

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 Prime Transport Planning (Prime) has prepared this Technical Note (TN) on behalf of Gladman Developments Ltd (Gladman) to support its:

‘Outline planning application for the erection of up to 158 dwellings (all matters reserved except access).’

- 1.1.2 The site is located off Cunnery Close in the village of Barlestone and, as stated above, will comprise up to 158 dwellings (40% affordable).
- 1.1.3 The application is currently ‘live’ and was assigned the Planning reference 26/00257/OUT by Hinckley and Bosworth Borough Council (HBBC), in its role as Local Planning Authority for the area.
- 1.1.4 Leicestershire County Council (LCC), in its role as Local Highway Authority for the area, provided a formal response to the application on 22nd May 2026, which is provided in Appendix A of this TN.
- 1.1.5 The planning application is supported by a Transport Assessment (TA) and Travel Plan (TP), both dated March 2026, and were informed by preapplication advice from LCC and HBBC.
- 1.1.6 The purpose of this TN is to address the design-related comments raised by LCC Highways.
- 1.1.7 The technical comments raised by LCC Highways, primarily in relation to the use of its Pan Regional Transport Model and the associated junction capacity assessments, will be addressed within a separate TN.

2 LCC HIGHWAYS COMMENTS

2.1 Introduction

- 2.1.1 This section of the report outlines the comments raised by LCC Highways. Their comments are presented in '*quoted italics*', with Prime's response provided beneath in standard font.

2.2 Parking Beat Survey

- 2.2.1 In its formal response, LCC Highways stated the following:

'The Applicant undertook their own parking survey on Thursday 27th November 2025, as detailed in Paragraphs 3.4.19 to 3.4.31 of the TA. It is stated the data for the parking beat survey is included in Appendix C of the TA, this does not however appear to be available and this should therefore be provided for review by the LHA.'

- 2.2.2 The above comments are noted.

- 2.2.3 The parking beat survey data is provided in Appendix B of this TN.

2.3 Vehicular Access

- 2.3.1 In its formal response, LCC Highways stated the following:

'The Applicant has stated swept path analysis of a refuse collection vehicle is provided on the site access drawing, however this appears to have been omitted from the drawing. The LHA therefore requests the swept path analysis. It should be noted the dimensions (at least 11.2m) and speed of the vehicle (15KPH) are provided on the drawing.'

- 2.3.2 The above comments are noted.

- 2.3.3 The swept path analysis (SPA) for an 11.2m refuse collection vehicle is shown on Drawing P25081-004 in Appendix C of this TN, which demonstrates that the vehicle can safely enter and exit the site in forward gear. The Drawing also confirms that the SPA has been undertaken at a vehicle speed of 15kph.

- 2.3.4 For robustness, two additional SPAs have been undertaken for a pantechicon and a fire appliance. These are illustrated on Drawing P25081-004 in Appendix C of this TN and demonstrate that both vehicles can safely enter and exit the site in forward gear.

2.4 Pedestrian Access

- 2.4.1 In its formal response, LCC Highways stated the following:

'As well as the main site access Cunnery Close, the Applicant is proposing a dedicated pedestrian access point in the north-western corner of the site, providing access to Manor Road via an existing footpath. Based on available records, the existing footpath and verges form part of the adopted highway. A drawing detailing the link has not been provided however, and this would be welcomed.'

2.4.2 The above comments are noted.

2.4.3 A drawing illustrating the proposed pedestrian link utilising highway land has been produced and is shown on Drawing P25081-003 in Appendix C of this TN. It should be noted that the arrangement shown is illustrative at this stage and will be subject to detailed design.

2.5 Emergency Access

2.5.1 In its formal response, LCC Highways stated the following:

'The LHA advises that visibility splays have not been demonstrated at the access and following a site visit, these are likely to be minimal due to the existing hedgerow and bend in the road. The dimensions of the fire tender used as well as the design speed used has not been demonstrated. Swept path analysis would need to be shown in all directions for a 11.2m length refuse vehicle, pantechnicon, and fire appliance.'

2.5.2 LCC Highways also stated that:

'The LHA advise based on Table 6 of the LHDG, visibility splays of 2.4 x 43m would be required in each direction at the access and need to be demonstrated on the drawing. Currently it is unclear whether such splays could be achieved within land under the Applicants control and/or the highway boundary.'

2.5.3 Prime consider the provision of visibility splays at the emergency access to be an excessive and unnecessary request. The access is intended solely for use by emergency vehicles in exceptional, highly unlikely circumstances whereby the main access was blocked at the same time as there being a second emergency within the site. It would not accommodate day-to-day vehicular movements associated with the development. As such, it would not operate as a conventional vehicular access and would generate only very infrequent vehicle movements, if any.

2.5.4 Furthermore, emergency vehicles using the access would be expected to approach and manoeuvre with appropriate caution, potentially with blue lights and sirens activated where necessary to alert other road users to their presence.

2.5.5 That said, Prime has investigated the level of visibility that can be achieved from the emergency access. To the left on exit, an LCC requested visibility splay of 2.4m x 43m can be achieved with a 0.65m offset from the carriageway edge. To the right on exit, a visibility splay of 2.4m x 27m can be

- achieved with a 1.0m offset from the carriageway edge. All visibility splays are shown on Drawing P25081-002E in Appendix C of this TN and can be delivered within the red line boundary and adopted highway. It is important to note that the LCC LHDG permits an offset of up to 1.0m for visibility splays.
- 2.5.6 Furthermore, the LHDG requires somewhat bespoke visibility splays based on what range the actual speeds fall into. If the Manual for Streets (MfS) stopping sight distance calculation was used, as commonly accepted by LHAs, visibility splays of 33m to the left on exit and 32m to the right on exit would be expected based on respective recorded 85th percentile speeds of 26.0mph and 25.5mph. There is no reason to suggest that the splay to the right on exit falling short of MfS guidance by just 5m would pose a safety risk, given that the emergency access will likely never be used by vehicles.
- 2.5.7 It should also be noted that traffic flows on Bosworth Road are relatively low. Table 3.5 of the TA summarises the recorded traffic flows, with the highest five-day average hourly flow being just 54 vehicles, equivalent to less than one trip per minute. In the north-eastbound direction, the highest five-day average hourly flow was only 24 vehicles, equivalent to less than one trip every two minutes.
- 2.5.8 The vegetation within these splays can be removed, however, we consider it to be unnecessary given that the emergency access will likely never be used by motor vehicles.
- 2.5.9 As requested, the dimensions of the fire appliance have been added to Drawing P25081-002E in Appendix C of this TN.
- 2.5.10 Prime considers the SPA of a refuse collection vehicle and pantechnicon at the emergency access to be unnecessary. The access would be gated and restricted solely to emergency vehicles and would not be available for general vehicular access or servicing activities. Refuse collection and delivery vehicles would therefore have no requirement to use the emergency access, with all servicing and refuse collection movements instead accommodated via the main vehicular access.
- 2.5.11 To reiterate the point from the TA, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. This follows concerns raised by the LPA and the Inspector regarding the provision of a single vehicular access to serve the development proposals that were subject to an appeal determined in June 2021 (ref. APP/K2420/W/20/3265133), albeit for a larger quantum of 176 dwellings.
- 2.5.12 The emergency access would offer the potential for use by pedestrians and cyclists.
- 2.5.13 Prime is also aware of LCC's concerns regarding the potential for parking and fly-tipping along the emergency access road. However, as mentioned above, the emergency access will be gated, thereby preventing unauthorised vehicular access and significantly reducing the potential for either parking or fly-tipping to occur.
- 2.5.14 Lastly, as detailed in the TA, Prime contacted Leicestershire Fire and Rescue Service (LFRS) in January 2026 to seek its views on the proposed access arrangements, including the need for an emergency

access. LFRS responded by confirming that it does not directly comment on access arrangements for new domestic developments. As such, the Applicant is happy for HBBC to formally consult LFRS.

2.6 Travel Plan

2.6.1 In its formal response, LCC Highways stated the following:

'Although the Travel Plan has a lot of good elements to it, the LHA advise it is currently not accepted and the following amendments will be required:

- *Although internal layouts may not yet be available, the Applicant should add to the travel plan how they expect pedestrians and cyclists to move within the site. For example, will footways be shared use, will cyclists be expected to be on-road or will off-road provision be available.*
- *LCC will require the Applicant to provide two free six-month bus pass per dwelling. For this site, the nearest stop is served by CentreBus and Arriva.*
- *The Applicant should include information on local rail services, including parking (cycle and car), accessibility, distance from the site, etc.*
- *A second target to monitor for the Travel Plan, such as a % travel plan awareness should be included.*
- *The action plan should include all measures that will be undertaken to encourage modal shift.*
- *The Applicant should include further information on the monitoring of the Travel, i.e. When will monitoring reports be sent to LCC, what will be included in them, etc.*

Should the Travel Plan not be updated as part of the application, an updated Travel Plan could be conditioned for prior to occupation of the first dwelling by the LHA, in the event it is mindful to advise approval of the proposals in the future.'

2.6.2 The above comments are noted.

2.6.3 Gladman is happy to accept a condition requiring the requested amendments to be incorporated into an updated Travel Plan.

2.7 Construction Management Plan

2.7.1 In its formal response, LCC Highways stated the following:

'Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would be not able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities'.

2.7.2 The above comments are noted.

2.7.3 Gladman is happy to accept a condition requiring the preparation and submission of a Construction Management Plan.

3 SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 This TN has been prepared on behalf of Gladman to support its:

'Outline planning application for the erection of up to 158 dwellings (all matters reserved except access).'

3.1.2 The site is located off Cunnery Close in the village of Barlestone and, as stated above, will comprise up to 158 dwellings (40% affordable).

3.1.3 The parking beat survey data is provided in Appendix B of this TN.

3.1.4 The SPA presented on Drawing P25081-004 in Appendix C of this TN demonstrates that an 11.2m refuse collection vehicle can safely enter and exit the site in forward gear, with the assessment undertaken at a vehicle speed of 15kph. For robustness, additional SPAs have also been undertaken for a pantechicon and fire appliance, confirming that both vehicles can similarly enter and exit the site safely in forward gear.

3.1.5 A drawing illustrating the proposed pedestrian link has been produced and is shown on Drawing P25081-003 in Appendix C of this TN. It should be noted that the arrangement shown is illustrative at this stage and will be subject to detailed design.

3.1.6 Prime considers visibility splays at the emergency access to be unnecessary given that it would be restricted solely to emergency vehicles and used only in exceptional circumstances. Notwithstanding this, visibility splays of 2.4m x 43m to the north and 2.4m x 27m to the south can be achieved with respective offsets of 0.65m and 1.0m, within the red line boundary and adopted highway. These are shown on Drawing P25081-002E in Appendix C of this TN, with the LCC LHDG permitting visibility splay offsets of up to 1.0m. The dimensions of the fire appliance have also been added to the drawing as requested.

3.1.7 Prime also considers the SPA of a refuse collection vehicle and pantechicon at the emergency access to be unnecessary. The access would not accommodate general vehicular, servicing or refuse collection movements, all of which would instead utilise the main vehicular access. As such, the emergency access need only accommodate the relevant emergency vehicle movements for which it is specifically intended.

3.1.8 As stated throughout this TN and the TA, the Applicant is willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. This follows concerns raised by the LPA and the Inspector regarding the provision of a single vehicular access to serve the development proposals that were subject to an appeal determined in June 2021 (ref. APP/K2420/W/20/3265133), albeit for a larger quantum of 176 dwellings.

3.1.9 Gladman is happy to accept a condition requiring the requested LCC amendments to be incorporated into an updated Travel Plan.

3.1.10 Gladman is happy to accept a condition requiring the preparation and submission of a Construction Management Plan.

3.2 Conclusion

3.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity.

3.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

APPENDIX A

LCC HIGHWAYS RESPONSE

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 Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00257/OUT

Highway Reference Number: 2026/0257/04/H

Application Address: Land South Of Cunnery Close Barlestone Leicestershire

Application Type: Outline (with access)

Description of Application: Outline planning application for the erection of up to 158 dwellings (all matters reserved access)

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Congleton Gladman Developments

County Councillor: Mallory ED - Mark Bools CC

Parish: Osbaston

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 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 consulted by Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for a residential development of up to 158 dwellings at Land South of Cunnery Close, Barlestone. All matters other than access are reserved at this stage.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment (Reference P25081/TA, dated March 2026 and authored by Prime Transport Planning); and
- Travel Plan (Reference P25081/TP, dated March 2026 and authored by Prime Transport Planning)

Note – The LHA have included hyperlinks to relevant sections of the [Leicestershire Highway Design Guide](#) (LHDG) within this report. These are identified in bold, underlined and in blue text. It should be noted that the LHDG has been fully updated since all previous planning applications listed in the Site History section below.

Site History

The LHA is aware of the following site history:

- **14/00435/OUT**

Land At Cunnery Close, West Of Bosworth Road, East Of A447 Ashby Road, Osbaston. Erection of up to 450 dwellings, 900m² of B1 uses, 400m² of A1 to A4 uses 1300m² of D1 uses (Outline - Access Only).

Two points of access were proposed to the development with the primary access off Ashby Road (A447) and secondary access off Cunnery Close, which was similar in design to this current application. The LHA advised it had no objection to the proposals subject to conditions and contributions on 13th February 2015. It was advised that Traffic Regulation Orders such as double yellow lines in the vicinity of Cunnery Close, Manor Way and Curtis Way would be required to ensure future bus and vehicular access to the site. The LPA refused the proposals on non-highways grounds on 5th March 2015. Whilst the applicant appealed the decision, the appeal was withdrawn by the Applicant on 9th February 2016.

- **15/00772/OUT**

Land At Cunnery Close, West Of Bosworth Road, East Of A447 Ashby Road, Osbaston. Residential mixed use development comprising of up to 450 dwellings (use class C3), employment (use class B1), retail (use class A1 to A5), a childrens day nursery and medical centre (use class D1) and associated works (outline - access only) (resubmission).

The LHA advised refusal of the proposals on the grounds of transport sustainability and that safe and suitable access could not be achieved for all people on 8th October 2015. Two points of access were proposed to the development. The LHA raised highway safety concerns with the roundabout access proposed off Ashby Road (A447) and advised it was contrary to policy, but not the access proposed off Cunnery Close, which is similar to the design proposed as part of this current application.

