

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: 24/00657/FUL

Highway Reference Number: 2024/0657/04/H/R2

Application Address: Barnhills Farm Merrylees Road Thornton Coalville Leicestershire LE67 1AP

Application Type: Full

Description of Application: Re-consultation. Erection of two storey childcare facility with ancillary services and associated external play areas and animal interaction areas.

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs Gary and Amy Knight

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Class C

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 reconsulted on the above application following the submission of the following additional/revised information:

- Transport Note Reference: RHC-24-155-TN dated 19th November 2024;
- Proposed Site Plan drawing number 5681/MN/23/004 revision J;
- Topographical Plan drawing number 5681/MN/23/002 revision D; and
- Location Plan drawing number 5681/MN/23/001 revision D.

The LHA has reviewed this information and provides detailed comments below, this response should be read in conjunction with the previous highway observations dated 17 September 2024 and 14 November 2024.

Site Access

The LHA highlight that the proposed access arrangements shown on the submitted Access Alterations RHC-24-155-01 revision B differ in terms of location and design from those shown on Proposed Site Plan drawing number 5681/MN/23/004 revision J.

The LHA acknowledge that both drawings detail that the existing access will be amended to provide a bell-mouth junction with 10m radii. However, the location of the proposed access differs with drawing number: RHC-24-155-01 detailing the proposed access to be 6m wide and located 1.8m from the proposed new farm access and drawing number: 5681/MN/23/004 detailing the access as having a width of 5.8m and located 2.8m from the proposed farm access.

In addition, the LHA note that the Transport Note states: *"In regards to the kissing gate proposed along the Right of Way (RoW), a minimum two metre width will be safeguarded for RoW users, as shown on Drawing Number RHC-24-155-01b"*.

However, as highlighted above, this does not appear to be the case. Therefore, the LHA require clarification over the impact of the access arrangements on the Public Right of Way (PROW).

Road Safety Audit

The RSA raised the concern that there was a lack of clear circulation for traffic within the site which may result in vehicles queuing or parking on Merrylees Road. This confirmed that while the swept path analysis showed that vehicles will be able to enter the site in a safe manner, it was noted that only six parent drop-off / collect bays are to be provided and that these are all to the north of the site access.

Given the number of places available to children (72) there is a concern that in peak times, the flow of vehicles into the site will be impeded by the movements of vehicles into and out of the proposed pick up / collect bays, resulting in vehicles queuing back onto Merrylees Road. This in turn may lead to overtaking movements where visibility is limited, risking offside to offside collisions.

The Applicant has responded to the problem in the RSA and compared the parking provision to that for a similar size nursery (68 children), Markfield Day Nursery, Leicester Road, Markfield.

The other nursery has 23 vehicles accessing the site between 7:30 and 9:00, 18 of these being in the highway peak hours (8:00-9:00) and 17 vehicles accessing the site between 16:10 and 18:00 with 12 of these being in the highway peak hours (17:00-18:00). With a maximum parking accumulation of nine parked vehicles (08:10).

The Applicants has concluded that the proposed number of drop off spaces within this site (12) is more than suitable to cater for anticipated demand and avoid vehicles queuing back towards Merrylees Road.

However, the LHA highlight that the number of vehicles recorded within the Parking study carried out at Markfield Day Nursery does not coincide with the level of proposed trip generation previously provided by the Applicants which predicted that the proposed development would generate 37 two-way trips in the morning peak hour and 41 two-way trips in the evening peak hour. This information suggests that the trips associated with the site would be in excess of the movements listed above.

