



Transport Statement

Proposed Day Care Centre, Thornton

Markfield Day Nursery Ltd.

Prepared by:

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR Consulting (SLR) has been appointed by Markfield Day Nursery Ltd. to prepare this Transport Statement (TS) to accompany the planning application for a new day care centre located at Barnhills Farm, Thornton, Leicestershire.

Site Location and Development Proposals

- 1.2 The site is located on Barnhills Farm, which is located in the area of Merry Lees and to the south of the village of Thornton in Leicestershire.
- 1.3 Barnhills Farm is surrounded predominantly by agricultural land and woodland, however, in the wider area there are a number of pre-existing commercial properties and residential dwellings in the area surrounding the site. The village of Thornton is located approximately 1.3km to the north of the site. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.4 The development proposals seek to replace the current outbuildings at Barnhills Farm and replace them with a new day care centre. This new day care centre will be able to accommodate 72 children. The day care will be accessed via the existing farm access from Merry Lees Road and supported by a 17-space car park. Details of the site layout are shown on the plan provided at **Appendix A**.



- 1.5 The proposals seek to provide much needed day care and early education facilities in the area. The operator of the facility (Markfield Day Nursery Ltd) already operates a day care facility in nearby Markfield and is seeking to construct a new, purpose-built, facility to accommodate the growing demand in the area. The need for these facilities nationally is also highlighted by the recent release of government statutory guidance on “Early Education and Childcare” which applies from 1st April 2024. The facility will be open between 08:00 and 18:00 to cater for childcare for parents working full time who live in the area, typical ‘playschool’ hours (09:00 – 15:00) will not be offered.

Pre-Application Discussions

- 1.6 Pre-application discussions have been undertaken with Hinckley & Bosworth Borough Council (HBBC) in March 2024 regarding the project; this response is provided at **Appendix B**.
- 1.7 This pre-application response provided commentary on the following points which have been individually addressed within this report, including:
- Highway and vehicle parking standards;
 - Site access;
 - Highway safety and trip generation;
 - Internal layout; and
 - Access by sustainable modes of travel.

Report Structure

- 1.8 Following this introductory chapter, the report provides the following information:
- **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site, the local highway network and reviews the available collision data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
 - **Section 5: Proposed Development** – sets out the development proposals, access strategy and parking proposals;
 - **Section 6: Trip Generation and Distribution** – outlines the trip generation of the proposed scheme, and the subsequent trip distribution;
 - **Section 7: Summary and Conclusions** – summarises the findings of the TA and provides the report conclusion.



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of the relevant national and local policies applicable this report and the development proposals.

National Planning Policy

National Planning Policy Framework (2023)

- 2.2 The latest version of the National Planning Policy Framework [NPPF] was published on the 5 September 2023 and is the overarching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies and principles in relation to transport provision for new developments, and the importance of sustainable development.
- 2.3 The primary intent of the NPPF is one of encouraging sustainable patterns of growth. Local planning authorities should positively seek opportunities to meet the development needs of their area, and development proposals that accord with local development plans should be approved without delay.
- 2.4 In terms of the role of local authorities in decision making, the NPPF also goes on to state in paragraph 38 that they, "*should approach decisions on proposed development in a positive and creative way*" and "*work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area*". Paragraph 38 goes on to say that "*Decision-makers at every level should seek to approve applications for sustainable development where possible*".
- 2.5 With regard to promoting sustainable transport, paragraph 110 of the NPPF states:
- 2.6 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) "*Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *Safe and suitable access to the site can be achieved for all users;*
 - c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*".



2.7 Crucially, paragraph 111 goes on to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

Local Planning Policy

Hinckley and Bosworth Local Plan 2006 – 2026

2.8 The Hinckley and Bosworth Local Plan (2006 – 2026) is made up of a series of development plan documents (DPDs), with the aims of achieving the following objectives:

- To have the right facilities, housing and infrastructure in the right places;
- To support the local communities by addressing the needs and opportunities of an area; and
- To help to support the growth of the local economy and tourism.

2.9 The Core Strategy forms the main DPD, providing a spatial interpretation of the key drivers for change in order to deliver sustainable development. The Spatial Strategy provides an interpretation of the specific issues that need to be addressed to tackle the key challenges being faced in the borough. A number of spatial objectives are set out, which set out the broad strategic direction for development in the borough, with objectives 7 and 13 relating to the provision of community facilities (such as the nursery) and transport respectively. These relevant objectives are set out below:

- **Spatial Objective 7: Healthier Active Communities** - to develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport. Whilst there are localised areas where additional community, sports and cultural facilities are required, overall, provision is generally sufficient across the borough, but the quality of these facilities needs to be improved.



