

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: 23/01182/FUL

Highway Reference Number: 2023/1182/04/H/R1

Application Address: Allbar Sports Trinity Lane Hinckley Leicestershire LE10 0BH

Application Type: Full

Description of Application: Re-consultation. A change of use from a cinema (Sui generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr Chima

County Councillor: Cllr Stuart Bray

Parish: Hinckley

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 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 planning application at Allbar Sports, Trinity Lane, Hinckley, for the change of use from a cinema (Sui Generis) to a 36x1 bedroomed apartments (C3) with associated car parking and landscaping.

The LHA previously responded to this application on 5th February 2024, advising that further information would be required to fully assess the impact of the proposed development on the highway network.

The additional information requested was as follows:

- An independent Stage 1 Road Safety Audit (RSA1), along with a Designers Response and – if required – amended drawings;
- 85th percentile vehicle speed data, from an Automatic Traffic Counter (ATC) survey;
- A plan which demonstrates that 2 metre by 2 metre pedestrian visibility plays would be available in both directions of the site accesses;
- An updated review of Personal Injury Collision (PIC) data; and
- Amended parking proposals.

The LHA understands that the following documentation has been submitted by the Applicant following the previous highway observations:

- Email from the Applicant's Agent (dated 11th March 2024);
- Highway Impact Assessment (HIA) (Highway Access Solutions, reference HAS/23-071/HIA Revision B); and
- Proposed Access Drawings (HAS/23-071) (Rev C).

Site Access

The LHA understands that it is no longer proposed to create a vehicular access onto Hollycroft. As such, a RSA1 is no longer required.

The Agent's email and Highway Impact Assessment indicate that 85th percentile vehicle speed data at the site access is not possible as the location is unsuitable for an ATC survey or radar survey due to the high degree of on-street parking, the proximity of the junction located on the access approach and the absence of suitable locations to secure equipment. On this basis, given the nature of the road (i.e. a narrow, one-way street with significant amounts of on-street parking) the LHA considers vehicular visibility splays designed for 20mph speeds would be acceptable in these site specific circumstances.

The Proposed Site Access Visibility Assessment (Trinity Lane) drawing (Highway Access Solutions, drawing number HAS/23-071-05 Revision C) indicates that a 2.4 metre by 25.5 metre vehicular visibility splay is achievable to the southwest of the access, drawn in accordance with Figure DG2a of Part 3 of the Leicestershire Highway Design Guide (LHDG). In accordance with Table DG4 of Part 3 of the LHDG, this would be sufficient for 85th percentile vehicle speeds of 20mph.

The above plan also satisfactorily demonstrates that 2 metre by 2 metre pedestrian visibility splays could be provided on both sides of the site access.

Highway Safety

The LHA understands that a full amended analysis of highway safety is forthcoming. The LHA will review this upon submission and re-consultation from the Local Planning Authority.

Internal Layout

The LHA notes that four 'Sheffield' cycle stands (eight spaces) and a single double-deck 'Cardiff' style rack (20 spaces) would be provided in the rear courtyard. Additional cycle storage would be provided at the base of the southern stairwell (approximately seven spaces). Section DG15 of Part 3 of the LHDG prefers the use of Sheffield stands, although notes that the provision of eight spaces with Sheffield stands would comply with the minimum quantum guidance contained within Table DG14 of Part 3 of the LHDG. The LHA is therefore content that cycle parking would be acceptable.

The LHA welcomes the proposed planting to the Hollycroft frontage to prevent informal parking to the rear of the footway.

With no access proposed on Hollycroft, the number of off-street car parking spaces proposed for the site is now 13 (0.36 spaces per bedroom). The Highway Impact Assessment indicates that these would all be allocated / controlled, with residents being given the option of purchasing a car parking permit for the site when taking up residence on a 'first come, first served' basis. The LHA welcomes the proposal to allocate these spaces.

As mentioned in the previous highway observations, the HIA indicates that between 18-25 car parking spaces should be provided to accord with LHDG standards (based on calculations derived from the Department for Communities and Local Government (DCLG) research paper on residential car parking). The proposed development would therefore have a shortfall of between five to 12 spaces. The HIA contends that this would be satisfactory as the site is in a sustainable location, and that the proposed quantum of off-street car parking would be broadly in comparison to the consented level for nearby planning approval 15/00942/FUL (Hinckley Police Station), which it claims to be approximately one space per three bedrooms. The LHA has checked planning application 15/00942/FUL and calculates the parking ratio to be 0.37 spaces per bedroom.

The LHA considers that the site is in a sustainable location in transport terms (as set out in previous highway observations), and considers the proposed cycle parking provision to be acceptable. In addition, travel packs and bus passes could be provided for the first residents and secured by way of section 106 agreement. The LHA is therefore content that appropriate opportunities to promote sustainable transport modes could be – or would be – taken up given the type of development and its location.

The LHA also notes that a sufficient package of on-street parking controls are in place in the vicinity (including 'no waiting at any time' restrictions) to prevent unsafe / undesirable on-street parking. The ratio of off-street parking to bedrooms is also acknowledged to be almost identical to that for planning approval 15/00942/FUL.

Taking all of the above into account, and given that the off-street car parking spaces are now proposed to be allocated / controlled, the LHA does not consider that the proposed shortfall in off-street car parking would result in an unacceptable impact on highway safety in the context of paragraph 115 of the National Planning Policy Framework (December 2023).

Date Received
15 March 2024

Case Officer
Daniel Putnam

Reviewer
DH

Date Issued
28 March 2024