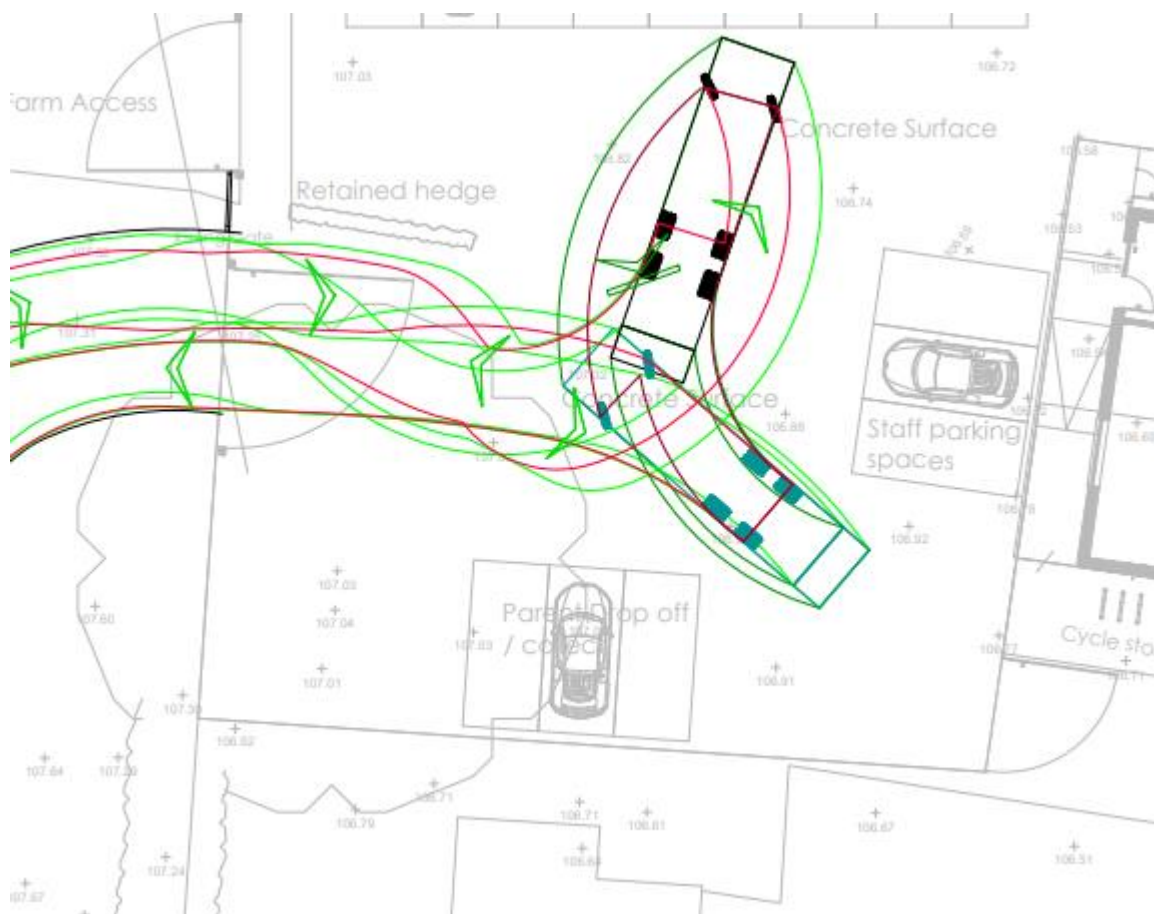
In addition, the LHA highlight that the existing nursery would not be comparable to the proposed development in terms of location and accessibility. This is due to the example site being in a built up, predatorially residential area which is supported by footways and street lighting which would facilitate transport to and from the nursery by sustainable means. In addition, there is a on street parking located along Leicester Road, Markfield.

Given the above, the LHA remain concerned that in peak times, the flow of vehicles into the site will be impeded by the movements of vehicles into and out of the proposed pick up / collect bays, resulting in vehicles queuing back onto Merrylees Road

Tracking Drawings / Swept Path Analysis (SPA)

The LHA note tracking drawings have been provided to demonstrate both a refuse vehicle and a tractor and trailer are able to access and egress the site. However, the LHA are unable to provide formal comments until clarification over the access arrangements are provided as the location of the access may impede on the ability of the tracked vehicles to complete the manoeuvres shown.