3.0 Baseline Conditions

Background

- 3.1 This section outlines the baseline conditions of the highway network in the vicinity of the site. It includes a description of the immediate highway network and details of road safety records in the vicinity of the site.

Site Location

- 3.2 As discussed in **Section 1.0** and illustrated in **Figure 1.1**, the site is located on Barnhills Farm, which is located in the area of Merry Lees and to the south of the village of Thornton in Leicestershire.

Local Highway Network

Merry Lees Road

- 3.3 Access to the site will be taken via the existing farm access to Barnhills Farm from Merry Lees Road which runs to the west. Merry Lees Road runs along a north to south alignment past the site, connecting Thornton to the north and Merry Lees to the south. Given the connections from the road are to rural villages, it is not heavily trafficked.
- 3.4 In the vicinity of the site access, Merry Lees Road has a carriageway width of approximately 5.5 metres. The road adjacent is subject to a speed limit of 30mph, to the north of the site access the speed limit changes to the national speed limit for a short length until the village of Thornton where it reduces to 30mph again on approach to the village.
- 3.5 **Figure 3.1** illustrates the location on Merry Lees Road at the point at which access is taken, showing the view from the access looking westward onto the carriageway. As can be seen in the photographs, the visibility from the access point along the main carriageway is excellent, meaning that traffic travelling in both directions along the main carriageway can be seen without obstruction from the application site.



Figure 3.1: Site Access Looking Onto Merry Lees Road



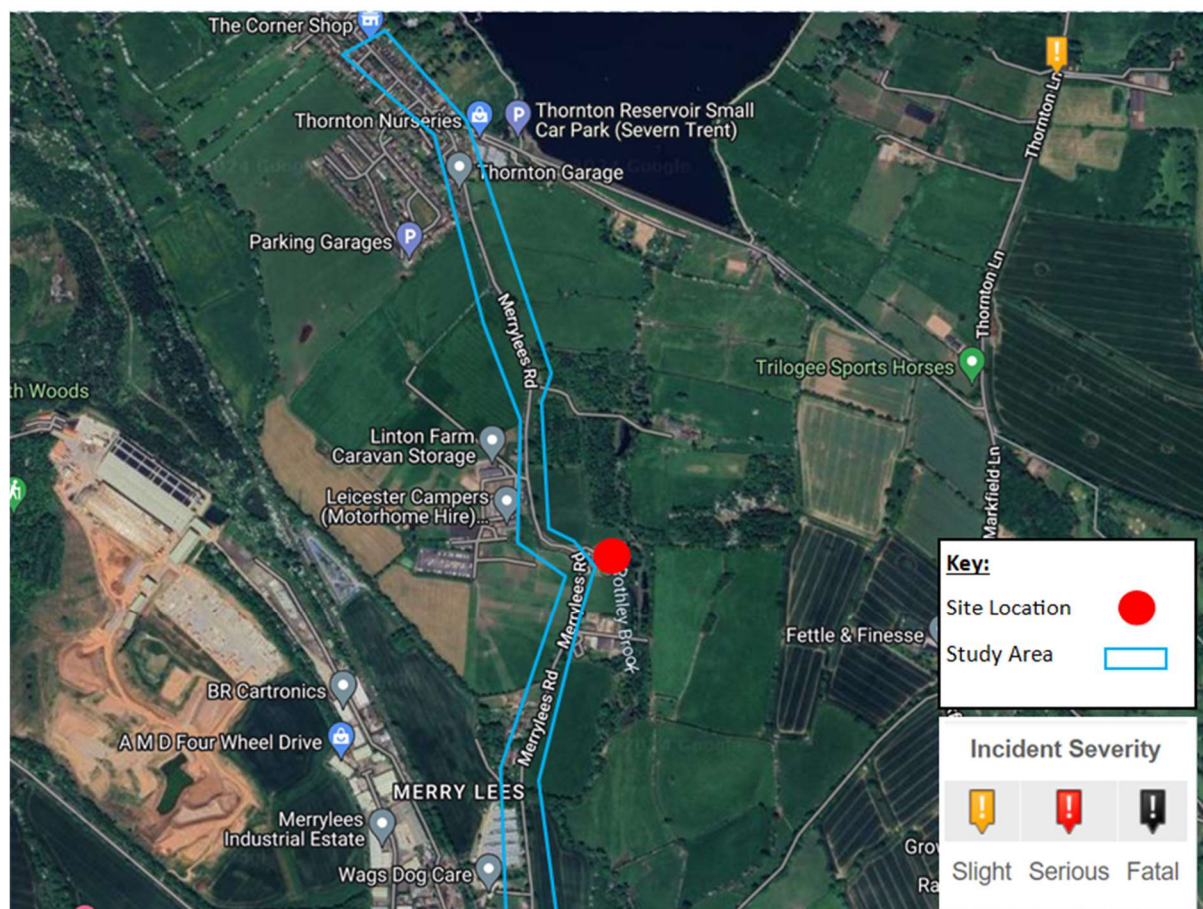
- 3.6 As can be seen on the above, at present, the access is not tarmacked resulting in potential debris being transferred onto the carriageway and potholes. Due to these current limitations, there are aspirations to resurface the access as part of the proposals, something discussed in **Section 5.0**.
- 3.7 Merry Lees Road joins with an east west section of Merry Lees Road to the south of the site, along this alignment the villages of Newbold Verdon and Barlestone can be accessed to the west (both via the B585), whereas the village of Botcheston can be accessed to the east (via Main Street).

