Transport Statement

Country Kids Day Nursery, Main Road, Holbeach Drove, Spalding, PE12 0PS
Proposed extensions and alterations to existing children's day nursery

Application reference	H09-0498-26
Proposal	Extensions and alterations to existing children's day nursery to provide additional nursery accommodation, staff facilities, associated parking formalisation, landscaping and biodiversity enhancements.
Existing access	Existing vehicular access from Main Road retained.
Opening hours	8:00am to 6:00pm, Monday to Friday; unchanged.
Revised parking provision	11 marked on-site spaces, with staff parking directed to rear/side spaces and parent/visitor short-stay spaces retained closer to the nursery entrance where possible.

1. Introduction

This Transport Statement has been prepared in response to the consultation comments received from Lincolnshire County Council Highways in respect of the proposed extensions and alterations to the existing children's day nursery at Country Kids Day Nursery, Main Road, Holbeach Drove, Spalding.

The Highway Authority requested further information regarding the existing and proposed nursery operation, staff levels, child numbers, drop-off and collection arrangements, parking demand, and vehicle manoeuvring within the site.

The proposal seeks to extend and improve an established day nursery. The use is not new to the site. The nursery has operated from the premises for over 15 years, and the proposed development would provide improved internal accommodation,

TAC Architects is a Trading Style of Trevor A Clay RIBA Ltd. Chartered Architects,
14 Old Fendike Road, WESTON HILLS, Spalding, Lincolnshire PE12 6DD Tel: 01406 380027
Directors: Trevor A Clay RIBA; M: 07778 597975 E: trevor@tacarchitects.co.uk
Alasdair W McFarlane BSc (Hons); M 07764 191473 E: alasdair@tacarchitects.co.uk

additional childcare capacity, improved staff facilities and a more formalised on-site parking arrangement.

This Statement should be read alongside the submitted planning drawings and the revised parking layout plan.

2. Existing Site and Access Arrangements

The nursery is located on Main Road, Holbeach Drove. The site is served by the existing vehicular access from Main Road, which is retained as part of the proposal. No new vehicular access is proposed.

The site benefits from an existing area of hardstanding/parking to the frontage and side of the nursery building. This area is currently used informally by staff and parents for parking, drop-off and collection. The revised layout now formalises the parking arrangement and shows additional marked spaces within the site.

The existing nursery has operated for many years without known highway safety issues. The applicant has confirmed that there have been no known historic complaints relating to parking, congestion, highway safety or vehicles waiting on Main Road, and no known accidents or near misses associated with the nursery access.

3. Existing Nursery Operation

The existing nursery has a registered capacity of 35 children.

The nursery currently has approximately 52 children on roll. However, not all children attend at the same time, and the number of children on roll does not represent the number of children present on site at any one point.

The typical number of children attending on a normal weekday is approximately 25. The maximum number of children usually present on site at any one time is approximately 32.

The current opening hours are Monday to Friday, 8:00am to 6:00pm.

The nursery offers full-day sessions from 8:00am to 6:00pm, morning sessions from 8:00am to 1:00pm, and afternoon sessions from 1:00pm to 6:00pm.

The nursery currently employs 9 staff. The maximum number of staff normally present on site at any one time is 9, although staff start and finish times vary depending on child attendance, age ratios and operational requirements.

Staff working patterns include full-day, part-time and sessional working. Staff arrivals and departures are therefore staggered across the day.

The applicant confirms that staff car sharing is actively encouraged. A number of staff live locally, some staff travel by bus, and apprentices may be dropped off by parents. The number of staff vehicles currently on site is typically around 5.

4. Proposed Nursery Operation

The proposed development would increase the available nursery accommodation and enable additional childcare places to be offered.

The application refers to approximately 30 additional childcare places. The applicant has confirmed that the final registered capacity would depend on the age mix of children attending, because younger children require more floor space and higher staff-to-child ratios. Accordingly, the proposed registered capacity is likely to be in the region of 55 to 65 children, depending on the final age mix.

It is important to note that this does not mean that all children would be present at the same time. As with the existing nursery operation, attendance would be spread across full-day, morning and afternoon sessions.

The proposed opening hours would remain unchanged at 8:00am to 6:00pm, Monday to Friday.

The proposal would create additional employment. The application refers to approximately 10 new jobs; however, this does not mean that 10 additional staff would be present on site at all times. The applicant has confirmed that the nursery normally operates at around 80–85% of capacity to allow flexibility for parents and to manage staffing and room ratios. The full additional staff complement would only be required if the nursery reached full capacity.

The likely maximum number of staff on site at any one time following the development would be approximately 13 to 14. Staff start and finish times would continue to be staggered in accordance with child attendance, age ratios and operational need.

The only time all staff are likely to be present together is for occasional team meetings. These are held outside normal nursery operating/drop-off times, typically once per month between approximately 6:00pm and 8:00pm, and therefore do not coincide with the main parent drop-off and collection periods.

5. Drop-Off and Collection Arrangements

Parent drop-off and collection at the nursery is naturally staggered due to differing working patterns, family routines and session times.

The busiest morning drop-off period is generally between 8:00am and 9:30am. Parents drop children off on their way to work, and arrivals are spread across this period rather than occurring at a single point in time.

The lunchtime session changeover takes place around 1:00pm. Morning-session children may be collected between approximately 12:00pm and 1:00pm, while afternoon-session children may arrive between approximately 1:00pm and 1:30pm. This period is less intensive than the main morning and evening periods.

The busiest afternoon/evening collection period is generally between 3:00pm and 6:00pm. Again, this is spread over an extended period as parents collect children according to their own working hours.

The applicant has confirmed that parent dwell time on site is short, typically around 3 to 4 minutes. Parents are therefore not parking for long periods. Drop-off and collection activity is transient and short-stay in nature.

