

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: 23/00851/OUT

Highway Reference Number: 2023/0851/04/H/R1

Application Address: Hinckley And District General Hospital Mount Road Hinckley Leicestershire
LE10 1AE

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning permission for the redevelopment of a Community Diagnostic Centre (CDC) and Endoscopy building (Use Class E(e) (access, appearance, layout and scale to be considered with landscaping reserved)

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: C/O Agent

County Councillor: 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 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) previously advised within its observations dated 28 September 2023 that the following additional information was required to be submitted by the Applicant to the Local Planning Authority (LPA):

- Provision of the general arrangement drawing for the site access and clarity in respect of whether any amendments are proposed to the existing access where it connects to the adopted highway at Mount Road. Provision of a Stage 1 Road Safety Audit (and Designers Response to any issues), if the access design at the Mount Road junction is proposed to change;
- Consideration of Personal Injury Collision (PIC) data;

- Further clarity in respect of both existing and proposed staff and patient numbers at the development site and clarity as to how many staff/ patients will be on-site at any one time as a result of the proposals or would have been under the physio use;
- A first principles approach in considering trip generation, which could consider the level of vehicle trips the physio use could have generated during the AM and PM peaks as well as throughout the day in comparison to the proposals; and
- Clarity in respect of parking provision and how this was operated under the physio use and how it would be operated under the proposed use, e.g. any staff parking allocations within the overall site and where patients would be directed to park.

The Applicant initially submitted a Technical Note dated 16 November 2023 and authored by Markides Associates in response to the points raised. After an initial review of the document, the LHA subsequently contacted the LPA in respect of the trip generation section for further clarity on 20 December 2023. The Applicant subsequently submitted an updated Technical Note dated 20 December 2023 to provide further clarity on trip generation. The LHA's comments below are therefore based on the TN dated 20 December 2023.

Site Access

The Applicant has now submitted the General Arrangement drawing (Markides Associates drawing number 23013-MA-XX-XX-DR-C-0100 Rev P02). A Stage 1 Road Safety Audit (RSA1) of the Proposed Site Plan (Markides Associates drawing number 1782-DBC-ZZ-00-DR-A-0100 Rev P06) has also been undertaken.

It is noted that the Applicant is not proposing any amendments of the site access at the junction of Argents Mead with Mount Road/ Hurst Road, therefore the LHA has no comments to make in respect of the RSA1 which covers problems on the private road. It is noted however that a Designer's Response to the problems raised has not been provided, so this is a matter for the Applicant to consider rather than the LHA.

Highway Safety

The Applicant has now submitted PIC data for between 2018 and 2023, which covers the area within the yellow shown in Figure 1.

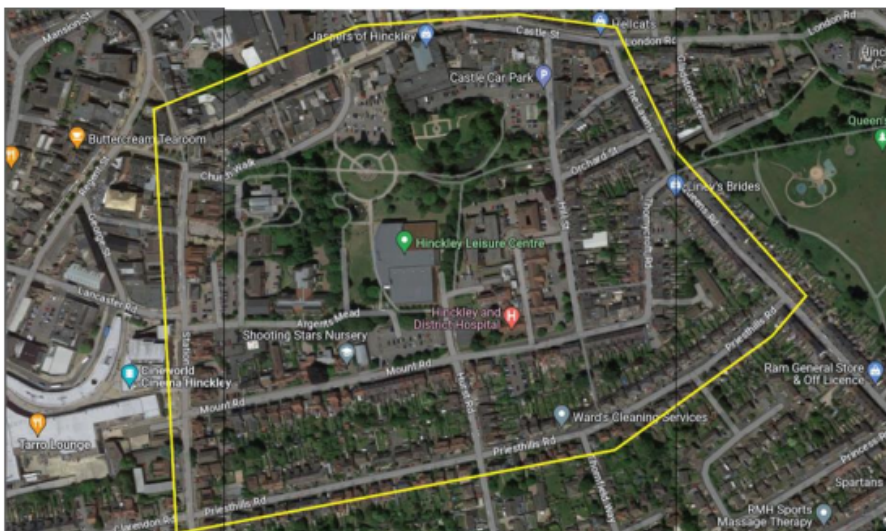


Figure 1: PIC study area.

The Applicant has identified that five PIC's have occurred within this area between 2018 and 2023 as detailed in Table 1.

Year	Severity			Total
	Slight	Serious	Fatal	
2018	1	0	0	1
2019	1	0	0	1
2020	1	0	0	1
2021	1	1	0	2
2022	0	0	0	0
2023	0	0	0	0
Total	4	1	0	5

Table 1: Summary of PIC's.

The Applicant has concluded within their PIC analysis that there is no clear pattern of PIC's to suggest that there is a material design issue on any part of the local highway near to the site, and that the collision rate is low.

While it is unclear precisely what dates the Applicant undertook their PIC analysis between, the LHA has identified an additional PIC which occurred in September 2023 and was recorded as slight. This involved a vehicle and a cyclist on Queens Road. Notwithstanding the additional PIC, the LHA accept there appears to be no clear pattern or cluster site of PICs which could be exacerbated by the proposals. No PIC's appear to have occurred at the existing site access points.