Road Safety Analysis

- 3.8 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 3.9 The CrashMap analysis has been undertaken for the most recent five-year period, between 2018 and 2022 for a study area which includes the extents of Merry Lees Road close to the site access. This study area is shown in **Figure 3.2** below.



Figure 3.2: Collision Search Area



- 3.10 As is shown in **Figure 3.2**, no collisions have been recorded along the entire extent of Merry Lees Road past the site, or in the vicinity of nearby Merry Lees or Thornton. These records indicate that there is no pre-existing road safety issue which could be exacerbated by the implementation of the proposals.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.2 It is acknowledged that in the pre-application response provided by LCC raised concerns over the accessibility of the site by non-car modes. Despite this, this section identifies a range of options for travel by sustainable modes which could be utilised to access the site by staff living locally, as it is understood that many parents / carers who are dropping off their child may not be able to utilise the sustainable travel options to the site, given they have young children with them.

Pedestrian Accessibility

- 4.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.4 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

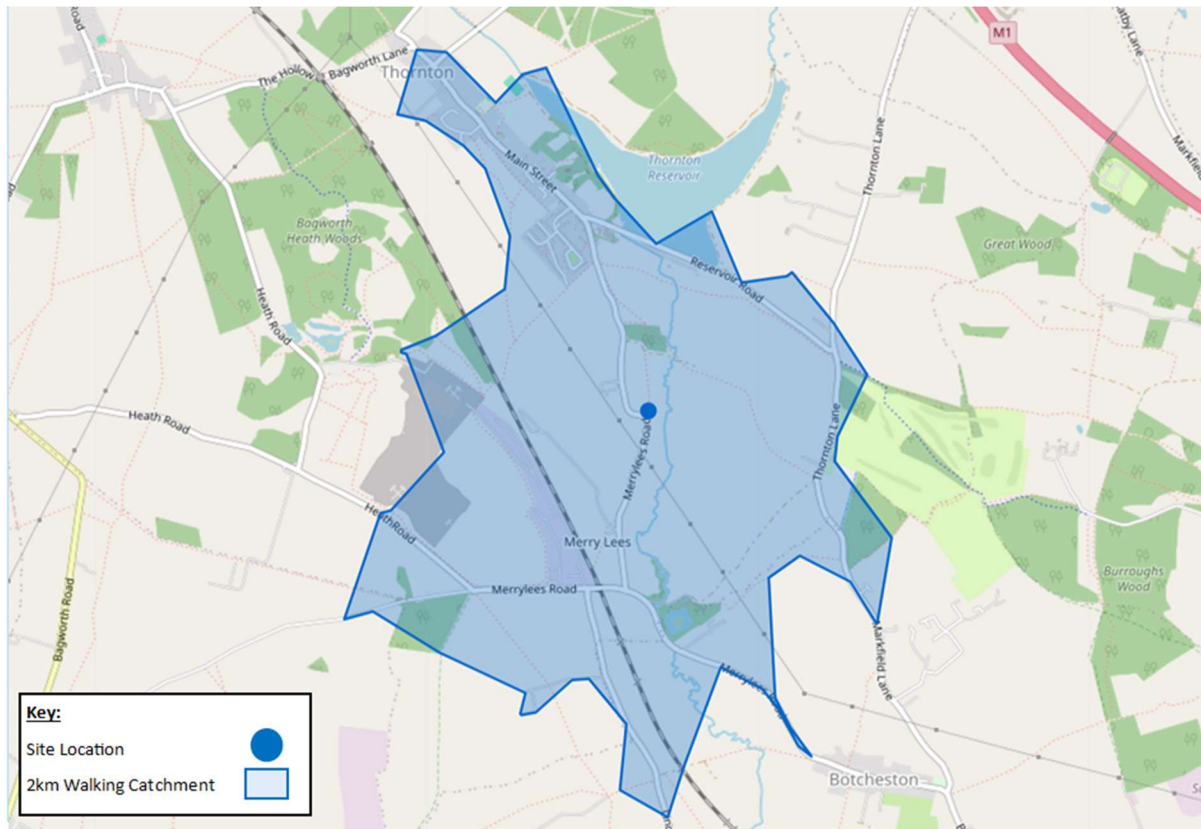
Table 4.1: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)
Desirable	200	500
Acceptable	400	1,000
Preferred Maximum	800	2,000

- 4.5 As is shown from the above, the preferred maximum walking distance for pedestrians is 2km (for both staff and site users), with this catchment area presented as **Figure 4.1** below.