The LPA subsequently refused the proposals on 13th April 2016, however this did not include a highways reason for refusal. The Applicant did not appeal the proposals.

- **19/01011/OUT**

Land South Of Cunnery Close, Barlestone. Residential development for up to 176 dwellings with public open space, landscaping and sustainable drainage systems (SuDS) (Outline - access only)

The LHA advised it had no objection to the proposals subject to conditions and contributions on 3rd December 2019. Access arrangements to the site were the same as the current proposal. The LPA refused the proposals on two grounds, including the following highways reason:

Access to the site is via an unclassified road, which has on street parking and where the

junctions operate above practical capacity. The development would therefore be detrimental to highway safety and contrary to Policy DM17 of the Site Allocations and Development Management Policies DPD July 2016.

The Applicant did not appeal the decision.

- **20/00102/OUT**

Land South Of Cunnery Close Barlestone. Residential development for up to 176 dwellings with public open space, landscaping and sustainable drainage systems (SuDS) (Outline - access only) resubmission of 19/01011/OUT.

The proposals were identical to the previous application, therefore the LHA advised it had no objection to the subject to conditions and contributions on 11th February 2020. The LPA refused the proposals on 17th June 2020 with the same reason two reasons for refusal as the previous application.

The Applicant appealed the decision (appeal reference APP/K2420/W/20/3265133) and the appeal was dismissed. The Planning Inspector concluded:

‘The appeal scheme would result in a significant intrusion into a distinctive landscape as well as an adverse effect on living conditions and highway safety. In this regard there would be significant conflict with Policies DM4, DM10 a) and c), and moderate or minor conflict with Policies DM 17, CS7 and CS11.’.

The LHA will address the concerns raised by the Planning Inspector, where relevant, throughout these observations.

Site Visits and Parking Surveys

LHA Site Visits

The LHA are familiar with the site and whilst the site was visited as part of previous applications, several site visits have recently been undertaken at varying times by the LHA in connection with this new application, including:

- Thursday 16th April 2026 between 08:30 – 09:15. The visit included walking Manor Road/ Cunnery Close to observe AM peak/ school traffic and parking in the area. It was noted there was a road closure on Curtis Way (east) at the junction of Barton Road. Traffic could however still route to Barton Road via the alternative western junction of Curtis Way with Barton Road.
- Monday 27th April 2026 between 08:30 – 08:50. Given the road closure on the above date, a second visit was undertaken to view the area without any road closures in place.
- Wednesday 29th April 2026 between 17:30 – 18:10. This was to observe parking in the area and traffic during the PM peak hour as commuter traffic returns home.

The AM peak (08:00 – 09:00) is considered by the LHA to be the ‘worst case scenario’ for traffic along Manor Road, given that there is an entrance to the primary school off Deacon Avenue and commuter traffic is also on the network. The Applicant has also highlighted the AM peak on Manor Road/ Cunnery Close to be between 08:30 – 09:30 as part of their traffic count.

Despite the road closure on Curtis Way on 16th April, there was not a high volume of traffic using the road or traffic associated with the school parking on Manor Road. Furthermore, there did not

appear to be issues with residents parking either on-street or within the existing lay-bys either on Manor Road or Cunnery Close. There are no Traffic Regulation Orders (TRO's) in the area to restrict parking at present.

On the second visit at school start time (Monday 27th April 2026), there did not appear to be any notable increase in traffic using Manor Road, which is relatively lightly trafficked and typical of such a residential estate road. On both visits, the LHA did not observe any congestion along Manor Road associated with the school or caused by parked vehicles.

The LHA would advise the LPA that given the location of the development and the main entrance to the school being on Barton Road, it considers any traffic or congestion associated with school drop off/ pick up times which occurs on Barton Road (a C classified road which links to the A447), which is not uncommon at any school, is unlikely to be exacerbated by the proposed development.

In the PM peak, the number of vehicles parked within the highway was higher than during the AM site visits, notably on Manor Road to the east of the Cunnery Close junction and in the existing lay-bys. This was likely due to residents returning home from work. There was however no evidence of congestion on Manor Road, or pressures on parking in the vicinity of Cunnery Close, with the junction itself kept clear. The on-street parking did not appear to be in dangerous locations and was not considered to be unusual in comparison to other residential estate roads.

The LHA saw two vehicles parked on Cunnery Close between the Manor Road junction and the stub arm and between two to three vehicles parked in the stub arm on each visit. The properties fronting Cunnery Close between Manor Road and the stub arm all appear to have off-street parking for at least two vehicles.

The LHA has also reviewed customer enquiry records, dating back several years, and there do not appear to be any other historical issues with parking issues in the vicinity of the Cunnery Close junction.

Applicants Parking Beat Survey

The Applicant undertook their own parking survey on Thursday 27th November 2025, as detailed in Paragraphs 3.4.19 to 3.4.31 of the TA. It is stated the data for the parking beat survey is included in Appendix C of the TA, this does not however appear to be available and this should therefore be provided for review by the LHA. The Applicant concludes:

“The plots show that the Manor Road/Cunnery Close junction was clear of parked vehicles in every recorded parking beat. No more than one car was parked on the section of Cunnery Close between Manor Road and Land off Cunnery Close, Barlestone Transport Assessment the stub that provides access to the site. Up to three vehicles were recorded as being parked in the stub, but it is anticipated that the drivers of such vehicles will relocate to alternative parking locations, which may include their driveways or other off-street parking spaces.”

Site Visits/ Parking Beat Survey Comparison

Whilst the LHA request the parking beat survey data from the Applicant, the LHA appear to have observed similar scenarios to the Applicants own survey. It is acknowledged by both the LHA and the Applicant that the proposed development would displace parking within the stub arm in particular, given this would become a through route. However, drivers should be parking in a safe location in accordance with the highway code and not opposite or within 10 metres of a junction, which is what the stub arm would become. Some of this parking may occur on the new residential access road itself.

Site Access

Vehicular Access

Vehicular access to the site is proposed via a single point of access on to Cunnery Close, an unclassified road subject to a 30mph speed limit. Details of the site accesses are shown on Prime drawing number P25081-001G Rev. G, available within Appendix E of the TA. The proposals are similar to those accepted by the LHA as part of applications 19/01011/OUT and 20/00102/OUT.

The access would form a continuation of an existing stub arm on Cunnery Close and would measure 5.50m wide, with a 2.0m footway proposed on the eastern side. Minor amendments would be made to the alignment of the stub arm and junction radii.

It should be noted that the Applicant states the stub arm to be an existing field access. Whilst there is a gate at the highway boundary at the end of the stub, full height kerbs remain in place alongside the footway fronting the gate. The LHA therefore advise that any form of vehicular access through the gates would be considered unauthorised.

The Applicant has detailed visibility splays of 2.4 x 43m to the north and east of the access. The Applicant has not provided an up-to-date speed survey on Cunnery Close to demonstrate the proposed splays would be appropriate for the recorded speeds of passing traffic. Nevertheless, the LHA is aware as part of applications 19/01011/OUT and 20/00102/OUT, a speed survey was undertaken on 4th April 2019 indicating 85th percentile speeds of 24mph in each direction. The LHA advises that visibility to the junction of Cunnery Close and Manor Road is achievable to the north of the access, and along the full length of Cunnery Close, which is a cul de sac, to the east. The road layout has not changed since the previous applications and given the location, the LHA consider it is highly unlikely vehicle speeds would be in excess of those previously recorded. Under the site specific circumstances, the LHA therefore consider visibility splays to be in accordance with [Table 6](#) of the LHDG.

The Applicant has stated [swept path analysis](#) of a refuse collection vehicle is provided on the site access drawing, however this appears to have been omitted from the drawing. The LHA therefore requests the swept path analysis. It should be noted the dimensions (at least 11.2m) and speed of the vehicle (15KPH) are provided on the drawing.

The access arrangements have been subject to a Stage 1 Road Safety Audit, which is available within Appendix F of the TA. One problem was raised which relates to the proposed uncontrolled pedestrian crossings on Manor Road and how visibility for pedestrians could be affected by parked vehicles. The Applicant has referred to their Parking Beat Survey and highlighted the Manor Road/ Cunnery Close junction was always clear of parked vehicles. The Applicant would however be willing to implement TRO's such as No Waiting At Any Time restrictions (double yellow lines) to restrict parking in the area if needed.

The LHA advise that currently, it does not consider there to be a need for TRO's to be installed at the junction and that drivers should park their vehicles in a safe, appropriate location in accordance with the Highway Code in the event the proposals are granted planning permission. Whilst as part of application reference 14/00435/OUT, the LHA did require TRO's to make the access safe and suitable, it should be noted that the number of vehicle trips which would be passing through the Cunnery Close/ Manor Road junction was forecast to be significantly higher than what is likely to be generated by this proposed development as shown in Table 1, extracted from the TA from that application.

Trips - Total			
Cunnery Close / Manor Road			
AM	A	B	C
A	0	208	0
B	332	0	59
C	0	35	0
634			
PM	A	B	C
A	0	266	0
B	222	0	30
C	0	30	0
548			

Table 1: Forecast development/ local traffic at the Cunnery Close/ Manor Road junction as part of application 14/00435/OUT.

This is not only due to the larger scale of development (450 dwellings and employment) but the fact the proposals would have provided a through route to Bosworth Road and the A447, therefore residents who needed to access the A447 would have also re-routed through the development. In addition, a bus route was required through the site which would typically require a carriageway width of 6.75m.

Pedestrian Access

As well as the main site access off Cunnery Close, the Applicant is proposing a dedicated pedestrian access point in the north-western corner of the site, providing access to Manor Road via an existing footpath. Based on available records, the existing footpath and verges form part of the adopted highway. A drawing detailing the link has not been provided however, and this would be welcomed.

As part of previous application references 19/01011/OUT and 20/00102/OUT, the Applicant also suggested they would be willing to provide a pedestrian/ cycle link from the site through to the playing fields/ bowls club to the east. It is stated within Paragraph 4.3.4 of the TA that the Applicant remains committed to providing such a link, subject to Barlestone Parish Council, as owners of the land, allowing such a connection. As advised as part of the previous applications, given the proposed link is fully within third party land the LHA cannot require such a link to be provided but would welcome the additional connectivity to the site should this be agreed between third parties. The LHA would however advise at this stage that it does not adopt isolated footway links.

Emergency Access and Single Point of Access

The Applicant has stated that they are willing to provide an emergency access onto Bosworth Road, if deemed necessary in highway safety terms. The proposed emergency access is detailed on Prime drawing number P25081-002 Rev. D within Appendix E of the TA. The LHDG provides advice on [emergency accesses](#).

Bosworth Road is an unclassified road and subject to a 30mph speed limit in the proposed location of the emergency access. The proposed access would measure 3.7m wide and removable bollards would be installed to prevent unauthorised use. The initial section of the access would be hard bound and whilst the internal surfacing will be subject to reserved matters, it is anticipated that the track, which will continue to the main body of the site, would be of a grasscrete or other permeable surface.

The LHA advise that visibility splays have not been demonstrated at the access and following a site visit, these are likely to be minimal due to the existing hedgerow and bend in the road. The dimensions of the fire tender used as well as the design speed used has not been demonstrated. Swept path analysis would need to be shown in all directions for a 11.2m length refuse vehicle, pantechicon, and fire appliance.

The Applicant undertook an Automatic Traffic Count (ATC) on Bosworth Road starting on Wednesday 26th November 2025 for seven days. The LHA hold records of a survey permit for this ATC. The survey also measured vehicle speeds. This indicated 85th percentile speeds of:

- 26.0mph south-westbound
- 25.5mph north-eastbound

The LHA advise based on Table 6 of the LHDG, visibility splays of 2.4 x 43m would be required in each direction at the access and need to be demonstrated on the drawing. Currently it is unclear whether such splays could be achieved within land under the Applicants control and/ or the highway boundary.

In the view of the LHA, the emergency access point is too remote from the main development entrance to provide a suitable alternative access for fire, police or ambulance vehicles. Bosworth Road is a predominantly single-track highway with no footway and no formal passing places, which could also delay emergency vehicles using this route. A fire tender would also need to wait on the highway, blocking it entirely, whilst the proposed bollards are removed.

The remote location of the emergency access point may also lead to parking, fly tipping or other abuse, rendering it not fit for purpose in the event of an emergency. There would be no regular oversight of the location, due to the limited traffic using Bosworth Road, or any property frontages.

The point at which the emergency access enters the residential development appears to be in an area likely to be private drive only. This further lends itself to potential blockage from parked vehicles, as emergency access points by nature are rarely used.

Table 3 of the LHDG states that for a Residential Access Road (Secondary & Local Streets), the single point of access dwelling limits are:

“400, Normally no more than 150 from a single point of access. This threshold can only be exceeded based on a robust evidenced justification to be agreed with the LHA.”

This is for a carriageway width of 5.50m for between 50-400 dwellings.

The proposal is eight dwellings over the 150 limit from a single point of access. Whilst not for consideration at this stage, given the proposed loop nature of the design, once inside the site most dwellings are served from two points of access until they become cul de sac locations, which is standard design for a residential area.

Given the above, the LHA consider there is little justification for the addition of an emergency access to the site. There are two alternative routes to Cunnery Close via Manor Road. It should be noted however that the available responses from the police and fire service do not appear to have specifically commented on the need for such an access. The LHA highlights that should any of the emergency services provide confirmation that such an access is required, the LHA would give further consideration to the proposals. The Applicant would however need to amend the access

design as detailed above, which may require removal of a substantial amount of hedgerow to achieve appropriate visibility splays. Otherwise, the LHA advise this should be removed from the design.

With regards to a single point of access, the LHA previously accepted a larger development of 176 dwellings from the same point of access. The current proposals are therefore a reduction of 18 dwellings. As part of the appeal decision, the Planning Inspector stated there was nothing which explained why the deviation from the LHDG guidance was considered acceptable in the circumstances, or what mitigating or site-specific circumstances made the development acceptable.