Trip Generation/ Junction Capacity Assessments

The LHA previously requested further clarity in respect of both existing and proposed staff and patient numbers at the development site and clarity as to how many staff/ patients will be on-site at any one time as a result of the proposals or would have been under the physio use.

The Applicant has clarified that the proposals could result in a difference of 11 staff on site and an additional 33 patients per hour in comparison to the former situation. It is understood that while this is an increase, staff would arrive/ depart the site prior to the AM and PM peaks (08:00 - 09:00 and 17:00 - 18:00).

The Applicant has also provided a high level estimate of the number of daily movements to/ from the site per day. It has however been highlighted that this is a worst case scenario, with each patient assumed to be on-site for at least one hour, whereas in reality services such as blood tests or ultrasound may be as little as 10 minutes, and others longer, with average endoscope procedures taking 30 minutes plus administration and recovery time – up to four hours in total for a complex endoscopy. The Applicant also assumes all patients and staff travel to work by car within the estimate, which is considered unlikely to be the case. It is stated that whilst some procedures may necessitate vehicle travel, others will not require anaesthetic and may be routine procedures on otherwise generally able-bodied patients capable of travelling by alternate modes of transport to the private car.

Overall, the LHA accepts that the proposals would likely result in a modest increase in the level of traffic using the site. Furthermore, given the route choices to access the site and a number of potential different access points to various car parks/ drop off/ pick up points, as well as sustainable travel options for staff/ patients, the LHA consider it would be difficult to justify capacity assessments at any specific junction.

Internal Layout

The LHA previously requested further clarity on parking provision within the site. The Applicant has stated that area G (where 29 car parking spaces are proposed) is allocated as staff parking, however this was only monitored on a limited basis. Patients have generally used all other parking areas within the site. It has also been stated within the Transport Statement which was previously submitted that the NHS are looking at enforcement/ ANPR for parking within the site to restrict those taking advantage of free parking for the town centre/ railway station, which could increase availability of parking within the site for those using the hospital site.

Overall, given the town centre location and on-street parking controls in the area, the LHA consider the parking arrangements to be acceptable.

Transport Sustainability

The Applicant has advised that no cycle parking is currently present on the site and that they will provide a new cycle parking area in front of the building. This is welcomed by the LHA and should be secure and undercover.

Public Rights of Way

As advised within the LHA's previous observations, the LHA advise a condition that a section of the unrecorded right off way between public footpath V19 and Mount Road should be dedicated as a public right of way.

Construction Environmental Management Plan

The Applicant has submitted a Construction Environmental Management Plan (CEMP) dated 30 November 2023 and authored by Darwin Group. This includes the following details:

- A jet wash will be available to all vehicles on site, to prevent the deposition of mud on the highway, as and when required. In addition to this a road sweeper and wheel wash station will be utilised as necessary if debris off site is significant;
- Unloading and loading of vehicles will always take place within the site compound and not on the public highway; and
- Contractor parking will all be located within the confines of the site. Designated areas will be set-up to ensure parking of vehicles is done so in an orderly manner and to maximise the available space for safe transporting of materials, etc.

The above is welcomed by the LHA, however there does not appear to be any details provided in respect of the routing of construction traffic. This detail would be required by the LHA to ensure that construction vehicles are accessing the site from the strategic road network via the most appropriate routes. Nevertheless, this could be conditioned. It should also be noted that wheel washing facilities will need to be provided at the earliest opportunity and should be situated a minimum of 10m behind the highway boundary.

Conditions

1. No development shall commence on the site until such time as an updated Construction Environmental 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.

2. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Markides Associates drawing number 23013-MA-XX-XX-DR-C-0100 Rev P02. 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 (December 2023).

3. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such use(s) in perpetuity.

REASON: To promote travel by sustainable modes in accordance with the National Planning Policy Framework (December 2023).

4. No development shall take place until a scheme has been submitted and approved in writing by the Local Planning Authority, covering how the Public Right of Way V19 will be managed during construction including any the timescale for temporary closures and diversion routes, and the permanent surfacing and signposting of the route once development is completed in accordance with the the Leicestershire County Council's Guidance Notes for Developers (see <https://tinyurl.com/devprowguide>). Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: To protect and enhance Public Rights of Way and access in accordance with Paragraph 104 of the National Planning Policy Framework (December 2023).

5. Prior to first use of the development hereby permitted, the Applicant shall legally dedicate as a public footpath the section of unadopted and legally unprotected pedestrian path beside the private road from Mount Road to the start of Public Footpath V19 as currently shown on the Definitive Map of public rights of way.

Reason: To protect and enhance Public Rights of Way and access in accordance with Paragraph 104 of the National Planning Policy Framework (December 2023).

Informative

- Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. 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.
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
8 December 2023

Case Officer
Ben Dutton

Reviewer
DH

Date issued
11 January 2024