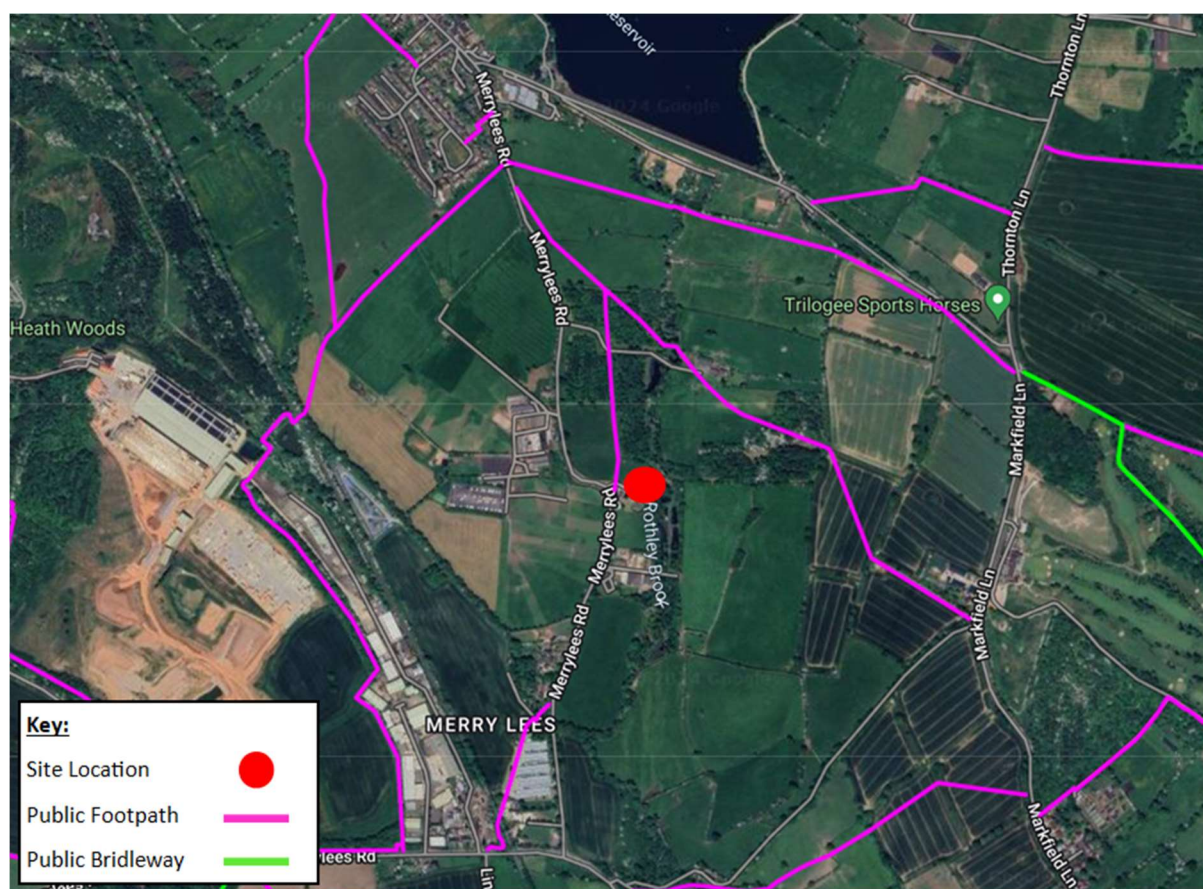
Figure 4.1: 2km Pedestrian Catchment Plan



- 4.6 As can be seen in **Figure 4.1**, within 2km of the site the nearby settlements of Thornton and Merry Lees can be accessed. These areas are likely to be where a number of staff, parents and children will live, meaning that they are within a walkable distance from the site.
- 4.7 It is noted that the site is well located to access a number of existing public footpaths and bridleways which connect the site to Thornton, Merry Lees and a number of surrounding areas. Details of the closest public footpaths and bridleways in relation to the site location are illustrated in **Figure 4.2**.



