



Title: Grange Road, Geddington

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Kettering
Borough Council

Anne Dew

From: Chris Bond [CBond@northamptonshire.gov.uk]
Sent: 18 July 2011 12:48
To: Anne Dew
Cc: Jim Harker; Sheila Cheney
Subject: RE: KET/2011/0227

Anne,

Thank you for this opportunity to clarify and update for the avoidance of doubt.

First of all I have noted that I did not update the date on the front of the LHA's response issued 28th June 2011. I apologise for any confusion this may have generated.

Secondly I refer to our exchanges subsequent to the LHA's response issued 28th June 2011 regarding the number of children at any one time. From review and based on those exchanges I concur with your calculation that the maximum number of children on the site at any one time would be 35 not 25 as I had previously thought was inferred by the Applicant's supplementary information. As such I would confirm that paragraphs 1.13, 1.15 and 2.2.6 should be updated to read 35 not 25.

I trust this assists

Regards

Chris Bond
Team Leader - Development Management
Highways, Transport and Infrastructure
Northamptonshire County Council
Riverside House
Riverside Way
Northampton
NN1 5NX
(01604) 364317

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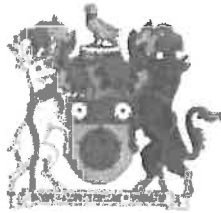
From: Anne Dew [mailto:AnneDew@kettering.gov.uk]
Sent: 18 July 2011 12:33
To: Chris Bond
Subject: KET/2011/0227

Dear Chris,

Thank you for your consultation response which I received on 28th June. With respect to numbers, please could you clarify the maximum number of children to be allowed in the nursery at any one time.

Regards,

Anne Dew
Senior Development Officer
Development Services



Northamptonshire County Council

Town and Country Planning Act 1990 (As Amended)

Local Highway Authority Response

Application Reference	KET/2011/0227
Local Highway Authority Reference	PL 1781
Proposal	Full Application: Change of Use of ground floor to day nursery – 28 – 30 Grange Road, Geddington
Date:	13 th June 2011

I refer to the Local Planning Authority's (LPA's) re-notification dated 6th June 2011 which informed the Local Highway Authority, (LHA) of additional information intended by the Applicant to address matters that we previously raised.

1. The LHA revisited the site, 9th June 2011 in the light of the new information and would comment as follows: -
 - 1.1 The proposed access improvements and revised parking layout as shown on Drg No ITP/GRG/02 Rev A are satisfactory and address our concerns in a number of respects.
 - 1.2 However, whilst the gates have been set back further than is currently the case, they are not set- back sufficiently far to allow a vehicle to wait clear of the footway while the gates were opened. To avoid obstructing pedestrians and vehicles on the public highway the LHA recommends that the gates are set back 5.5m from the highway boundary. This matter could be addressed with the imposition of a condition requiring compliant details to be submitted prior to commencement with such details as may be approved completed prior to occupation.
 - 1.3 As an alternative, the LPA may wish to consider a condition requiring the gates to be kept open during the peak drop-off and pick-up times 08.00 – 09.30 if it considers such a condition is reasonable and enforceable.

- 1.4 In addition it is noted that the existing access point has radius kerbs which can inhibit pedestrian priority. It is recommended that the radius vehicle crossing within the highway is amended to a simple / standard dropped kerb vehicle crossing with the footway running across the access to maintain pedestrian priority.
- 1.5 The amount of on-site parking appears to comply with the "Supplementary Planning Guidance: Parking March 2003" which remain presiding policy guidance in the absence of any subsequent revision.
- 1.6 As stated by the Applicant, on-street parking cannot be discounted. During the site review 9th June 2011, it was noted that on street parking was available near the development site. It was also noted that residents currently park on-street outside the properties near the Grange Road / New Road junction and vehicles associated with the proposed nursery would be unable to park in this location.
- 1.7 The LHA is aware of third party concerns regarding the possible effect of traffic generated by the proposed nursery on the operation junction of Grange Road with New Road (A43).
- 1.8 During the informal observation of traffic using the junction (07.45 – 09.00 on Thursday 9th June 2011), the junction appeared to function adequately with waiting times and queuing within acceptable levels.
- 1.9 However, it is appreciated that this observation was informal and may not necessarily have been typical. Indeed when the LHA met with representatives of the Parish Council and local residents on site 21st June 2011 it was made clear to the LHA that this may not have been a typical situation and that queuing can be substantial. The Parish Council and local residents clearly have concerns regarding the additional congestion and associated highway safety implications of the proposed development.
- 1.10 Considering the views expressed by third parties on this matter, the LHA recommends that the LPA may consider it appropriate to require the applicant to undertake a formal validated count in order to inform the LPA's determination of this Application.
- 1.11 The Applicant confirms their intention to collect children from local primary school. It is noted that the footway leading to site is narrow with the crossing points for Skeffington Close with relatively high dropped kerbs and no tactile paving. There would appear scope to improve the footway leading to the development to assist in encouraging the higher footfall referenced by the Applicant. Any improved footway may need protection to ensure that they are not abused as access points onto the adjacent grass verge.
- 1.12 Concerns have been raised regarding the potentially unlimited nature of the application in respect of the number of children at any one time and the associated traffic movements.

