

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/R3

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 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) 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 responses on 12th January 2024 and more recently 9th April 2024. The most recent observations requested further information regarding the following:

- 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.

The Applicant has submitted a 'Response to Highway Comments' document (revision 01) dated 19th April 2024 with the view to addressing the LHA's comments.

Site Access/ Highway Safety

The LHA previously asked the Applicant to consider closing the existing lay-by to the northeast of the access in order to improve visibility at the site access and to remove parked vehicles in the visibility splay.

The Applicant has responded stating that a review of Personal Injury Collision (PIC) data has not indicated a pre-existing road safety issue at the junction that would require mitigation due to the proposals. The Applicant also considers that parking in the lay-by would only occur during rugby and cricket matches, which are held outside the gym's main sessions. In addition, the Applicant advises that the Hinckley National Rail Freight Interchange (NRFI) proposals would result in a roundabout being constructed close to the existing site access, along with potentially Traffic Regulation Orders to prevent stopping. The Applicant considers this would be of more benefit to the site access than removal of the layby.

As stated further below in the Trip Generation section of this report, the Applicant has confirmed that the level of attendees at the site would be as set out within the previously submitted Transport Assessment and that those stated within the Design & Access Statement are incorrect. On this basis, the LHA considers there would be less of an intensification of the existing access than first anticipated.

The LHA previously advised two PIC's had been identified on Leicester Road. The first occurred at the site access in April 2019 and was recorded as slight. The PIC involved a waiting vehicle and a rear end shunt. The LHA advise that since the submission of the previous observations, the PIC is now considered to have occurred over five years ago. The second PIC 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.

Given there have been no recorded PIC's at the site access within the last five years, the access serves several sports clubs, and the lower level of intensification than initially anticipated, the LHA advise it would not require the removal of the existing lay-by as part of the proposals under the site specific circumstances.

The LHA advise that in terms of the Hinckley NRFI, as this application has not been determined to date and therefore construction has not started, there is no guarantee that the development will be granted permission or would it alter the layout of Leicester Road in the vicinity of the site access. In addition, the LHA consider there is no guarantee that the site would be operational outside of the hours that the other sports clubs on-site operate at all times, and therefore it could not be guaranteed parking would not occur at times when other venues across the wider site are in use.

Trip Generation and Distribution

Trip Generation

The LHA previously advised that whilst the Applicant had stated training sessions would consist of groups of 25 people and two training staff, the Design & Access Statement detailed:

'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 Applicant has now stated in paragraph 2.13 of the Response to Highway Comments document that:

'It should be noted that the numbers quoted in paragraph 12.09 of the accompanying Design and Access Statement (D&A) are now acknowledged to be superseded having been based on the initial pre-application proposals in 2021.'

Based on this revised information, the LHA would advise the LPA that the Applicant has considered an acceptable number of trips during the weekend peak. The LHA advised that an indication of the level of trips that could be generated by the site in the weekday AM and PM peaks was also required.

The Applicant has clarified that during the week, the gym would be open between 07:00 – 21:00. In addition, three training sessions would be held across the day, with individual one to one sessions happening outside the main three sessions. Training sessions would be held between 18:00 – 21:00 and would accommodate various age groups.

The Applicant has stated during the AM peak, two people would arrive to do a one to one session (one member and one staff). This session would typically last one hour (between 07:00 – 08:00), meaning there would be one departure between 08:00 – 09:00 following the training session, with the staff member remaining on-site afterwards to do other sessions throughout the day. The Applicant therefore considers the AM trips to be negligible.

During the PM peaks, it is stated the majority of members will attend one of three sessions depending on age, which are held between 18:00 – 21:00. These sessions are staggered to manage the facilities within the site, such as changing rooms. The first session would be for juniors, beginning at 18:00. The session would be attended by 25 junior members and two members of staff, who it is stated would already be at the gym after attending to individual sessions and preparing for the evening sessions. The Applicant acknowledges that given the starting time of the training session, trips would be generated in the PM peak (17:00 – 18:00).

It is stated that given the earlier training session would be for junior members, those who currently attend the sessions do not have access to a vehicle due to their age. Currently, those attending the session walk or cycle and the boxing club has indicated they would continue to do so to the new location. The Applicant considers that it is not appropriate to apply the Saturday mode split used previously because this considers all members, whereas the PM peak would consist of junior members only.

The Applicant has therefore provided the modal split for a junior PM session based on information provided by the boxing club as detailed in Table 1.

Table 1: Anticipated PM Junior Session Mode Split and Trip Generation

	Walk	Cycle	Dropped Off / Picked Up
Proportion	10%	30%	60%
Trip Generation (25)	3	8	15

On this basis, there could be three members walk to the site, eight cycle and 15 be dropped off or picked up in a vehicle. The Applicant has advised a higher proportion of members could walk or cycle in practice, however a higher proportion of vehicles have been included for robustness.

Due to the timing of the training session, all vehicles associated with members being dropped off would arrive in the PM peak. The Applicant considers the departures are likely to occur across the PM peak and the next hour (18:00 – 19:00) due to the timing of the session.

The Applicant has also stated that depending on the distance travelled to the site, those travelling further are likely to stay and wait until the end of the session before departing. The Applicant has advised as a worst case scenario, there could therefore be 15 arrivals and 15 departures, or 30 two way trips, between 17:00 – 18:00.

The LHA accept the Applicants methodology for weekday trips. Under the site specific circumstances, it is also accepted that it is unlikely there would be 30 two way trips during the PM peak hour due to the likelihood of some of those dropping off members staying on-site until the end of the training session or, departing after 18:00 after the session starts.

Trip Distribution

The LHA previously suggested a reasonable assumption about where new members would come from should be provided by the Applicant and whether this would affect trip distribution.

The Applicant has stated that given the nature of the proposed gym and its relationship to the town of Hinckley, it is likely that the majority of new members will live in Hinckley or the surrounding Towns of Barwell and Earl Shilton. This would result in a similar trip distribution to that previously indicated for existing members. The Applicant considers this is likely given the nature of the surrounding areas, with Hinckley being the largest settlement in the area and thus the largest draw for new members. With many new members likely to be travelling from Hinckley, it has also been considered likely that Leicester Road Northbound would still be the most popular route, with the route to Hinckley via the A47 being the fastest and most convenient route to many areas of the Town and to nearby Barwell and Earl Shilton.

The LHA accepts the Applicants trip distribution analysis for new members.

Internal Layout

The LHA previously advised 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.

In addition, the LHA advised that the Applicant had previously stated 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 NRFI. As previously advised, the LHA advise a condition is required to ensure the car park is constructed as shown prior to first use of the development. Should the LPA grant planning permission for the proposals, 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 due to developments with the Hinckley NRFI.

As previously advised, the LHA also 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.

Conditions

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of 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 and to ensure that construction traffic does not lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be first used until such time as the access arrangements shown on SLR drawing number T101-415.064498.00001 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 (December 2023).

3. The development hereby permitted shall not be first used until such time as the parking and turning facilities have been implemented in accordance with Corporate Architecture Ltd drawing number 4594/HOEB/21/101 Rev P6. 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).

4. Prior to the first use of the development hereby permitted, an Event Management Plan including details of event day travel and parking arrangements for all attendees at the boxing gym shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation.

REASON: To reduce the need to travel by single occupancy vehicle, to promote the use of sustainable modes of transport, 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 in accordance with the National Planning Policy Framework (December 2023).

5. 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).

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).

Date Received
22 April 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
26 April 2024