The nursery is able to implement management procedures where necessary, including reminders to parents regarding responsible parking, discouraging unnecessary lingering during peak periods, and introducing or refining staggered arrival/collection procedures if any operational issue is identified. Similar management procedures have been used successfully at other nursery sites and during previous periods where additional controls were required.

6. Existing Arrival and Collection Pattern

The applicant has provided the following indicative attendance information for a representative week:

Day	Morning arrivals	Lunchtime movement	Home-time collections
Monday	24	6 out	18
Tuesday	24	6 out / 1 in	19
Wednesday	27	5 out / 2 in	24
Thursday	31	4 out / 3 in	30
Friday	23	5 out / 1 in	19

This demonstrates that the nursery's busiest activity is spread across extended windows rather than concentrated into a single short peak. Even on the busiest day identified, morning arrivals are spread across the morning drop-off window, and afternoon collections are spread between approximately 3:00pm and 6:00pm.

Given the short parent dwell time of approximately 3 to 4 minutes, the number of parent vehicles parked at the same time is materially lower than the total number of children arriving or leaving across the wider period.

7. Proposed Parking Layout

The submitted layout has been reviewed following the Highway Authority's comments. A revised parking layout has been prepared which provides 11 marked on-site parking spaces.

The layout includes additional parking to the rear/side of the site, which is suitable for staff parking. This allows the more convenient spaces closer to the entrance to remain available for parent/visitor short-stay parking during the main drop-off and collection periods.

The proposed arrangement therefore separates the two principal parking demands: staff parking, which is longer-stay and managed internally, and parent/visitor parking, which is short-stay and higher-turnover.

The applicant will manage the site so that staff vehicles do not unnecessarily occupy the parent/visitor short-stay spaces during the main drop-off and collection periods.

The existing hardstanding area has historically accommodated staff and parent vehicles without known highway safety issues. The revised proposal improves the current informal arrangement by identifying a clearer and more legible parking layout.

8. Parking Demand Assessment

The proposed maximum staffing level would be approximately 13 to 14 staff on site at any one time. Not all staff drive to the nursery, and the applicant actively encourages car sharing. Some staff live locally, some use public transport, and some are dropped off.

The current number of staff vehicles on site is typically around 5. Following the extension, staff vehicle numbers may increase, but this will be managed through continued car sharing, staggered shifts and the allocation of staff parking within the site.

Parent parking demand is short-stay and transient. Parents typically remain on site for around 3 to 4 minutes. The morning drop-off period is spread across approximately 8:00am to 9:30am, while the evening collection period is spread across approximately 3:00pm to 6:00pm. This means that the peak accumulation of parent vehicles at any one time is considerably lower than the total number of children attending during the day.

The revised 11-space layout, together with staff parking management and short parent dwell times, is considered sufficient to accommodate the operational parking demand of the expanded nursery.

9. On-Street Parking and Pedestrian Access

The proposal does not rely on on-street parking as the primary parking solution. The primary parking provision is provided within the application site.

However, it is noted that there appear to be no parking restrictions on Main Road in the vicinity of the site, and a footway is available. Where safe and lawful, occasional short-stay on-street parking can therefore provide additional local resilience for parent drop-off and collection. Parents using any lawful on-street parking would be able to walk safely to the nursery entrance via the footway.

This is not considered necessary to make the development acceptable, but it reflects the existing local highway context and provides additional flexibility in the event of occasional short-duration peaks.

10. Parking Management

The applicant will continue to manage parking and drop-off activity on site. The following measures will apply:

- Staff will be directed to use the designated staff parking areas, including the rear/side spaces.
- Parent/visitor short-stay spaces will be kept available during the main drop-off and collection periods where possible.
- Staff shifts will continue to be staggered to reflect child attendance and room ratios.
- Staff car sharing will continue to be encouraged.
- Parents will be reminded to park responsibly and not obstruct the site access or the public highway.
- Parent dwell time will be kept short, with drop-off and collection generally taking around 3 to 4 minutes.
- If any operational issue arises, the nursery can introduce further staggered drop-off/collection controls, as has been successfully implemented at other sites when required.

These management measures are proportionate to the scale and nature of the proposed development and reflect the established day-to-day operation of the nursery.

11. Highway Safety

The proposal retains the existing vehicular access from Main Road. The nursery use is long-established, and the applicant has confirmed that there have been no known accidents, near misses or highway safety complaints associated with the nursery access or parking arrangements.

The proposed development would not introduce a new use to the site. Instead, it would expand and improve an existing nursery facility while formalising and improving the on-site parking arrangement.

The parking layout has been revised to provide additional on-site parking and to better separate staff parking from short-stay parent/visitor parking.

Given the staggered nature of arrivals and departures, the short parent dwell time, the proposed parking management measures, and the long-established use of the site without known highway safety issues, the proposal is not expected to result in unacceptable highway safety impacts.

12. Conclusion

The proposed development would expand and improve an established children's day nursery. The proposal would provide additional childcare capacity and improved staff and nursery accommodation, while retaining the existing access and operating hours.

The Highway Authority requested further information regarding staff numbers, child numbers, drop-off and collection arrangements, and parking/manoeuvring. This Statement provides that information.

The nursery currently operates with staggered arrivals and departures, short parent dwell times, staff shift patterns and informal on-site parking management. The proposal improves the existing position by formalising the parking layout and increasing the number of marked on-site spaces to 11.

The revised arrangement allows staff parking to be managed within the site while retaining parent/visitor spaces for short-stay drop-off and collection. The nursery will continue to manage staff and parent parking to avoid obstruction and maintain safe operation of the site.

The proposal is therefore considered acceptable in highway safety and parking terms, subject to the revised parking layout and the parking management measures set out in this Statement.