Figure 4.2: Public Footpaths and Bridleways Close to the Site



- 4.8 As can be seen above, the site is located adjacent to a public footpath which runs along a north south alignment through the surrounding fields and woodland. This footpath connects onto another footpath which runs along a northwest to southeast alignment which in turn facilitates a pedestrian route into Thornton and to Markfield Lane. Additionally, there are also other footpaths and bridleways that could be utilised to access surrounding destinations in lieu of the footway provision along Merrylees Road.
- 4.9 It is acknowledged that the adjacent footpath to the site will be bettered as a result of the proposals, with the footpath crossing the car parking area, this will improve access to this route than what is currently in place. Currently, the footpath is accessed via a stile located adjacent to the farm access to Barnhills Farm; the improved access will help improve pedestrian access to the site. This existing arrangement to access the footpath is shown in **Figure 4.3** below.



Figure 4.3: Existing Access Arrangement to Public Footpath

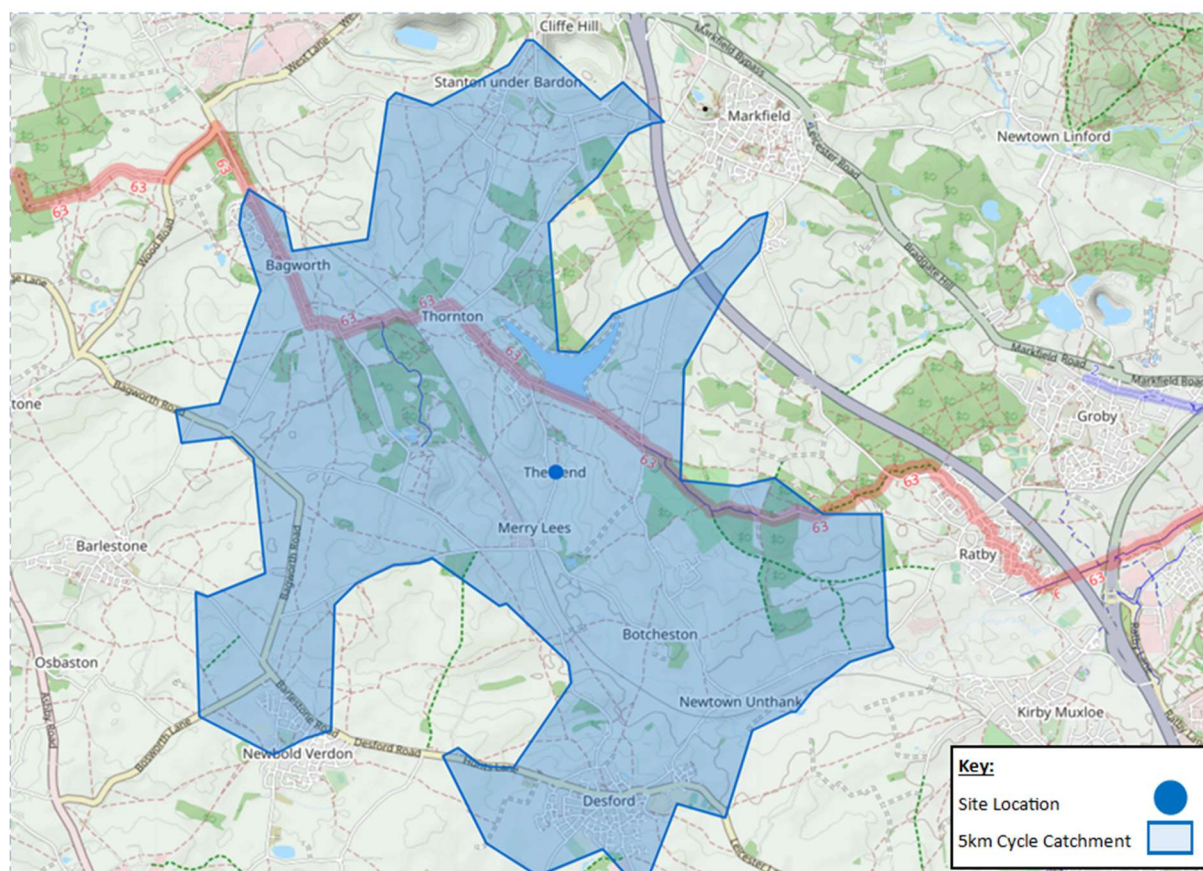


Accessibility by Bike

- 4.10 Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity. DfT 'Local Transport Note 1/20 Cycling Infrastructure Design' states that, "*two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people*". It is, however, acknowledged that cycling may appeal more to staff at the site, rather than parents and their children due to the age of the children attending the day care centre.
- 4.11 Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes. Based on the guidance above, **Figure 4.4** displays a 5km cycle catchment from the site.