Currently there are 37 existing dwellings accessed off Cunners Close. The proposed development would result in a total of 195 dwellings from a single point of access with a 5.50m wide carriageway, or 45 dwellings over and above the LHDG guidance. The LHA highlight that the development itself would only be eight dwellings over and above this threshold. The LHA advise the 150 dwelling limit within the LHDG due to the fact higher the number of dwellings accessed from a single point, the higher the likelihood of delays and disruption to a greater number of residents in the event of roadworks, or an incident such as a collision at the access junction. In some scenarios, for example application references 19/00680/OUT (Residential development up to 168 dwellings (Outline - access only)) Springfield Riding School, Groby Road, Ratby) and 22/00277/OUT (Proposed development of up to 239 dwellings (Outline Application - Access Only)) Land East Of The Windmill Inn, Brascote Lane, Newbold Verdon) the LHA has requested an access width of 6.75m wide for the initial section of access road to allow for extra manoeuvrability in the event of an incident. However, under the site-specific circumstances this would not be possible due to third party land between the site and Manor Road.

Traffic speeds on Cunners Close are likely to be low given it is a cul de sac and the proximity of the stub arm to the Manor Road junction as well as the bend in the road. Furthermore, Manor Road is an unclassified road, and relatively lightly trafficked with most road users likely to be residents as opposed to through traffic, which would typically be expected on A, B or C classified roads. Visibility at both the Cunners Close stub arm and the junction of Cunners Close with Manor Road is considered to be acceptable. The LHA therefore consider the likelihood of a collision occurring at the stub arm junction on Cunners Close, or the Cunners Close/ Manor Road junction to be low. There is no evidence of an existing highway safety issue on Manor Road or Cunners Close as detailed in the Highway Safety section further below. Furthermore, the Applicants initial capacity assessment, detailed in the Junction Capacity Assessments section further below, suggests the Cunners Close/ Manor Road junction would operate with considerable spare capacity.

Whilst a total of 195 dwellings would be accessed off the Manor Road/ Cunners Close junction, the LHA also highlights that the development would be off the stub arm off Cunners Close. At this point, 159 dwellings (including No. 2 Cunners Close) would be served from the stub arm, and 32 dwellings would be accessed from Cunners Close. Therefore, depending on where any obstruction occurred, it may be that access is not restricted for the full 195 dwellings. A small amount of existing on-street parking may be displaced nearby because of the proposals, however the LHA believes this alone would not be a reason to refuse the application.

Any further development accessed off Cunners Close would need to be considered on a case-by-case basis with regards to the 150 dwelling limit being exceeded.

Highway Safety

The Applicant has obtained Personal Injury Collision data (PIC) from Leicestershire County Council for the period between 1st January 2020 and 27th October 2025. This is summarised within section 3.5 of the TA, along with the study area and data being provided in Appendix D of the TA.

The Applicant identified nine collisions during this time including seven which were recorded as 'slight' in severity and two, 'serious'. Based on available records to the LHA, an additional PIC which was recorded as slight occurred on Barton Road in November 2021, involving a single vehicle and parked vehicles, approximately 55m west of the Curtis Way junction.

Two additional PIC's have also been recorded since the Applicants data was provided, both of which were recorded as slight. Both occurred in February 2026, one of which involved a turning vehicle and a cyclist at the Lount Road/ A447 Hinckley Road/ Barton Road junction and the other involving a turning vehicle and another vehicle at the Gotham Road/ A447 Ashby Road junction.

The Applicants PIC analysis includes all the study junctions outlined further below in the Junction Capacity Assessments section. It is highlighted that both serious PIC's occurred on Bosworth Road. The LHA notes that these occurred in different locations and that one occurred in November 2020, which is now over five years old.

The Applicants PIC analysis highlights that no collisions have been reported on Manor Road, Cunnery Close or the section of Bosworth Road south of Manor Road and that the total number of collisions is relatively low given the scale of the study area and the strategic nature of the A447.

The LHA considers there appears to be no specific trends or cluster sites in the data and accepts the Applicants conclusion that there is no evidence to suggest that there is any existing safety issues that will be exacerbated by the proposed development.

Trip Generation and Distribution

Trip Generation

To establish the level of vehicular traffic which could be generated by the proposed development during the AM and PM peak hours, the Applicant has undertaken an ATC at the Manor Road/ Cunnery Close junction on Thursday 27th November 2025 to establish local trip generation. It should be noted that Leicestershire County Council do not hold a survey permit for the traffic count and the Applicant will therefore need to liaise with NDI@leics.gov.uk to arrange retrospective permits for each survey.

The results of the survey were used to calculate the trip rates for the proposed 158 dwellings. These are detailed in Table 2 below:

Peak	Actual Trips			Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM	11	9	20	0.297	0.243	0.541	47	38	85
PM	14	9	23	0.378	0.243	0.622	60	38	98

Table 2: Local Trip Rates and Resultant Trip Generation for 158 dwellings (extracted from the Applicants TA).

The Applicant has then used the TRICs database to undertake a comparison of the local trip rates against TRICs data. The results of the TRICs analysis are detailed in Table 3. The TRICs output is provided within Appendix H of the TA.

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.136	0.367	0.503	21	58	79
17:00-18:00	0.336	0.160	0.496	53	25	78

Table 3: Peak Hour TRICS Derived Trip Rates and Trip Generation for 158 Dwellings (extracted from the Applicants TA).

The Applicant has subsequently based their trip distribution analysis and junction capacity assessments on the local trip rates (Table 1) given these were the highest.

The LHA notes that the TRICs trip rates in Table 2 are based on Edge of Town and Suburban Area locations. As part of the previous appeal, the Planning Inspector stated in Para. 35 that the site could not be described as either an edge of town or suburban location. The LHA therefore question why Neighbourhood Centre and Freestanding sites have not been selected as part of the TRICs assessment.

Notwithstanding the above, the trip rates, especially the AM peak, are lower than those accepted as part of a number of other residential developments in Barlestone, notably 22/01048/FUL, 21/00460/OUT, 21/01389/OUT and 20/00470/OUT. Furthermore, the trip rates used for all recent developments in nearby Newbold Verdon, most recently application reference 25/00515/OUT are also higher than the ones proposed as part of this development.

The LHA therefore advise that trip rates should be re-considered and any subsequent calculations updated.

Trip Distribution

The Applicant has currently based trip distribution on 2011 Census data, as per the previous application. The LHA advises that given the scale of the development proposed, the number of new developments in both Barlestone and surrounding villages such as Newbold Verdon and Market Bosworth since 2021, the LHA would strongly advise the use of Pan Regional Transport Model (PRTM) to provide an up to date assessment of the impact the development may have on the surrounding highway network. This is in line with the LHDG guidance, which advises the use of PRTM when a [Transport Assessment](#) is required. This could, for example, provide trip distribution / assignment as well as having committed developments already considered within extracted flows. Therefore, the LHA would advise the applicant to contact ETCF@leics.gov.uk and continue to liaise with the Highway Development Management Team and other stakeholders as required to discuss the potential modelling requirements for the proposed development and timescales for obtaining the information.

Further information on PRTM can be found [here](#).

Junction Capacity Assessments

Following the trip distribution exercise, the Applicant has considered the impact of development traffic at the junctions shown in Table 4:

Junction	Additional Trips (Two-Way)	
	AM Peak	PM Peak
1. Manor Road/Cunnery Close	85	98
2. Curtis Way/Manor Road	56	64
3. Barton Road/Curtis Way	56	64
4. A447/Barton Road/Lount Road	56	64
5. Bosworth Road/Manor Road	29	33
6. Bosworth Road/Meadow Road	28	32
7. Newbold Road/Meadow Road	27	31
8. West End/Bosworth Road/Barton Road	1	2
9. A447/Bosworth Road	36	41
10. A447/Bosworth Lane/Bosworth Road	37	43

Table 4: Two-way Traffic Flows through Study Area Junctions (Extracted from the Applicants TA).

Currently, the Applicant has undertaken ATCs at junction 1 on 27th November 2025 and junction 4 on 25th February 2026. The LHA do not hold survey permits for either traffic count and the Applicant will therefore need to arrange retrospective permits for each survey.

Based on the above table, at least 30 two-way trips would travel through all, but junction 8 during either the AM and/ or PM peaks, therefore capacity assessments will be required for all junctions other than junction 4. Whilst it is noted the Planning Inspector accepted that with mitigation the cumulative effects on the wider transport would not be severe, this was in 2021 and those assessments are now considered out of date.

Whilst capacity assessments have been undertaken for junctions 1 and 4 and indicate spare capacity for both junctions, this has been based on 2011 Census data for trip distribution. The LHA advise the junctions will require updated capacity assessments once the PRTM modelling work has been completed. The PRTM modelling work would also inform which of the above junctions require further assessment, or whether any additional junctions should be included for assessment.

Up to date traffic counts will be required for each junction. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

Off-Site Implications

Junction 10, A447 Ashby Road / B585 Bosworth Lane/ Bosworth Road (Bull in the Oak Junction)
Notwithstanding the above, LCC have independently from all recent planning applications in the area identified draft proposals to signalise the Bull in the Oak Junction, which would offer significant capacity benefits in future years, given the additional pressure cumulative development traffic is likely to have on the junction. The scheme has a current cost estimate in the region of £1.5m to £2m. LCC's assessment considered the following developments:

- 24/01061/OUT (Land North of Barlestone Road, Newbold Verdon – up to 240 dwellings, creation of a new cemetery and health centre – Refused by the LPA and appeal lodged by the Applicant).
- 24/01079/OUT (Land north of Station Road, Market Bosworth – 126 dwellings – Refused by the LPA and appeal lodged by the Applicant).
- 25/00515/OUT (Land South of Bosworth Lane, Newbold Verdon – 200 dwellings, a community shop (Use Class E(a)) of up to 108 sqm – Planning permission granted by the LPA).

The LHA are actively seeking contributions towards the junction improvement scheme and advise the three developments stated above have each agreed to contribute a proportionate amount towards a scheme. Furthermore, the LHA has stated as part of application reference 25/01162/OUT (67 dwellings, Land North of Barlestone Road Newbold Verdon) that a contribution towards the junction improvement scheme would be required. At this stage, given the likely number of vehicles which are forecast to pass through the junction, the LHA advise it is likely a contribution towards the works would be required from this development.

Internal Layout

The internal layout of the development is not for consideration at this stage and has therefore not been studied in detail. It is noted that the main spine road is proposed to be in a loop in order to provide two access routes for the majority of dwellings within the site, which would be welcomed. In the event the proposals are granted planning permission by the LPA, the Applicant should be aware of [Policy 5](#) of the LHDG if they wish for the internal development roads to be put forward for adoption. However, it should be noted at this stage that the access off Cunnery Close is not to the LHDG minimum standard to serve 158 dwellings. The minimum standard is 5.5m carriageway, with 2m footway either side. The proposals would lack a 2.0m footway on one side.

The land adjacent to the existing 'turning head' area on Cunnery Close is not highway, nor is it LCC maintained. The Applicant risks being unable to obtain sufficient land to provide an adoptable standard access point to any development of more than 50 dwellings. At present, whilst the layout is not to be considered at this stage and adoptability is not a material planning consideration, the LHA advise at this stage the proposed development would need to remain private.

The Applicant should also note the requirement to provide some [visitor parking](#) as part of the planning layout if planning permission is granted.

Transport Sustainability

The LHA has reviewed the submitted Travel Plan and provides the following comments:

The internal layout of the development has not been provided and so cannot be assessed, however it is noted internal roads will be limited to 20mph. Vehicle and cycle parking information has also not been provided and will instead be listed in the reserved matters stages. The LHA advise that both should comply with LCC design standards and that cycle park is secure and covered, such as in a garage or shed. Electric Vehicle charging facilities will be provided in line with guidance.

The Chartered Institution of Highways and Transportation's acceptable walking and cycling distances have been consulted and a list of amenities and facilities within those limits have been provided. This includes local schools, shops and employment opportunities.

It is noted that the closest bus stops to the site entrance are 450m and 520m away and are served by Arriva service 153 (to Market Bosworth and Leicester) and LCC funded Centrebus service LC6 (to Coalville and Hinckley). Whilst these walking distances are higher than the recommended 400m, it is acknowledged that it would be difficult to bring a bus service any closer to the site. No information on local rail services has been provided.

Trip generation rates have been listed and 2011 Census Data referred to create an initial SMART target of 10% reduction in single occupancy vehicle journeys which may be adjusted after the initial travel survey has taken place. The Applicant is requested to investigate a second target to monitor for the travel plan, such as a % travel plan awareness.

Several measures have been proposed by the Applicant to help encourage modal shift. This includes, but is not limited to, personalised travel planning, walking buddy scheme, bicycle use groups and cycle store discounts. There is also mention of Travel Welcome Packs.

To monitor the Travel Plan, a Travel Plan Coordinator (TPC) will be appointed prior to construction and be in post until the end of the five-year monitoring period. An interim action plan has been included and states the first travel survey will be undertaken after 50% occupation and then repeated annually for five years.

Although the Travel Plan has a lot of good elements to it, the LHA advise it is currently not accepted and the following amendments will be required:

- Although internal layouts may not yet be available, the Applicant should add to the travel plan how they expect pedestrians and cyclists to move within the site. For example, will footways be shared use, will cyclists be expected to be on-road or will off-road provision be available.
- LCC will require the Applicant to provide two free six-month bus pass per dwelling. For this site, the nearest stop is served by CentreBus and Arriva.
- The Applicant should include information on local rail services, including parking (cycle and car), accessibility, distance from the site, etc.
- A second target to monitor for the Travel Plan, such as a % travel plan awareness should be included.
- The action plan should include all measures that will be undertaken to encourage modal shift.
- The Applicant should include further information on the monitoring of the Travel Plan, i.e.. When will monitoring reports be sent to LCC, what will be included in them, etc.

Should the Travel Plan not be updated as part of the application, an updated Travel Plan could be conditioned for prior to occupation of the first dwelling by the LHA, in the event it is mindful to advise approval of the proposals in the future.

The LHA would require a Travel Plan Monitoring fee of £6,000 and appointment of a Travel Plan Co-Ordinator as part of a Section 106 agreement, should the LPA be mindful to grant planning permission for the proposals in the future.

The Applicant would also be required to provide one travel pack per dwelling (currently £52.85 per pack, if supplied by LCC) which contains an application form for two six-month bus passes to encourage sustainable travel to and from the site. Currently the cost of a bus pass for an Arriva service, who operate the most frequent service running through the village, is £632.50. The Applicant should be aware that should they choose to create the Travel Pack themselves, there is a fee of £500.00 to be paid to LCC to review the packs prior to distribution.

Construction Traffic

Construction traffic and the route HGV's/ construction vehicles would use to access the site is not a material planning consideration. The LHA would not be able to seek to resist the proposals based on construction traffic, the type of vehicles used, or the route HGVs would take to access the site.

