

Jane Steel

From: David Spring
Sent: 28 January 2025 12:47
To: Planning Folder New
Cc: Emma Baumber2
Subject: FW: Newbold Heath 24/01016/P3CQ- Conversion of existing barn to 2 residential units
Attachments: Response_2024-2132-04-P-HEN(1)(1).pdf; Response_2024-6116-04-HCON.pdf; Response_2024-6814-04-HCON.pdf; ADL_5564-04 - Newbold Heath.pdf; 2210107_plan.pdf; SITEREPT38032.PDF; TRIPRATE45526.PDF; ADL_5564-06 - Newbold Heath.pdf; ADL_5564-05 - Newbold Heath.pdf

From: Andy Miles <

Sent: 28 January 2025 12:30

To: Ben T Dutton <

Cc: David Spring <David.Spring@hinckley-bosworth.gov.uk>; Bryan Youlden <

Subject: Newbold Heath 24/01016/P3CQ- Conversion of existing barn to 2 residential units

Good morning Ben,

I hope you are well.

Pre-application

I contact you following on from the pre-application enquiry made last year, to which I attach the response originally provided. The comments are broadly summarised below:

- Barn for personal use and therefore generate fewer trips than if it were for commercial use.
- Evidence needed for existing / extant use trip generation and comparison to proposed use and then to be considered in line with IN5 of LHDG.
- Visibility splays need to be demonstrated.
- Access needed to be improved to appropriate standard in accordance with LHDG.
- Access to be hard bound, not loose aggregate for a minimum of 5m. Parking provision to be in accordance with LHDG.

Planning Application (24/01016/P3CQ)

Since the pre-application, it is understood that planning has been submitted under the above reference, and you have provided separate consultation responses (also attached) – dated 3rd December 2024, and most recently 10th January 2025 further to responses from the Applicant.

We have been asked by the Applicant to assist with responding on the remaining comments / requests for additional information. It would appear from the latest response this is in relation to:

- Access Geometry and Visibility Splays
- Trip Generation Comparison
- Review of Parking & Turning space

This is reviewed below.

Site Access & Visibility

As requested, we have provided visibility splays at 2.4m x 160m dimension within the drawing **5564-04**. This, on the basis of the observed 85th percentile speeds from previous, as set out below.

11791		NEWBOLD HEATH						
OCTOBER 2022								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	
Site No: 11791001	Bagworth Rd, Newbold Heath 52.64280, - 1.34403	Channel: Northbound	Wed 26-Oct-22	Tue 01-Nov-22	40	10989	1775	
		Channel: Southbound	Wed 26-Oct-22	Tue 01-Nov-22		11058	1793	

It is noted that the southbound play requirement should be 120m based on Table 6 within Leicestershire HDG, but we have shown 160m to be robust.

To alleviate LCC concerns around reliance on 3rd party land, I have shown the visibility splays overlaid to the public highway extents which are based on the Leicestershire plan provided previously (**2210107_plan**).

For completeness, I attach drawing **5564-05** which shows the access arrangements, and the vehicle tracking for a car (Skoda Octavia) entering and exiting the site and manoeuvring to / from the parking spaces. The car park area is shown to provide a minimum of 6.1m aisle width to spaces and hence ample room for manoeuvring to / from spaces.

Trip Generation - Existing

Details with respect to existing trip generation are set out within Bryan Youlden's email 20th December 2024. Bryan summarises that whilst the use at the site has reduced as the owners move towards retirement age, the permitted use could attract a higher level of use / trip generation, associated with riding / training / maintaining / feeding horses, as it has done historically when in active use.

To provide some context, we provide the TRICS data for an equestrian school (Mere Lane Riding School) off Mere Lane, which is situated in Leicestershire to the southeast of Oadby. This site provides a barn akin to the application site, albeit larger.



It is acknowledged that this provides a larger site and barn, but in the absence of any comparable data, this should help to inform relative intensity of use for such a facility when in active use. We note this is the weekend, and it could be reduced on weekdays.

Mere Lane Riding School – Survey Data

Time	Arr 23	Dep 23	Totals 46	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	1
08:00-09:00	6	1	7	6
09:00-10:00	5	5	10	6
10:00-11:00	3	3	6	6
11:00-12:00	3	3	6	6
12:00-13:00	3	4	7	5
13:00-14:00	2	3	5	4
14:00-15:00	1	3	4	2
15:00-16:00	0	1	1	1
16:00-17:00				
17:00-18:00				
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

As shown above, the TRICS site attracts 23 vehicles in / 23 vehicles out / 46 vehicles two-way, with up to 10 vehicles two-way in a peak hour.

Traffic Generation – Proposed

We have also reviewed TRICS for edge of town / suburban residential houses (privately owned). The TRICS data is attached.

Based on the trip rates provided, the 2 houses would attract the following vehicle trips:

- AM Peak Hour - 0 in / 1 out – 1 vehicle two-way
- PM Peak hour - 1 in / 0 out – 1 vehicle two-way
- Daily - 5 in / 5 out – 10 vehicles two-way

As iterated by Bryan Youlden, it is difficult to be conclusive as to whether the 2 houses would reflect an intensification of use when compared with the existing site when in active use but the above assessments suggest that the difference is unlikely to be material in traffic engineering terms.

Internal Layout

It is noted within the latest comments that it is unclear whether there is sufficient parking and turning space for the menage / stables within the remaining area. As noted from Bryan previously, only one elderly horse remains at the site.

For completeness, I attach drawing **5564-06** which shows the vehicle tracking for a Land Rover + Ifor Williams horse-box entering the rear site, undertaking a turn and exiting in a forward gear to / from the highway.

We trust the above and attached information is helpful in responding to the queries raised within your latest highway consultation response, and we hope this will allow Leicestershire County Council to provide a positive highway recommendation in due course.

Kind regards,

Andy Miles | Associate Transport Planner

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