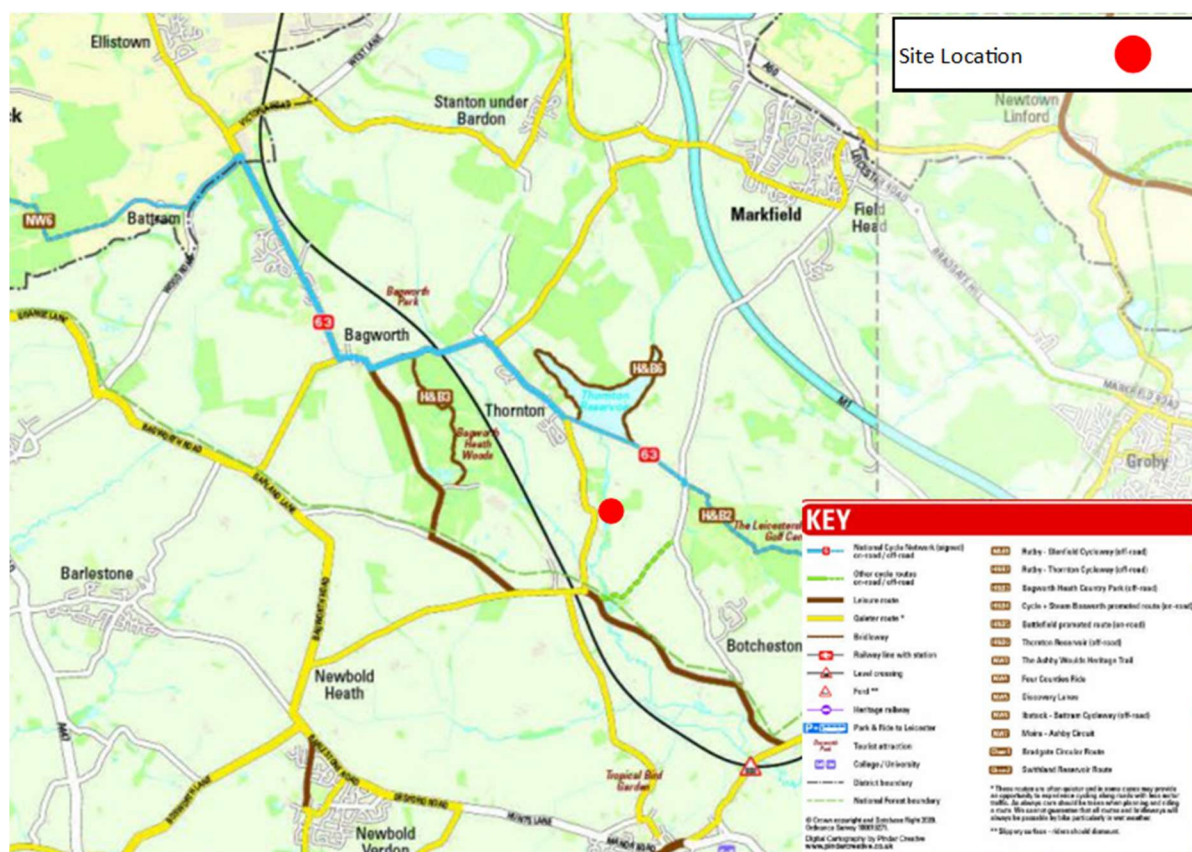
Figure 4.4: 5km Cycle Catchment Plan



- 4.12 As can be seen in **Figure 4.4**, within a 5km cycle from the site a range of destinations including Thornton, Merry Lees, Botcheston, Desford, Newtown Unthank, Bagworth and the northern part of Newbold Verdon. These locations are where a number of staff would likely choose to live, meaning that cycling to the site would be a viable travel option for them.
- 4.13 An excerpt of the Leicestershire cycle map is provided in **Figure 4.5** which illustrates the site location in relation to the surrounding cycle routes which could be utilised to access the site.



Figure 4.5: Leicestershire Cycle Map



- 4.14 Although there is no formal cycle provision along Merrylees Road, it is noted that the typical traffic conditions along it would make cycling along it favourable, something identified in the Leicestershire cycle map above. In this cycle map, Merrylees Road and many surrounding roads are classified as “quieter routes”, meaning that cyclists of all abilities could utilise them to access the site and surrounding destinations.
- 4.15 In addition to the number of “quieter routes” in the vicinity of the site, National Cycle Network Route (NCN) 63 passes to the north of the site along Reservoir Road and Main Street in Thornton. This route forms part of a national east – west route between Wisbech and Burton-on-Trent which more local to the site can be followed to reach destinations including Thornton, Ratby, Bagworth and Leicester. This route (NCN route 63) would represent an attractive cycle route from these surrounding areas which staff could use to commute to the site.
- 4.16 To the south of the site, it is acknowledged that cyclists could access a number of leisure routes which can be accessed off Merrylees Road which can be used to access Botcheston and Bagworth. These leisure routes are off-road and may not easily be accessible in bad weather but represent further alternate routes to the surrounding areas.
- 4.17 Based on the above, it has been identified that there are a number of options to travel to the site by bike with the site itself being located on a route which would favour cyclists of all ability. Given the site’s use as a day care centre, it is acknowledged that cycling would be restricted to staff primarily, however, a range of favourable cycle routes to the surrounding areas have been identified which could be utilised for those wishing to cycle.