Nevertheless, the LHA would advise the LPA, that in the event it is mindful to advise approval of the proposed development, it would require a Construction Management Plan (CMP) to be conditioned, which would need to be submitted and approved prior to any construction works on the site. As a minimum the CMP should include details of the routing of construction traffic, along with details of parking and wheel washing facilities.

Whilst the red line boundary of the site does not adjoin a classified road, it should be noted that planning permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval.

Closing

Based on the above, in summary, the following information should be submitted to the LPA for consideration by the LHA:

- Provision of the Parking Beat Survey data;
- Swept path analysis of the site access for a 11.2m length refuse vehicle, pantechicon, and fire appliance;
- Details of the pedestrian access to Manor Road;
- Further information in respect of the emergency access, in the event this is required by the emergency services, including swept path analysis and visibility splays. Otherwise, this should be removed;
- Further consideration of trip rates and the use of PRTM in distributing trips on to the network;
- Capacity assessments of all relevant junctions following the PRTM exercise;
- Confirmation of survey permits for those traffic surveys where the LHA does not hold records of such a permit; and
- An updated Travel Plan as detailed above.

Date Received
25 March 2026

Case Officer
Ben Dutton

Reviewer
DH

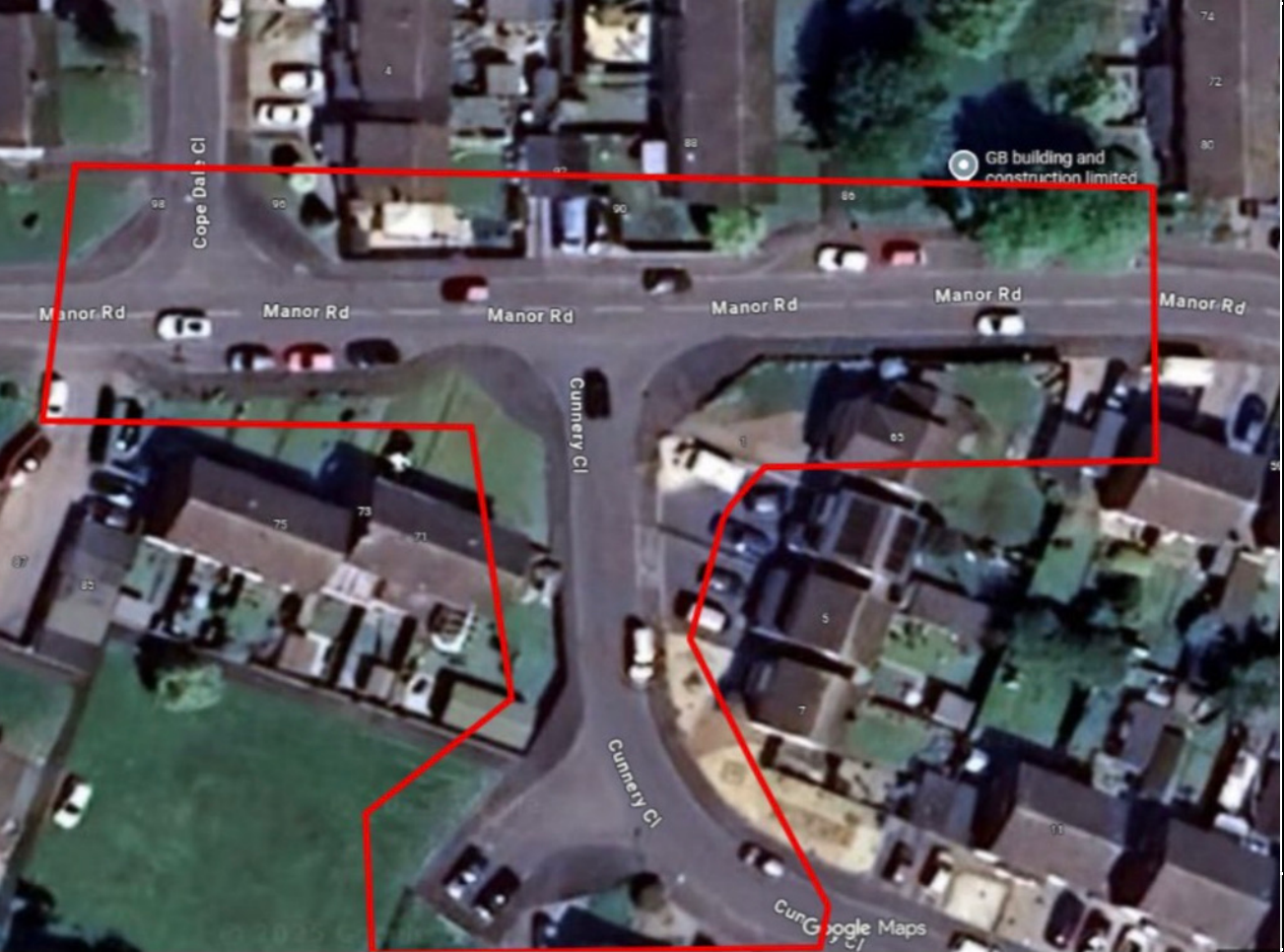
Date issued
22 May 2026

APPENDIX B

PARKING BEAT SURVEY DATA

Parking Beat Survey

Barlestone



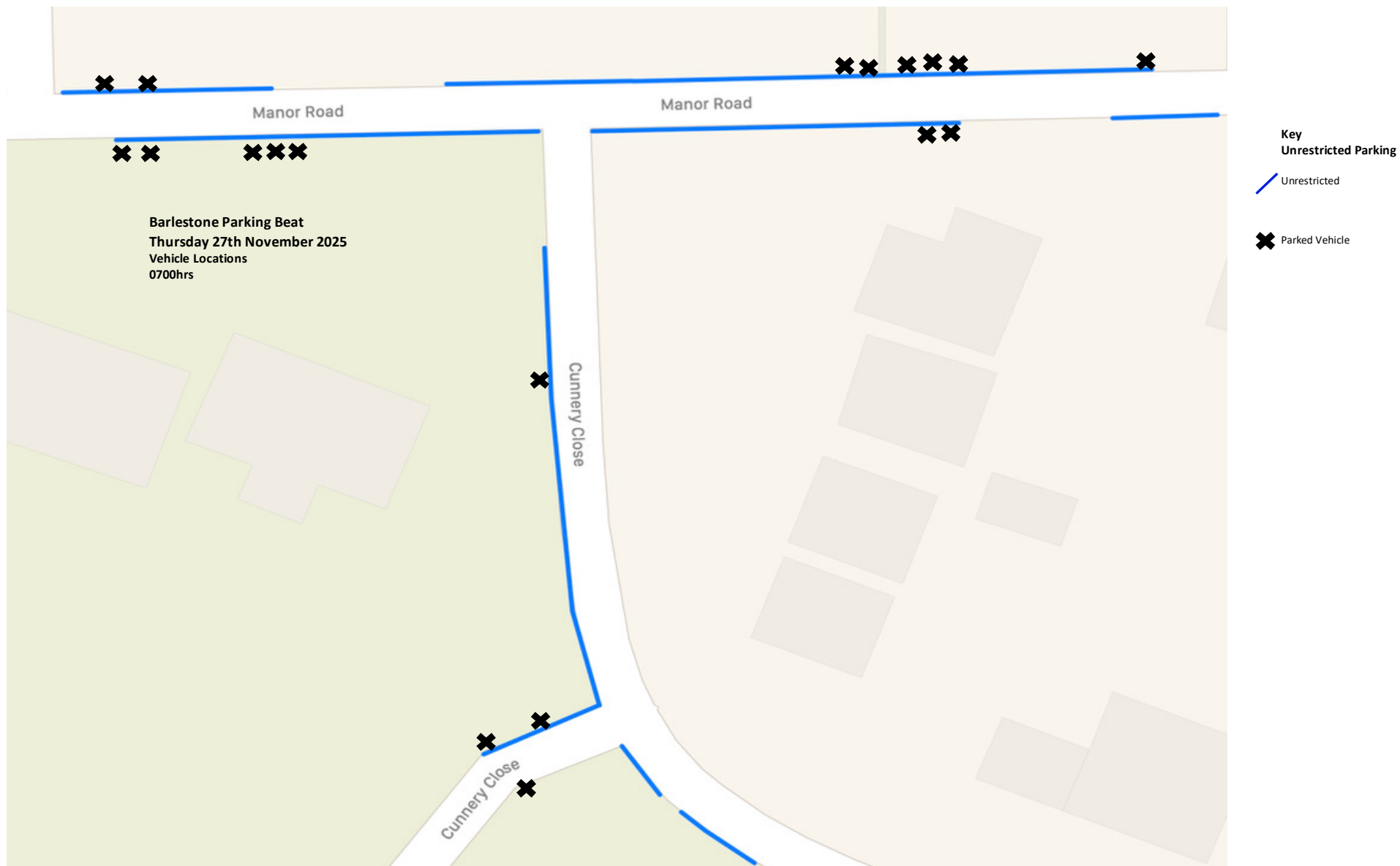
Thursday 27th November 2025

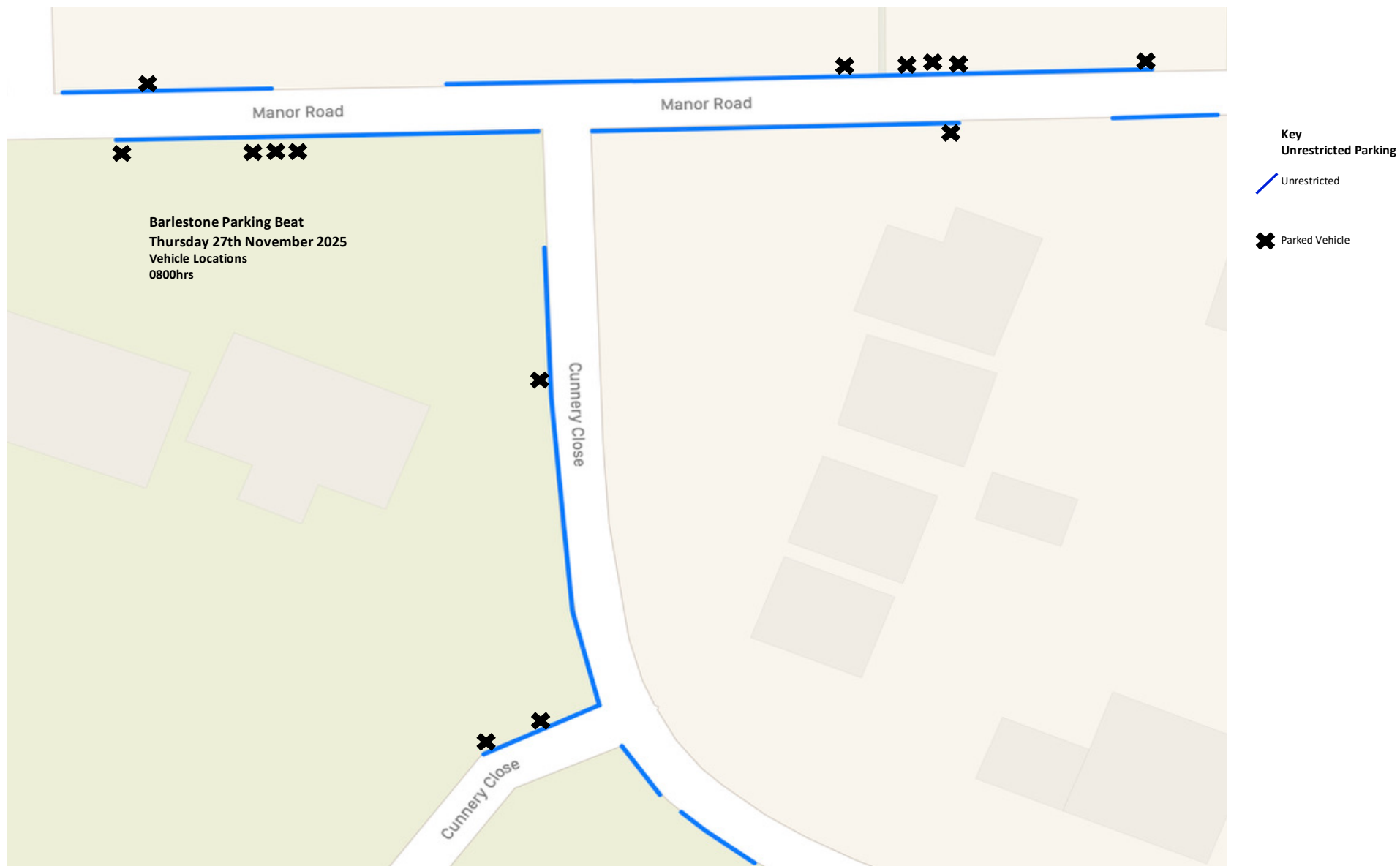


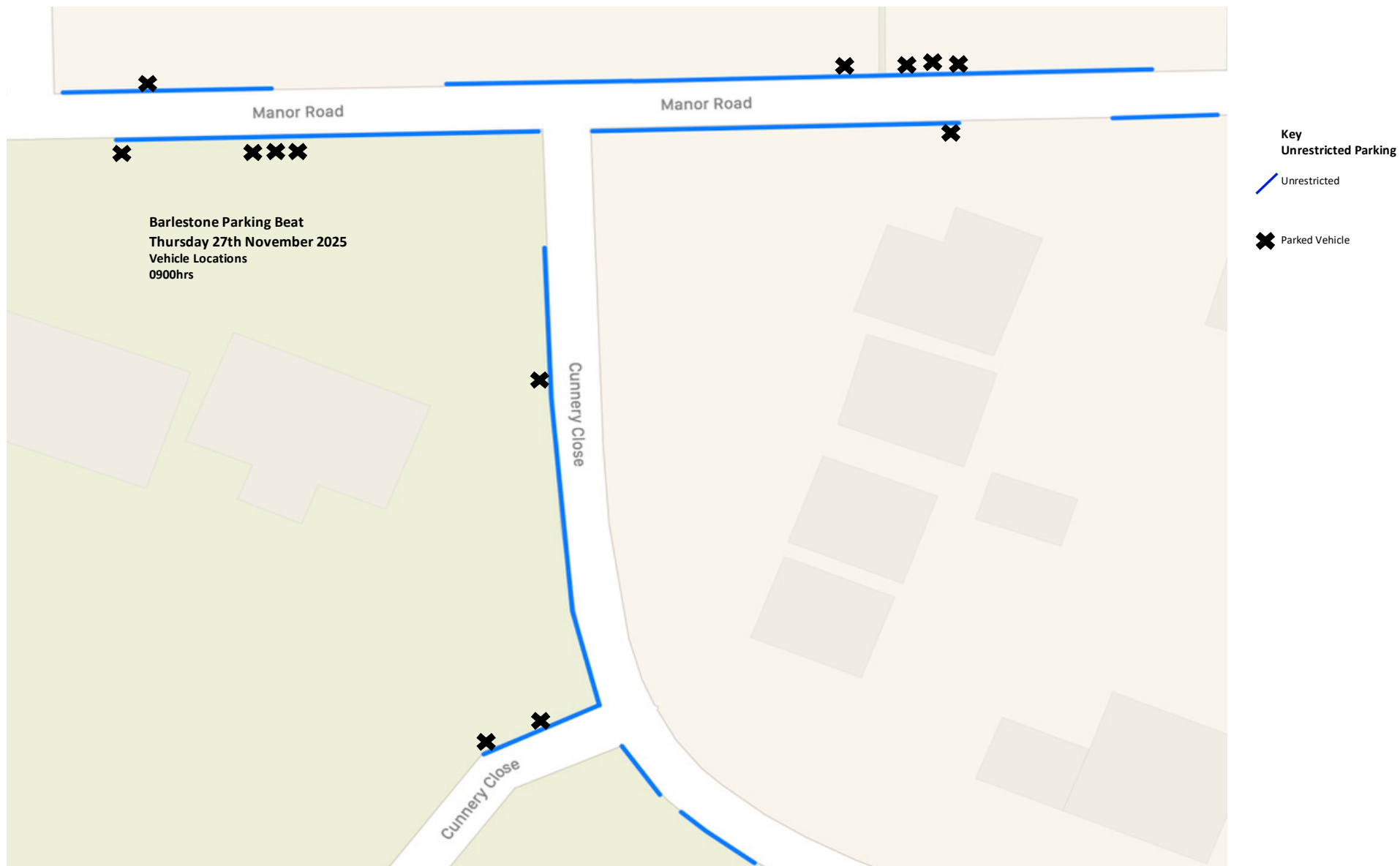
Created by Bert Ramos

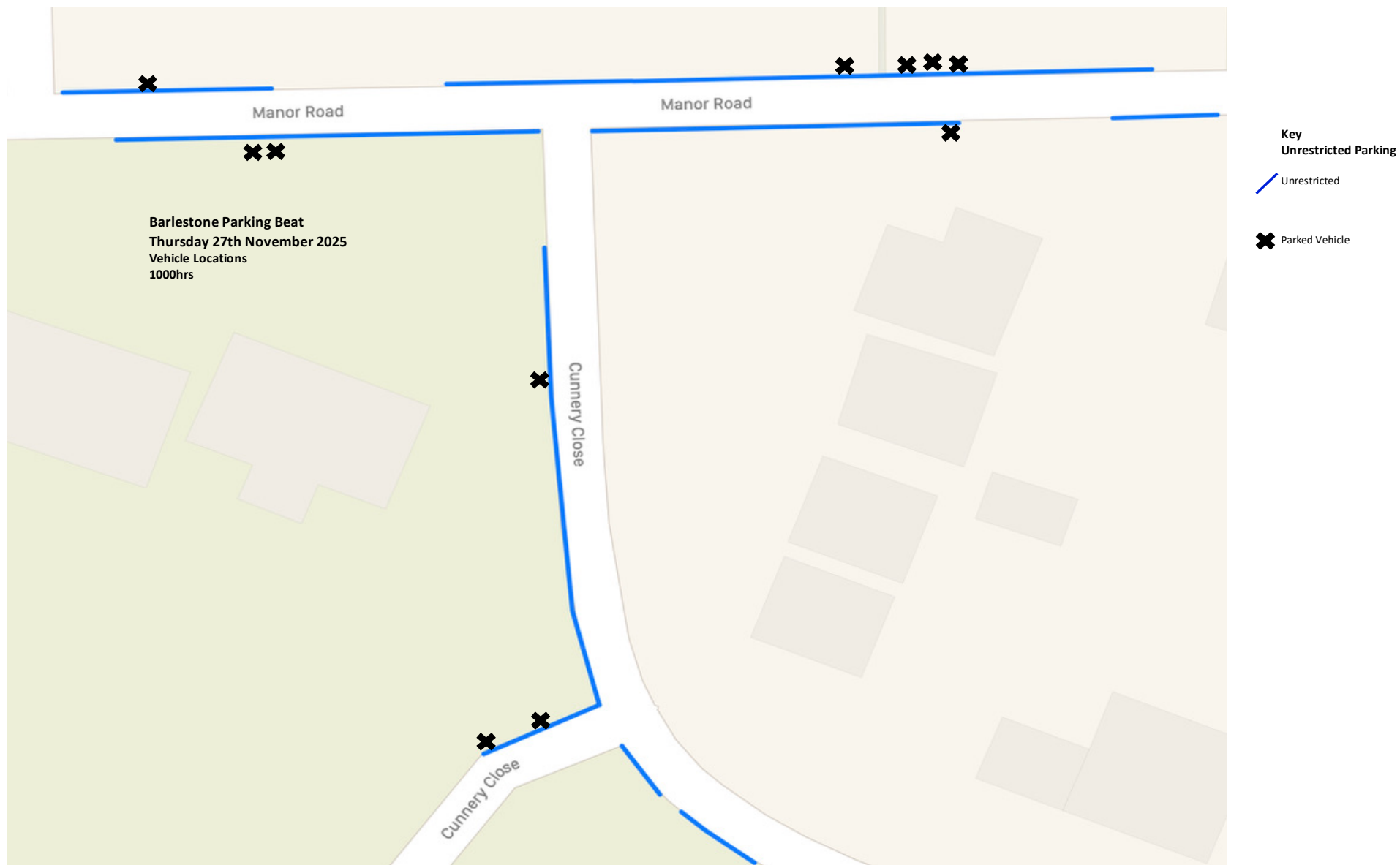
SURVEY DETAILS

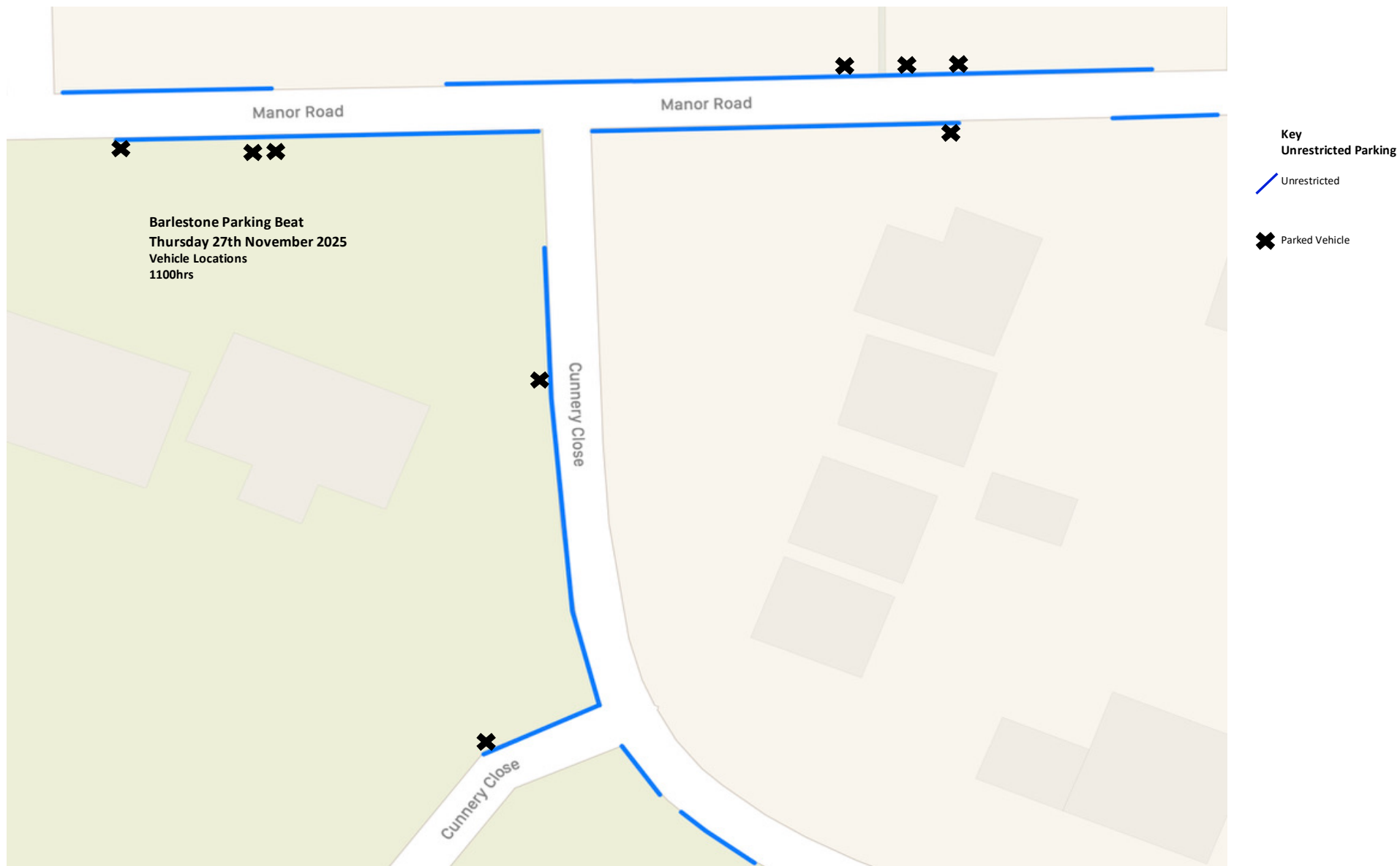
Survey Type	PARKING BEAT SURVEY
Methodology	London Borough of Lambeth Barlestone As advised by Client Thursday 27th November 2025 0700hrs - 1900hrs 60 minute beats
Guidance	
Site	
Survey Area	
Date/s	
Time/s	
Beat Frequency	
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)