Notwithstanding the above, the LHA has reviewed both Swept Path Analysis (Layout) drawing number RHC-24-155-03 revision B and Swept Path Analysis (Farm Vehicle) drawing number RHC-24-155-04 revision B. Both drawings indicate that the vehicles would conflict with the proposed access gate, proposed Kissing gate and encroach on to the PROW as shown on figures 1 and 2 below which raises concerns over highway safety.



Given the above, the Applicants are required to provide a revised SPA which addresses the above concerns.

The LHA note that Access Alterations drawing number RHC-24-155-01 revision A details visibility splays of 2.4m by 87m can be achieved to the north of the access and 2.4m by 120m can be achieved to the south of the proposed bell mouth junction. These visibility splays would be sufficient for 85th percentile speeds of 40mph and 44mph retrospective, however no evidence has been submitted that the proposed visibility splays would be sufficient to cater for the recorded 85th percentile speeds in this location.

Lastly the LHA are aware of historic speeds within the vicinity of the site which indicate that speeds in the vicinity of the site might be higher than the Applicant anticipates. Therefore, the LHA is not satisfied that the proposed visibility splays would be sufficient and should undertake a speed survey to understand the latest speeds near the proposed development.

Summary

Given the above, the Applicants have currently failed to demonstrate that a safe and suitable access has been provided for all users in accordance with paragraph 114 of the National Planning Policy Framework (NPPF)

Internal Layout

Childcare Facility

As per the LHAs previous response dated 17 September 2024 and 14 November 2024 the LHA would not support the use of tandem parking to support the user type being applied for.

The LHA would query how the Applicants intend to manage these spaces and highlight that should the tandem spaces be used by staff; this could require multiple staff to leave the building to move cars which may neither be appropriate or practical.

Given the above, the LHA no not consider that the current proposals demonstrate that adequate parking provision has been provided to serve the proposed development.

Farm Movements

Agricultural vehicles associated with the farm will access the site from the highway and proceed to the existing agricultural access located to the east, where these vehicles are stored. If access to the northwestern parcel of land is required, vehicles will travel from the eastern boundary into the field via a new agricultural access, without entering the highway. These routes are detailed on Drawing RHC-24-155-04b, included in Appendix B.

The Applicants have clarified that there will be no need for agricultural vehicles to access the northwestern field directly from the highway, as all surrounding land is owned by Barnhills Farm. As the farm vehicles are stored on the eastern side of the application site, the Applicants have also confirmed that agricultural movements from the site are expected to be minimal, with only around six movements occurring annually.

The Applicants have stated that to avoid interference with peak nursery hours, these movements will be restricted to between 10:00 and 15:00, outside the times for parent drop-offs and collections. Additionally, most agricultural activities will take place on weekends when the nursery is not in operation.

Whilst the LHA remain concerned over these conflicting movements in terms of ensuring the safety of those using the proposed nursery, this is a site management issue rather than a highway safety concern.

Transport Sustainability & Travel Plan

The LHA raised concerns over the accessibility of the site by active transport methods and the proposed routes of access referenced within the submitted Travel Plan (TP) within its previous observations dated 17 September 2024.

Whilst the LHA note that the submitted Transport Note states *“The site’s operation is tailored to working parents, who will drop off their children at the nursery as part of their daily commute, with*

collections occurring at the end of the workday. No site movements are anticipated between 09:00 and 15:00. Given this schedule and the rural location of the site, active travel via bus or the use of the Right of Way (RoW) is not expected.”

A revised Travel Plan has not been provided which reflects this statement. This should be provided by the Applicants.

Public Right of Way

The LHA raised concerns over the impact of the proposed development on the PROW within its previous observations dated 17 September 2024 which have not been addressed by the Applicants within the additional information provided.

These will need to be addressed by the Applicants.

Date Received **Case Officer**
20 November 2024 **Victoria Vernon**

Reviewer
DH

Date issued
06 December 2024