Accessibility by Bus

- 4.18 Bus stops are located along Merrylees Road to the north and south of the site in Thornton and Merry Lees, which are approximately 900m and 750m respectively from the site both of which could be accessed in a short walk from the site. Owing to the rural nature of the area, the bus stop facilities are limited in Thornton with only a flag and timetable information provided at the Merrylees Road stop in Thornton, and no formal provision provided at the Merry Lees stop. The stop facilities in Merry Lees mean that bus drivers will stop by request for any passengers currently, meaning that buses would stop closer to the site on request if required.
- 4.19 Currently, the only bus service along Merry Lees Road is the 28 service which runs between Leicester and Coalville, via Hugglescote, Ellistown, Bagworth, Thornton, Ratby and Groby. This service runs Monday to Friday at an hourly frequency, meaning that it could be used to access the site.
- 4.20 As has been previously discussed with other non-car modes, it is acknowledged that many parents would not likely choose to utilise buses when dropping off or picking up their children due to the convenience of the car. Despite this, travel by bus represents a viable travel option for staff commuting to the site, particularly as the 28-bus service stops at many local destinations and Leicester itself, which would likely cover the residences of many staff.

Accessibility by Train

- 4.21 Owing to the relatively rural nature of the site, access by rail is limited with the nearest train station located in Narborough, some 13.5km southeast of the site. From this station, services to destinations including Leicester, Birmingham and Peterborough can be accessed. This station could be accessed by cycle or bus as well as by car from the site, but the journey times to the station would make the use of this station to access the site unrealistic for the requirements of the site users.

Accessibility Conclusions

- 4.22 The pre-application response indicated concern with accessibility of the site by non-car modes; whilst it is acknowledged that the site is situated in a relatively rural location, a range of options for access by these modes has been identified. Following discussions with the client, it is acknowledged that travel by non-car modes is unlikely by parents dropping off / picking up their children who don't live nearby, however, for staff a number of options have been identified with access by bike or bus particularly viable from the surrounding areas.



5.0 Development Proposals

Proposed Development Details

- 5.1 The development proposals seek to construct a new day care facility with capacity for 72 children and will replace some of the existing outbuildings at Barnhills Farm. The proposed site layout is provided at **Appendix A**.
- 5.2 The day care facility will incorporate a number of bespoke elements designed by the operator (Markfield Day Nursery Ltd) who currently operate a successful day care centre in nearby Markfield.

Access

- 5.3 Access to the site will be taken via the current site access to Barnhills Farm from Merry Lees Road. The access arrangement will not be altered as a result of the proposals meaning that vehicles entering and egressing from the car park will operate in a one-way manner, however, the surfacing will be improved. A swept path analysis drawing provided at **Appendix C** illustrates that a vehicle can wait within the access junction, whilst another exits without resulting in any obstruction onto Merry Lees Road.
- 5.4 It is noted that the access junction falls within the adopted highway boundary, as shown at **Appendix D**. The upgrades to surfacing at the junction within the adopted highway boundary as a result of the development proposals will result in a reduction of debris into the highway and improvements to drainage and loss of potholes.

Parking Provision

- 5.5 Minimum car parking standards for a “day nursery” are provided within the Leicestershire Highway Design Guide and state that as a minimum, parking should be provided as follows:
- “One space per member of staff plus one additional space to allow for shift changes”*
- 5.6 The proposed provision of 17 spaces thereby complies with the minimum parking standards outlined within the Highway Design Guide, with a maximum of up to 13 staff on site at any one time. The location of the parking spaces has been designed to ensure that the spaces for parents to drop off / pick up their children are located closest to the entrance, staff parking will be located slightly further and will be double stacked to ensure convenience for parents when dropping off / picking up their children.
- 5.7 The cycle parking standards outlined in the Leicestershire Highway Design Guide for non-residential institutions (e.g. a day care centre) state that this provision should equate to 5% of the maximum number of people at the site at any given time. In total, 6 cycle parking spaces are proposed which will be covered and located close to the entrance to the facility, resulting in a good level of surveillance and security for the bikes. The proposed provision exceeds the requirement of the highway design guide and would result in members being more likely to travel by bike.