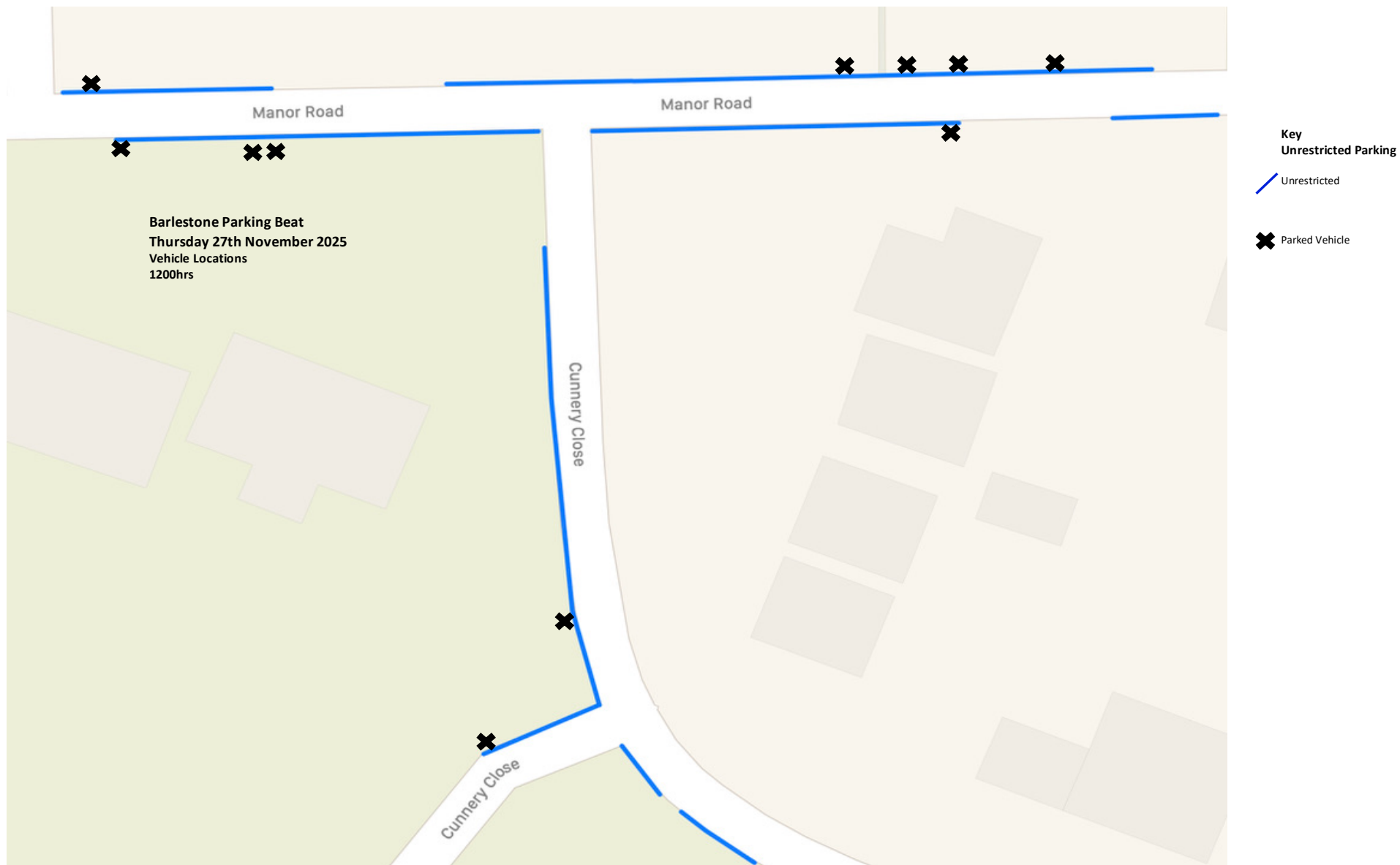


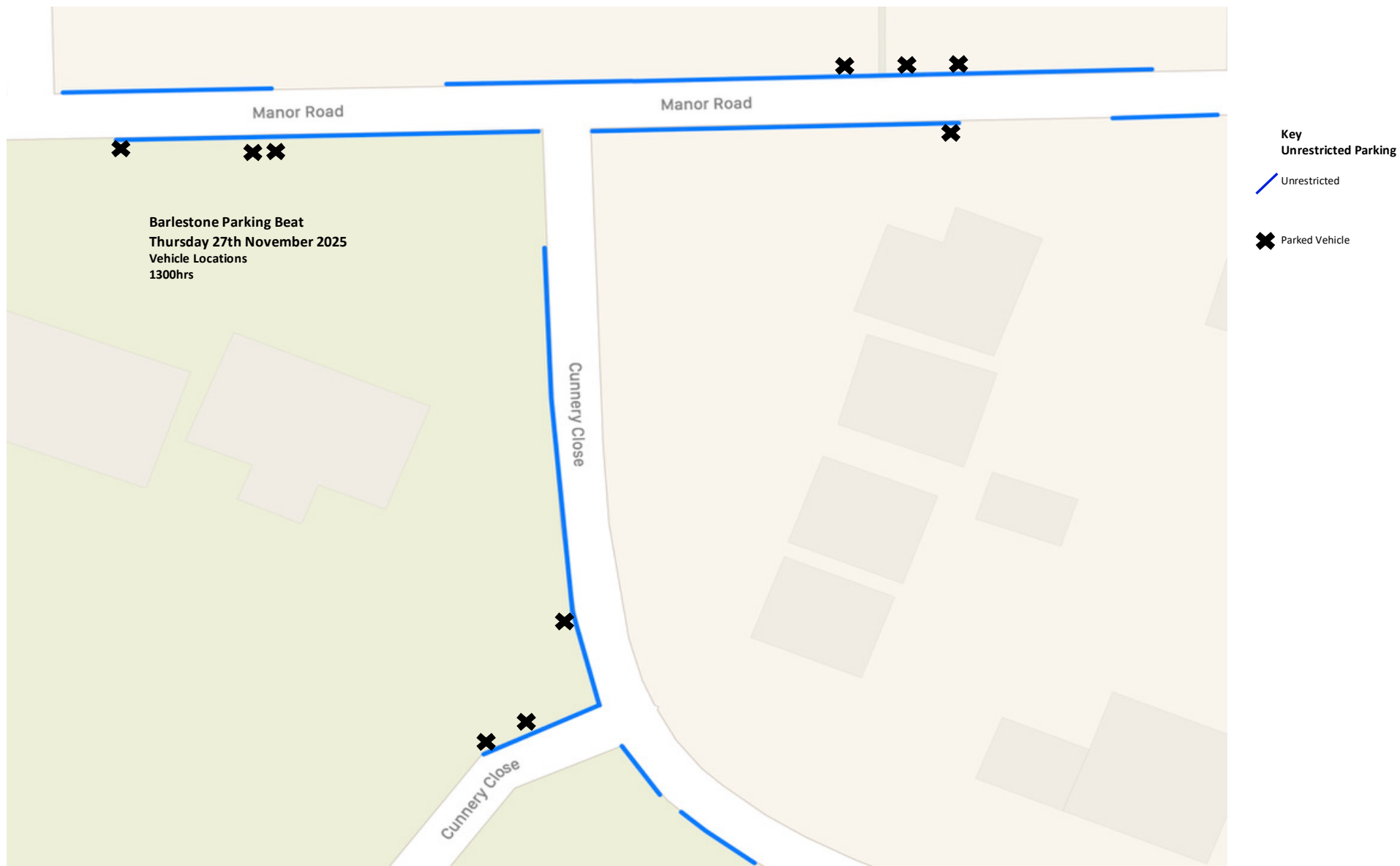


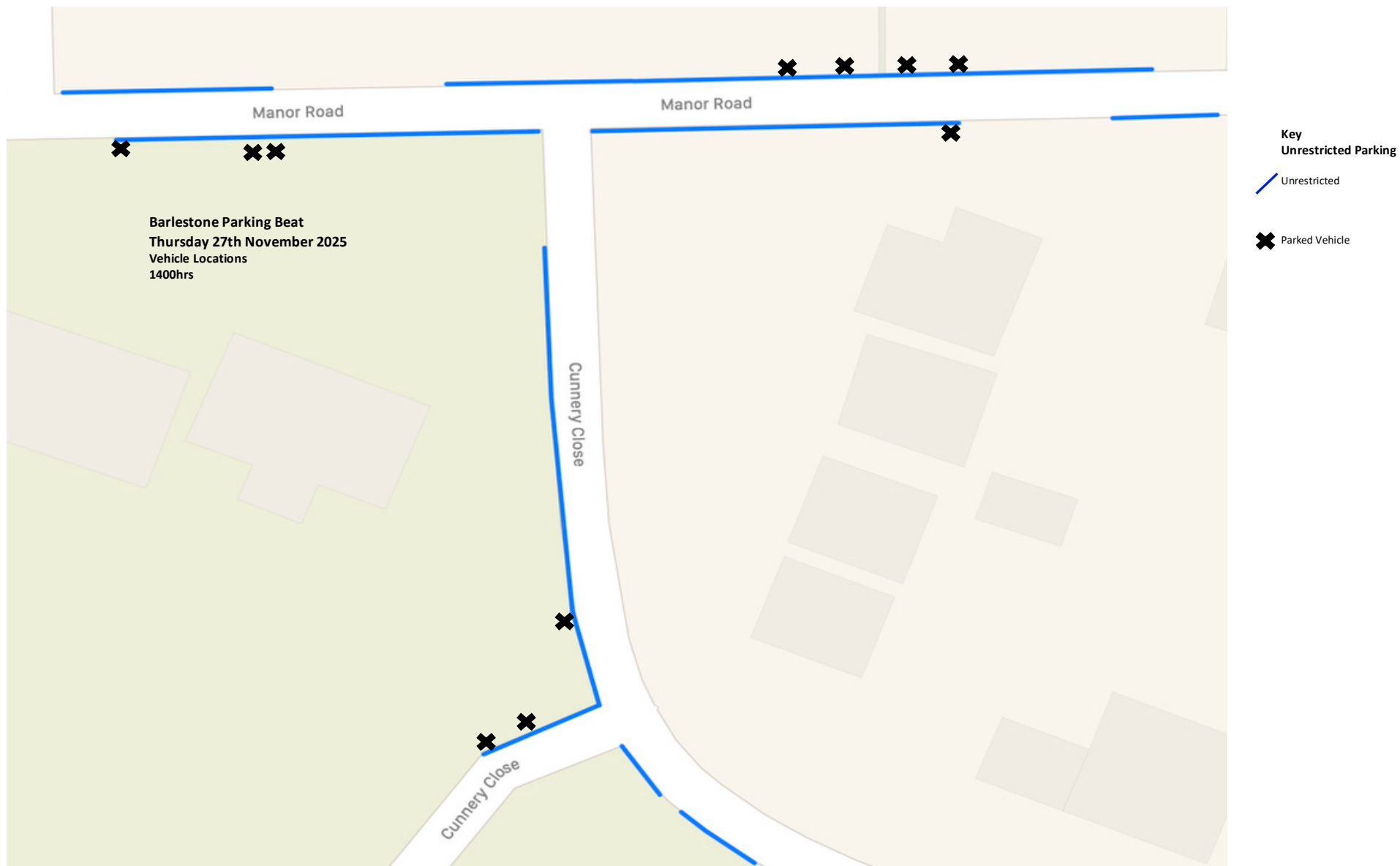


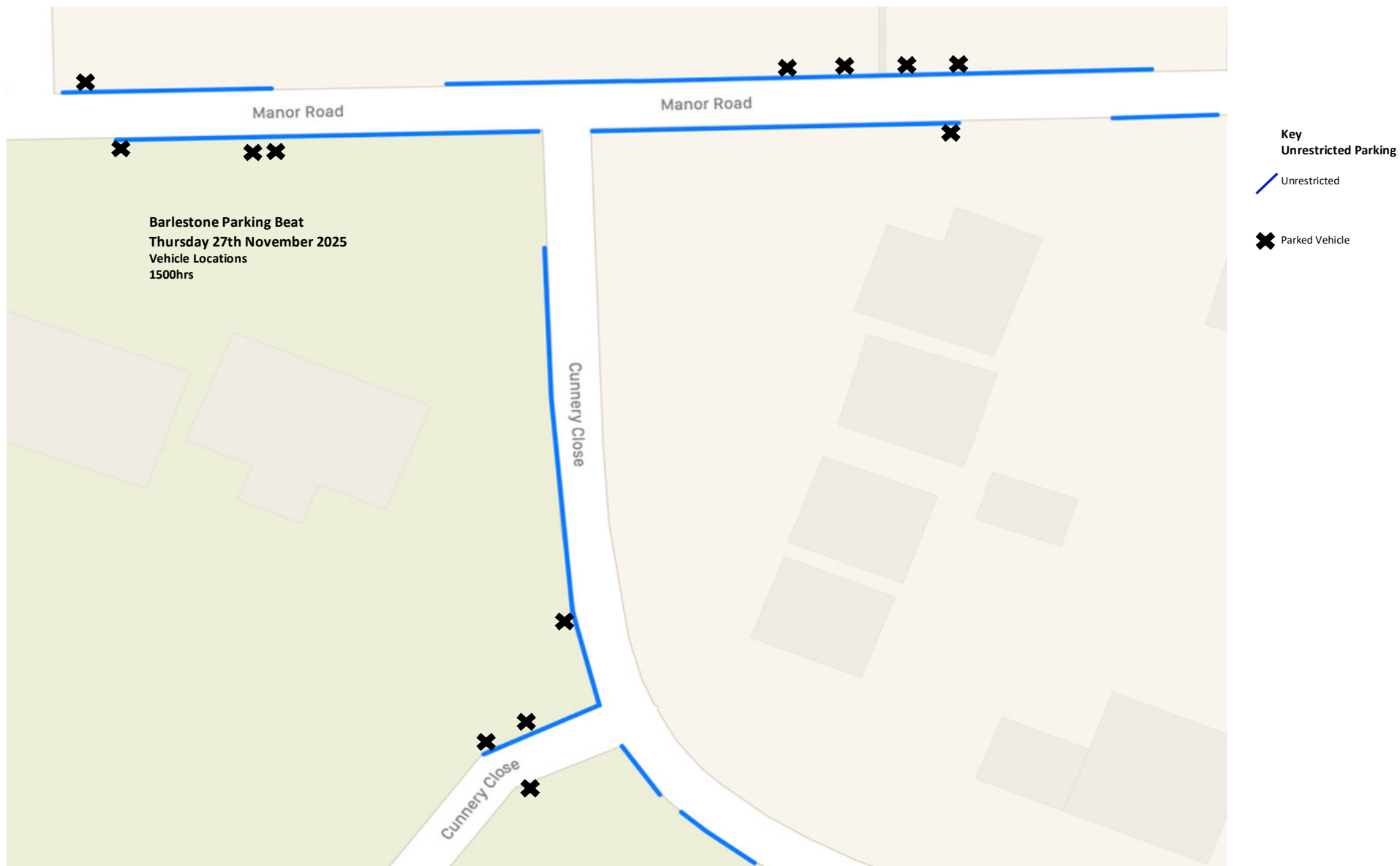


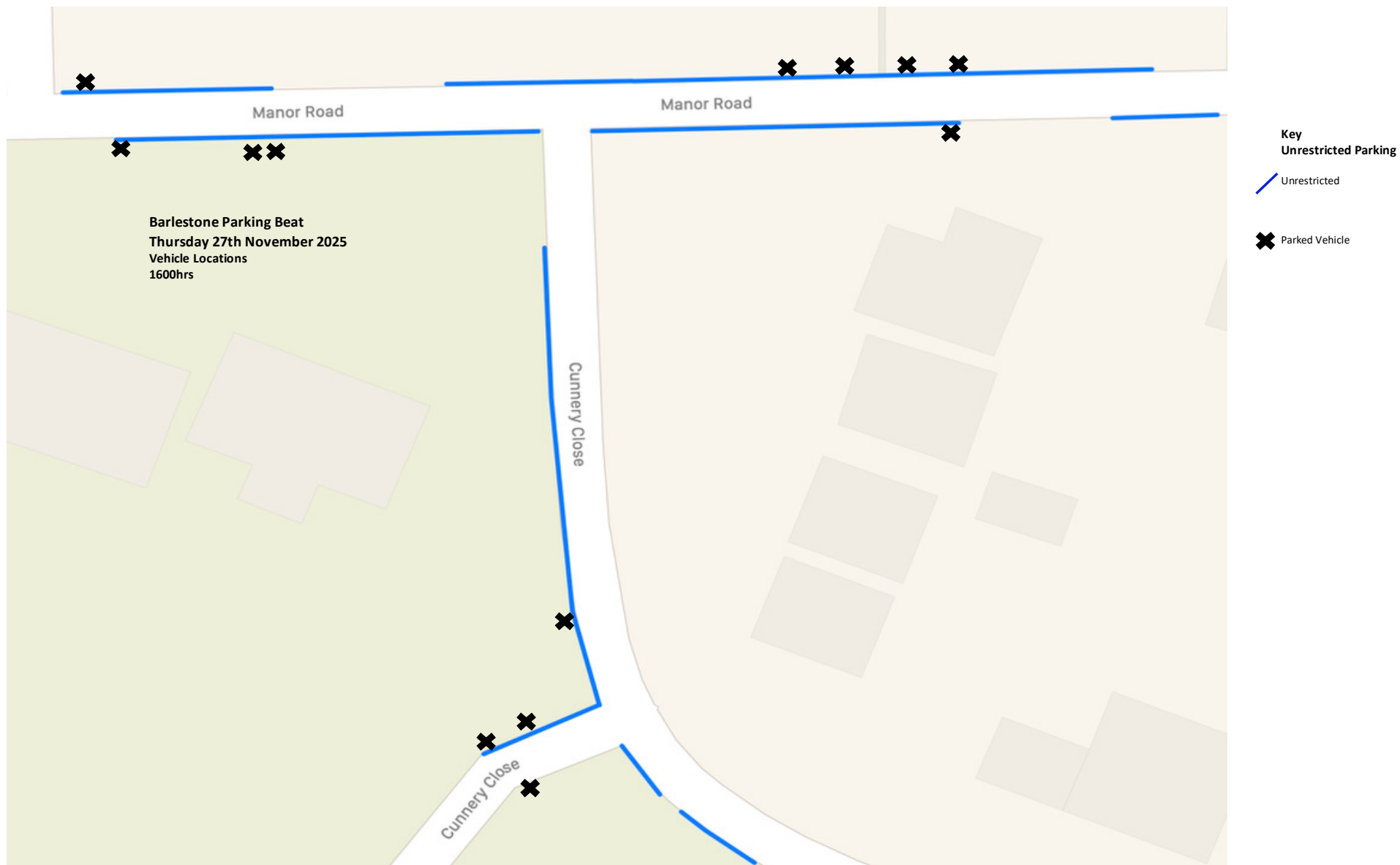


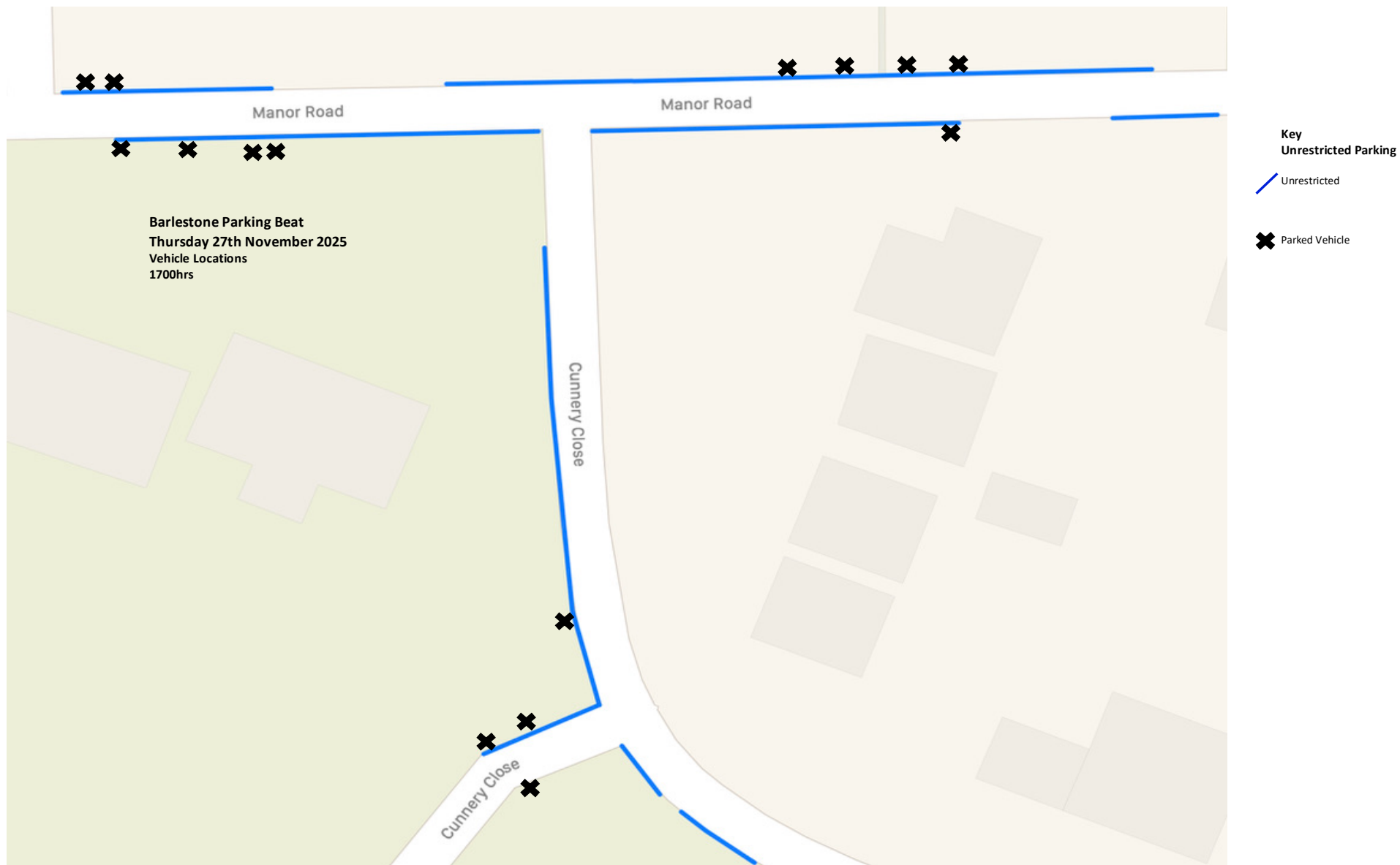


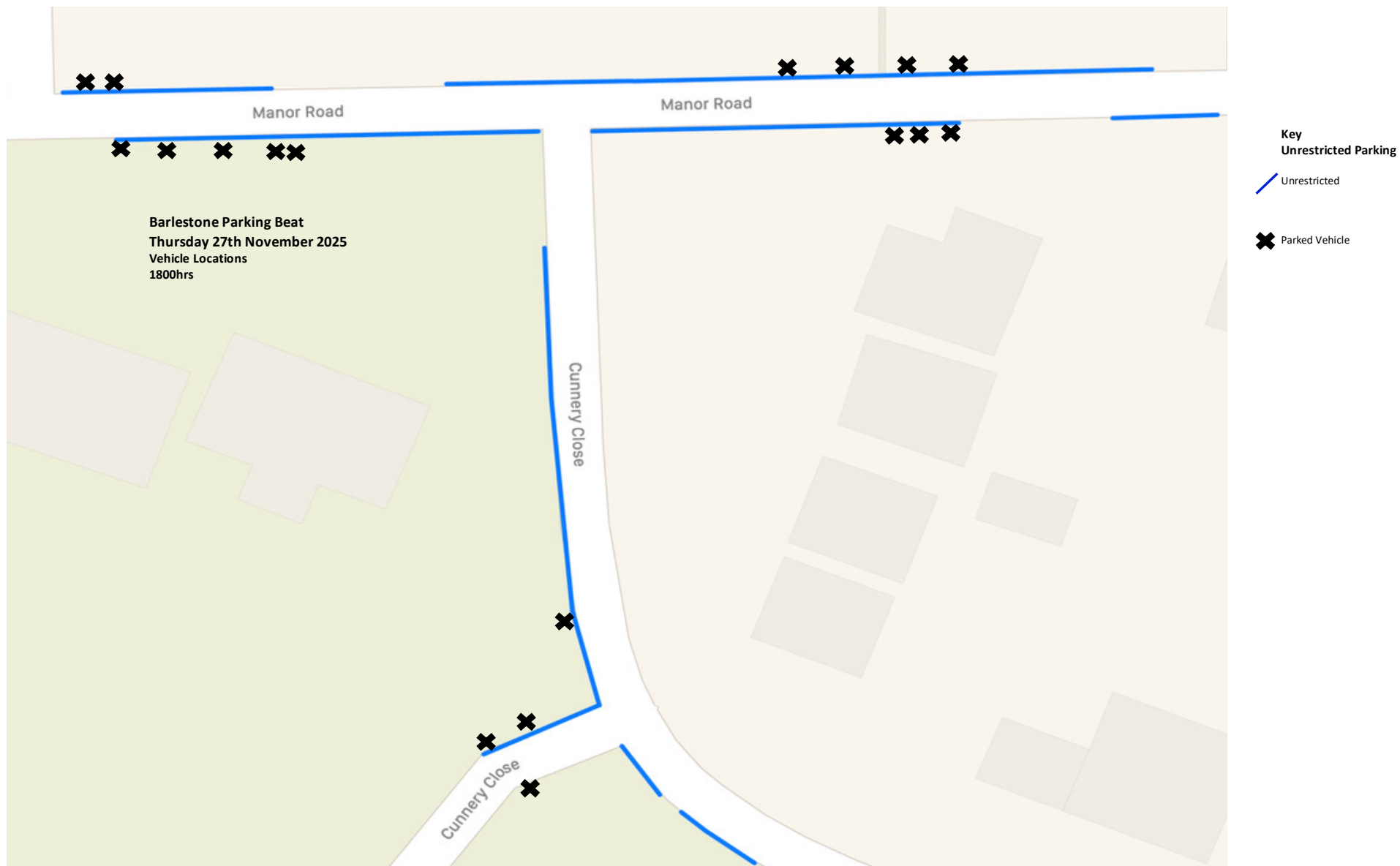


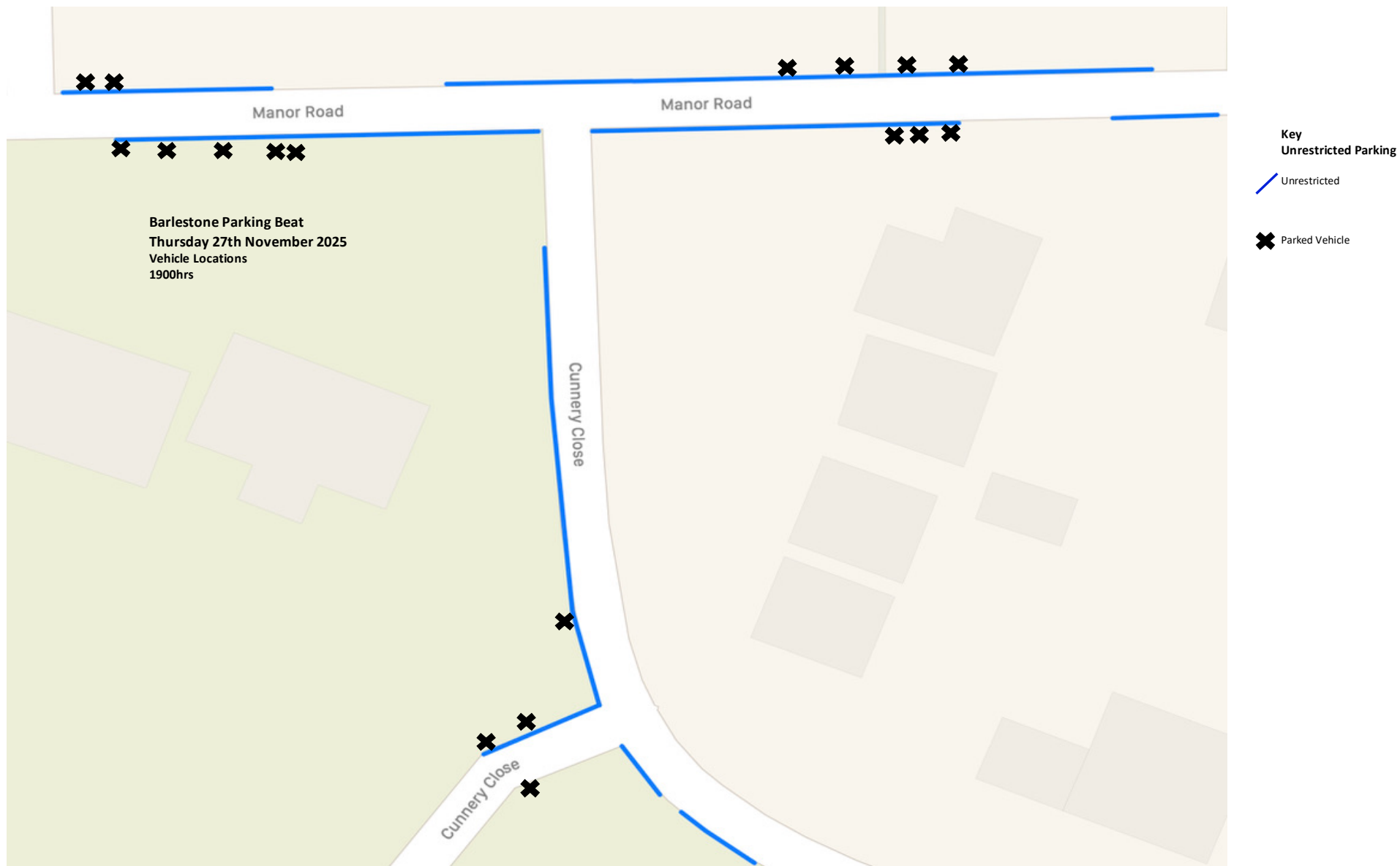












PARKING STRESS TABLES

Restriction				1	Unrestricted																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Thursday 27th November 2025																		Thursday 27th November 2025																				
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Manor Road	120	24	0	24	15	9	63%	11	13	46%	10	14	42%	8	16	33%	7	17	29%	9	15	38%	7	17	29%	8	16	33%	9	15	38%	9	13	46%	14	10	58%	14	10	58%			
Cunnery Close	55	11	0	11	3	8	27%	3	8	27%	3	8	27%	3	8	27%	2	9	18%	2	9	18%	3	8	27%	3	8	27%	3	8	27%	3	8	27%	3	8	27%	3	8	27%			
Total	175	35	0	35	18	17	51%	14	21	40%	13	22	37%	11	24	31%	9	26	26%	11	24	31%	10	25	29%	11	24	31%	12	23	34%	12	23	34%	14	21	40%	17	18	49%	17	18	49%

Illegal/Obstructive Parking

Location	Description	Thursday 27th November 2025						Thursday 27th November 2025						
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied
Cunnery Close	Crossover	1	0	0	0	0	0	0	0	1	1	1	1	1
Total		1	0	0	0	0	0	0	0	1	1	1	1	1

