0	15	15
Departures	10	15	25

Table 3: Saturday Peak Hour Vehicle Trip Generation.

The arrival vehicle movements to the facility reflect vehicle trips of picking up members alone, based on the assumption that those who drive their own car would arrive prior to the peak hour to train. Departure movements have assumed to be the total of vehicles who arrived to drop off members alongside additional vehicle movements of those who have driven their own vehicles.

The Applicant has therefore stated there would be a total of 15 arrivals and 25 departures to/ from the site in the Saturday peak hour. This results in 40 two-way trips during the Saturday peak.

The LHA advises that while the above methodology is accepted in principle, the calculations are contrary to paragraph 12.09 of the submitted Design & Access Statement, which details *'the building would typically be occupied by up to 60 persons at any one time, increasing on event days to 100 persons using the building'*. The above assessment only considers 27 people. The Applicant has advised that they would be happy to accept an Event Management Plan as a condition for when events are held at the site, however, the LHA advises that if the site is to regularly hold 60 persons, the level of trips for 60 persons should be assessed for a typical weekend.

In addition, whilst the Applicant has assessed a Saturday at peak times, the Applicant has not provided an indication as to the level of traffic anticipated during the weekday AM and PM peaks. The LHA understands that on weekdays that times prior to 6pm the proposed development would be used for one to one training and group use such as schools, disabled groups, etc.

Whilst the LHA appreciate, the site may not be used as much on a weekday due to school and work commitments, the LHA advise that an indication of the level of traffic likely to be generated between 08:00 – 09:00 and 17:00 – 18:00 during a weekday is still required. Should this result in approximately 30 or more two way trips in either peak, a capacity assessment would be required. The Applicant has stated within their e-mail that a weekend represents a worst case scenario, however the LHA advises given the location of the site it requires clarity as to the level of use during the typical AM and PM weekday peaks.

The LHA previously advised the Applicant should be aware of Part 1, Section IN5 of the LHDG, which outlines the LHA position on 'Access to A and B-class roads' which will require consideration within the Transport Statement. The Applicant has advised the following within their e-mail: *'After reviewing Section IN5, it has been concluded by SLR that no further consideration is warranted. This decision is based on the absence of alterations to the current access for the sports complex*

onto the B4668 Leicester Road and the insignificant trip generation anticipated from the proposed boxing facility. Furthermore, the assessment of the access junction with the B4668 Leicester Road conducted during peak Saturday operation, such as a match day, indicates no need for modifications to this junction. Consequently, there is minimal necessity for additional deliberation on this matter’.

The LHA advise that in the absence of additional trip rate information for both weekends and weekdays, it cannot comment on this further at this time. However, the closure of the lay-by to the northeast of the access could be considered a benefit given the additional trips as detailed previously above.

Trip Distribution

In terms of trip distribution, the Applicant has obtained 55 postcodes of the existing members from which the trip distribution was calculated. Table 4 summarises the resultant trip distribution based on the journey planning of the existing postcodes.

Direction	Proportion
Leicester Road Northbound	64%
Leicester Road Southbound	36%

Table 4: Trip Distribution Based on Postcode Data of Existing Members.

The LHA accepts the Applicants methodology and proposed trip distribution figures for existing members. The LHA suggest a reasonable assumption about where new members would come from should be provided, and whether this would affect trip distribution.

Junction Capacity Assessments

Given the level of traffic generated by the proposed development could result in approximately 40 two way trips during the Saturday peak hour, the Applicant has undertaken a capacity assessment of the site access.

Firstly, the 10th February 2024 ATC data has been factored to a future year of 2029, using TEMPro traffic growth factors. The Applicant has used an average factor for the Hinckley 007 and Hinckley 009 areas given the proximity of the site between the boundaries of the two locations. The Applicants growth factors provided within Table 7.1 of the TA are accepted by the LHA.