- 1.13 In any event it is prudent to place a limit on the number children on site at any one time to those stated in the supplementary information which implies no more than 25 children at any one time.
 - 1.14 It may also be considered that a lower number may assist in mitigating the impacts and concerns that residents and the Parish Council have in this case. Such a lower number could then be reviewed at a later stage say after a year's operation with an application to vary the number. Such an approach would enable the development to establish itself and prove its own case that it would not be detrimental to local amenity or highway capacity / safety.
 - 1.15 The LHA recommends that a limit of 25 children, (the maximum implied by the supplementary information) at any one time on the site is secured by appropriate condition. The LHA would not object to a lower number.
 - 1.16 The LPA will recall that at pre-application stage suggestion of an additional / alternative access via a side track to the site could be considered. That track lays outside the application site boundary but it is noted that large gates provide access from the site to that track. The level of control or access rights is unknown. The LHA recommends that for the avoidance of doubt and confusion that a condition could be considered to ensure that all movements associated with the site occur at the improved access and not from the adjacent track which has limited visibility for emerging vehicles and is of insufficient width for such use.
2. In summary the LHA recommends: -
 - 2.1 That the LPA give consideration to obtaining a validated traffic count including queue length and times for the Grange Road / New Road junction. If such data indicate an issue that requires further consideration and action, the LHA reserves the right to comment further.
 - 2.2 Without prejudice to such a review, the LHA does not currently object to this Application subject to the following conditions and notes, (or similar that secure / achieve the same principles) are imposed: -
 - 2.2.1 Prior to commencement of the development hereby permitted, revised details of the site access showing gates set back a minimum of 5.5m from the highway boundary and revised vehicle crossing detail shall be submitted to and gain the written approval of the local planning authority. The development shall thereafter be completed in accordance with such details prior to first use
 - 2.2.2 Prior to commencement of the development hereby permitted, details of any off site highway works including footway improvements and pedestrian dropped kerb works to facilitate pedestrian movements across the bell mouth of the Skeffington Close shall be submitted to and gain the written approval of the local planning authority. The development shall thereafter not be brought into first use unless or until such works are completed in accordance with the details as may be approved

- 2.2.3 The means of access shall be paved with a hard bound material for the width of the access and for a minimum of 10.0m into the site measured from the highway boundary.
- 2.2.4 Prior to first use of the development hereby permitted off site highway works to extent the footway and provide pedestrian dropped kerb crossing facilities for movements across the bell mouth of Skeffington Close shall have been completed.
- 2.2.5 The parking arrangement shown on the approved plans shall be completed and available for use prior to first use of the development hereby permitted. The area shall thereafter be retained for that purpose.
- 2.2.6 The maximum number of children on site at any one time shall not exceed 25.
- 2.3 The LHA recommends that if consent is granted that the following Notes should be attached: -
- 2.3.1 The Applicant is advised to gain the technical approval of the Local Highway Authority for drawings and details that they intend to submit regarding the off site highway works prior to their submission to the local planning authority.
- 2.3.2 No works within the existing highway can commence without the explicit written permission of the Local Highway Authority. Such permission would be subject to the completion of suitable legal agreement / licences as determined by the Local Highway Authority.

Signed.....
For Head of Transport Highways and Infrastructure
Development Management
Highways, Transport and Infrastructure
Northamptonshire County Council
Riverside House
Riverside Way
Bedford Road
Northampton NN1 5NX
w. www.northamptonshire.gov.uk
t. (01604) 364317
f. (01604) 364455
e. cbond@northamptonshire.gov.uk

28th June 2011