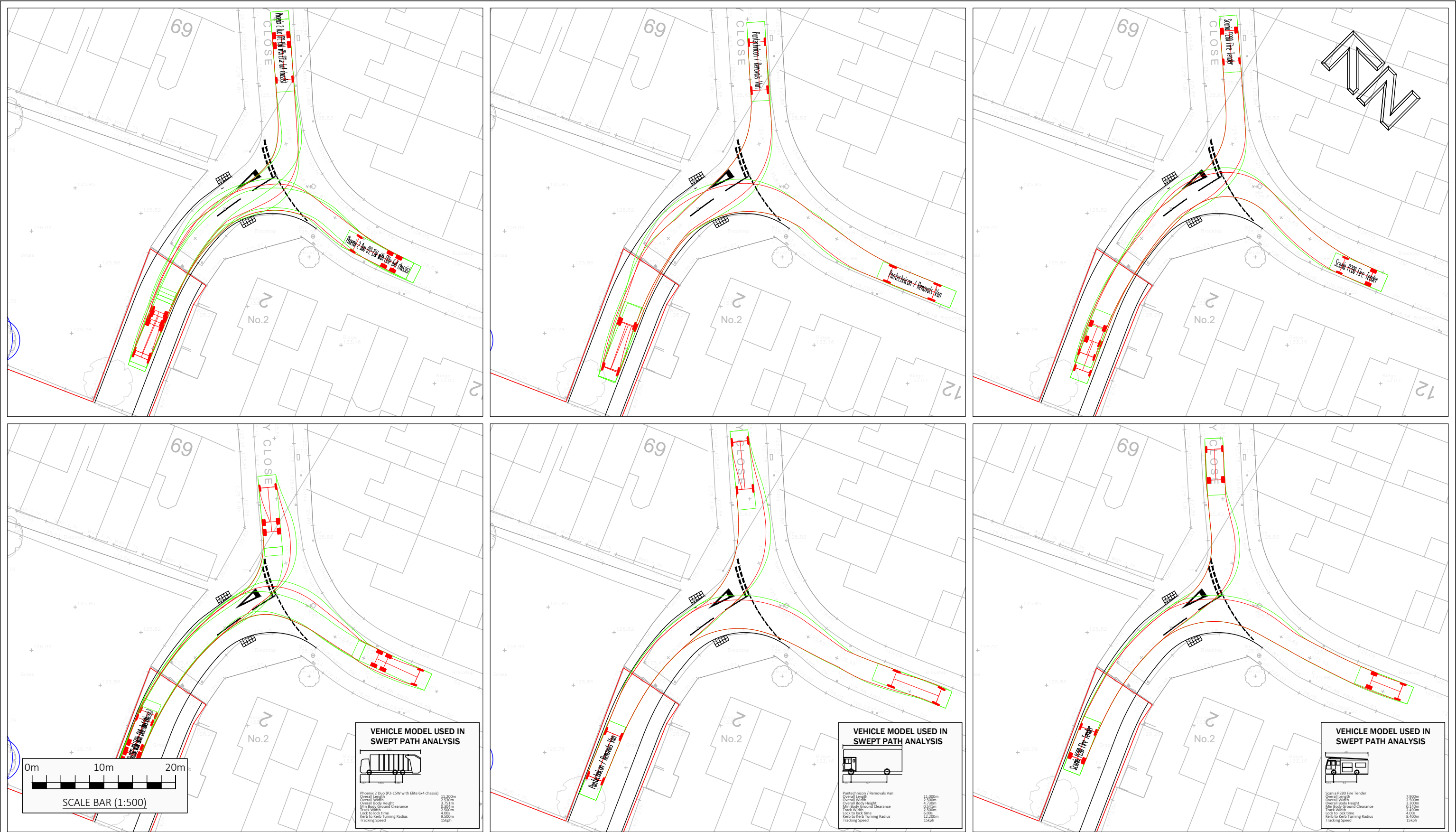
PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

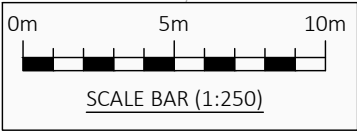
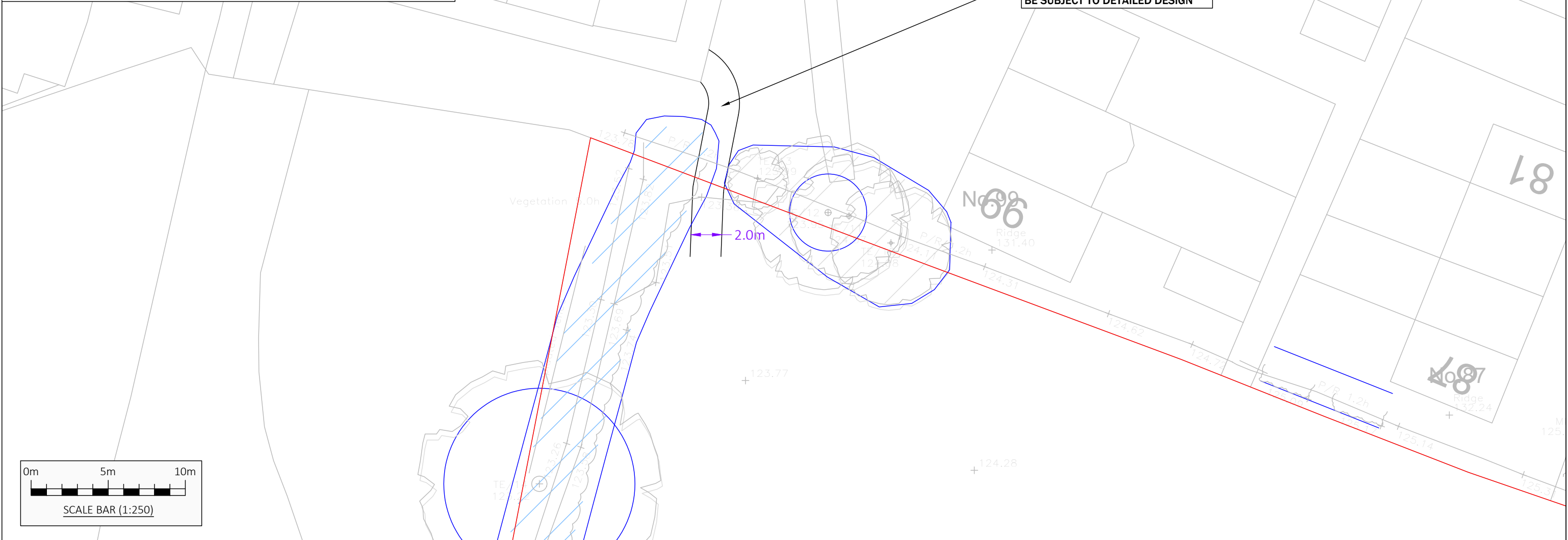
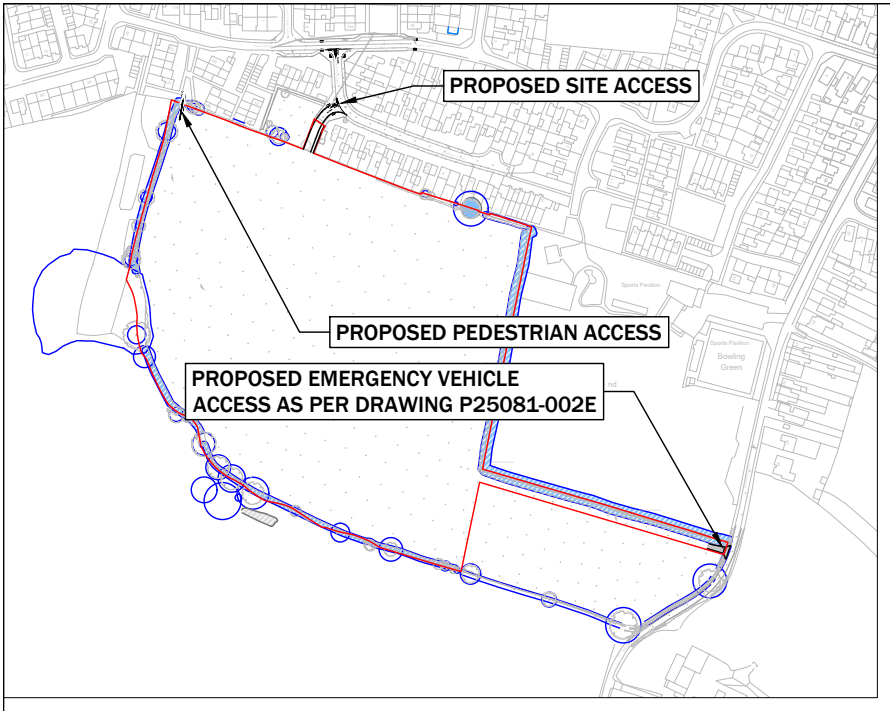
Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Manor Road	N E-W	Too Narrow to Park	5.4			5	1
Manor Road	N E-W	Unrestricted	39.3			35	7
Manor Road	N E-W	Unrestricted	13.1			10	2
Manor Road	N E-W	Crossover	10.3			10	2
Manor Road	N E-W	Unrestricted	15			15	3
Manor Road	N E-W	Junction	18.8			15	3
Manor Road	S W-E	Crossover	3.5			0	0
Manor Road	S W-E	Unrestricted	28.9			25	5
Manor Road	S W-E	Unrestricted	3.8			0	0
Cunnery Close	W N-S	Junction Approach	5.2			5	1
Cunnery Close	W N-S	Crossover	3.7			0	0
Cunnery Close	W N-S	Unrestricted	48.2			45	9
Cunnery Close	S W-E	Crossover	6.5			5	1
Cunnery Close	S W-E	Too Narrow to Park	6.4			5	1
Cunnery Close	S W-E	Junction Approach	4.5			0	0
Cunnery Close	S W-E	Unrestricted	5.6			5	1
Cunnery Close	S W-E	Crossover	7.5			5	1
Cunnery Close	S W-E	Unrestricted	6.5			5	1
Cunnery Close	E S-N	Too Narrow to Park	32.7			30	6
Cunnery Close	E S-N	Crossover	14.9			10	2
Cunnery Close	E S-N	Too Narrow to Park	2.8			0	0
Cunnery Close	E S-N	Crossover	5.2			5	1
Cunnery Close	E S-N	Junction Approach	6.3			5	1
Manor Road	S W-E	Unrestricted	30.7			30	6
Manor Road	S W-E	Crossover	10.8			10	2
Manor Road	S W-E	Unrestricted	7.4			5	1

APPENDIX C

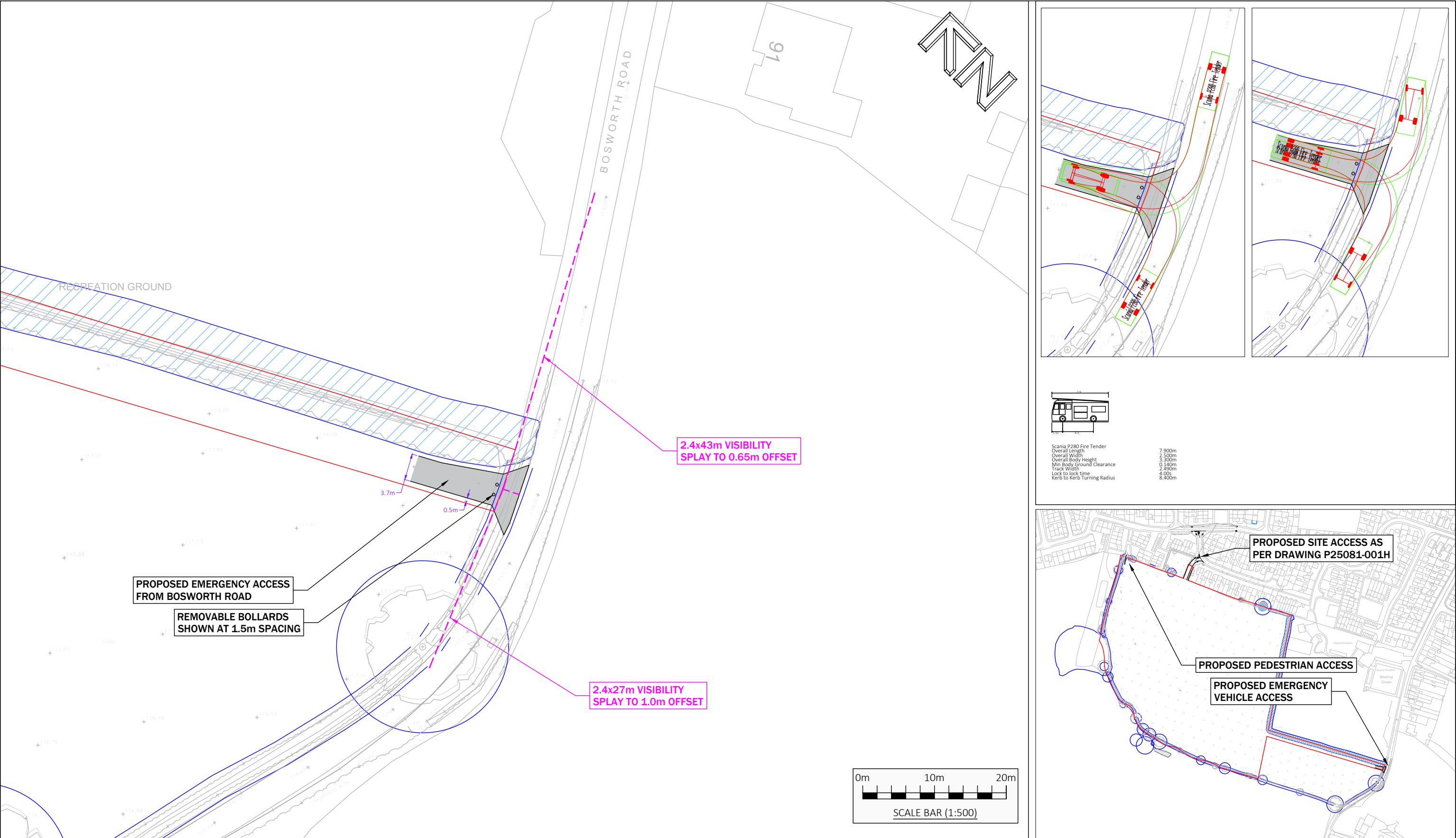
TECHNICAL DRAWINGS



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860					Project	CUNNERY CLOSE, BARLESTONE, LEICESTERSHIRE	Drawn by VB/R0	Issue date 15 OCT 2025
	Rev	Date	By	Revision notes	Title		SWEPT PATH ANALYSIS OF PROPOSED SITE ACCESS	Scale(s) 1:500 @ A3
	Status INFORMATION					Drawing No P25081-004		



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860				Project		Drawn by	Issue date
				CUNNERY CLOSE, BARLESTONE, LEICESTERSHIRE		RO	01 SEP 2026
	Rev	Date	By	Revision notes		Scale(s)	
Status				Title		Drawing No	
INFORMATION				PROPOSED PEDESTRIAN LINK		1:250 @ A3	
						P25081-003	



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	E D C B 01/09/26 06/03/26 05/03/26 01/03/26 RO RO RO RO	AMENDED TO LHA COMMENT MINOR AMENDMENT MINOR AMENDMENT RED LINE UPDATED	Project CUNNERY CLOSE, BARLESTONE, LEICESTERSHIRE	Drawn by RO	Issue date 19 JAN 2026	
	Rev Date By Revision notes	Scale(s) 1:500 @ A3				
	Status INFORMATION			Title PROPOSED EMERGENCY ACCESS	Drawing No P25081-002E	