Nearby committed or proposed developments have also been considered. This includes:

- *23/01229/OUT – Outline planning application for up to 95 dwellings with associated access, open space and landscaping following demolition of all buildings on site. Land east of The Common, Barwell*
- *23/00432/OUT – Outline planning application for up to 475 dwellings, including public open space, drainage, landscaping and associated infrastructure. Land north of A47 Normandy Way and east of Stoke Road, Hinckley*

Both developments are still to be determined by the LPA. In the case of the first development, the Applicant has highlighted that whilst the proposals do distribute traffic along Leicester Road passed the site, no information is provided for the Saturday peak hour. Nevertheless, the Applicant envisages the Saturday traffic generated by the proposals at the peak hour would be negligible and that they would be unlikely to result in significant alterations from the predicted capacity of the junction. For the second development, no trips are forecast to route down Leicester Road.

The LHA accepts the Applicants approach to committed developments.

The Applicant has then added the proposed development traffic to the 2029 predicted (with development) year. This is accepted by the LHA.

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.

As shown in Table 5 extracted from the TA, the RFC of the site access is not proposed to exceed 0.85 with the development in place in 2029. The LHA is satisfied the junction will operate within capacity.

	PM Peak Hour	
	RFC	Queue (PCU)
2029 Base Scenario		
Access Road Left Turn	0.15	0
Access Road Right Turn	0.21	0
Leicester Road Right Turn In	0.25	1
2029 Predicted Scenario		
Access Road Left Turn	0.19	0
Access Road Right Turn	0.25	0
Leicester Road Right Turn In	0.30	1

Table 5: Junction Assessment Results.

Notwithstanding the submitted capacity assessment, the Applicant should undertake a further assessment following consideration of additional capacity in the building. This may also need to be undertaken for a weekday if 30 two way trips are generated during either the AM or PM peaks.

Internal Layout

Details of the sites internal layout are provided on Corporate Architecture Ltd drawing number 4594/HOEB/21/101 Rev P6.

The Applicant has stated the facility will comprise of a 682sqm ground floor area and a 336sqm first floor. In total the facility will cover a gross external floor area of 720sqm. 35 car parking spaces are proposed, which includes two disabled spaces, two electric vehicle charging spaces and three additional motorcycle spaces. The number of car parking spaces proposed is in line with Part 3, Table DG11 of the LHDG.

The Applicant has acknowledged that there may be events held at the facility on an infrequent basis. When these events take place, it is stated any overflow demand associated with the events would be accommodated within the existing parking provision across the wider facility (used for the rugby and cricket clubs). These events would be managed so that they are held outside of the peak periods to ensure that there is no conflict with the additional parking demand and the parking demand of the surrounding sports club / facilities.

The LHA advise that in the event the proposals were acceptable in the future, it would require an event management plan to be provided to outline how parking would be accommodated within the overall Rugby Club site and how events would be managed to avoid conflicting with events at the existing sports facilities within the overall site.

The LHA are aware that the Applicant has previously advised that an area covering the proposed car park would fall within the red line boundary of the construction area for a roundabout on Leicester Road which is proposed as part of the Hinckley National Rail Freight Interchange. That application is yet to be determined. The LPA are advised that in the event the LHA are in a position to advise approval of the proposals in the future, a condition would be required to ensure the car park was constructed as shown prior to first use of the development. The Applicant would be required to provide details of temporary alternative parking arrangements in due course, should it not be possible to construct the car park as shown.

Transport Sustainability

The site is somewhat detached from the built up areas of Hinckley and Barwell, with no nearby bus stops. Nevertheless, the site is situated in a location where a number of sports facilities and pitches are currently available. Furthermore, there is a network of footways and off-highway cycle provision leading up to the site.

Closing

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

- Consideration of removing the existing lay-by to the northeast of the site access;
- A reasonable assumption in respect of whether trip distribution would change with the addition of new members;
- Further consideration of the level of traffic the site could generate, given paragraph 12.09 of the submitted Design & Access Statement; and
- Details in respect of AM and PM peak hour weekday trips, along with a capacity assessment of the access, should the level of trips require this.

Date Received
26 February 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
09 April 2024