Servicing

- 5.8 Refuse collection and general deliveries to the site will be undertaken within the curtilage of the site and will be coordinated to ensure they occur outside of the drop off / pick up periods to avoid conflict with the operation of a day care centre. All servicing vehicles will enter and egress the site via the aforementioned access to Barnhills Farm.
- 5.9 A swept path analysis drawing of an 10m refuse vehicle accessing and egressing from the site has been prepared, this is provided at **Appendix E**.



6.0 Trip Generation and Distribution

Introduction

- 6.1 This section outlines the trip generation of the proposals and the resultant trip distribution across the highway network.

Trip Generation

- 6.2 The TRICS database has been used to derive vehicle trip rates associated with the proposals which is the industry standard approach to calculating trip generation. Specifically, parameters relating to a Nursery have been selected, with representative sites within the available selection included. The TRICS output is provided at **Appendix F**.
- 6.3 It is noted that the sites available within the TRICS database are not as rural in nature as the development site, with many located in edge of town locations and neighbourhood centres. However, the selected sites would all exhibit similar vehicle travel patterns to the development site, regardless of the location, with many parents favouring travel by vehicles due to the convenience of dropping off / picking up their children before travelling somewhere else (e.g. work).
- 6.4 **Table 6.1** summarises the vehicle trip rates, and resultant trip generation associated with a 72-space nursery.

Table 6.1: Vehicle Trip Rates and Trip Generation

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rates	0.247	0.264	0.511	0.268	0.300	0.568
Trip Generation	18	19	37	19	22	41

- 6.5 As can be seen on the above, using the TRICS vehicle trip rates the proposed nursery would be anticipated to generate 37 total trips in the morning peak hour and 41 total trips in the evening peak hour. This level of trip generation equates to less than one additional vehicle every minute across either peak hour.

Trip Distribution

- 6.6 The trip distribution associated with the development proposals has been calculated using a first principles approach based on the likely catchment of the day care centre. This approach has been informed based on informal discussions with the operator of the day care centre.
- 6.7 Following these discussions, it has been identified that the majority of children and staff attending the site will live in the surrounding villages of Thornton, Desford, Botcheston, Merry Lees, Newbold Verdon and Barlestone. Using this likely catchment, 2021 census data has been obtained for each of the surrounding villages to which a subsequent weighting has been



applied for which the distribution is based. This approach is robust and does not reflect the actual demand for the site, but it does provide an indication of where demand will come from in the surrounding area, for both staff and children.

- 6.8 **Table 6.2** summarises the 2021 populations for each of the surrounding villages to the site and the resultant proportions of populations alongside the resultant weightings used to identify distribution.

Table 6.2: Population Draw From Surrounding Villages Based on 2021 Census Data

Location	2021 Population	Proportion
Thornton	1,031	11%
Desford	3,814	41%
Bagworth	1,872	20%
Barlestone	2,563	28%
Total	9,280	100%

- 6.9 Based on the above, it is anticipated that the majority of attendants to the day care centre will live in Desford, followed by Barlestone, Bagworth and Thornton. As discussed previously, these proportions are robust and based upon the 2021 population statistics for the surrounding towns and villages to the site.
- 6.10 Trip distribution has been calculated using an online journey planner from the site to identify the route to the site from the town or village. For ease, these routes have been restricted to vehicles arriving / departing to either the north or south from the site on Merrylees Road and distributed accordingly.
- 6.11 **Table 6.3** summarises the routes along Merrylees Road to the surrounding area based on the population data summarised in **Table 6.2**.

Table 6.3: Trip Distribution Along Merrylees Road

Location	Route Along Merrylees Road	Proportion
Thornton	Merrylees Road North	11%
Desford	Merrylees Road South	41%
Bagworth	Merrylees Road North	20%
Barlestone	Merrylees Road South	28%
Total		100%

- 6.12 **Table 6.4** summarises the total anticipated proportions of trips to the north and south of the site along Merrylees Road to the surrounding areas and the resultant morning and evening peak hour trip generation.



Table 6.4: Summary of Trip Distribution Along Merrylees Road

Direction	Total Proportion	AM Peak Hour (0800 – 0900)		PM Peak Hour (1700 – 1800)	
		Arrival	Departure	Arrival	Departure
Merrylees Road North	31%	6	6	6	7
Merrylees Road South	69%	12	13	13	15

- 6.15 As can be seen in the above, once distributed across the highway network in accordance with the populations of the surrounding towns and villages the level of trips on the network results in less than 20 vehicles in either direction along Merrylees Road which would disperse further across the network on approach to each town or village.

Impact on the Highway Network

- 6.16 The level of trip generation and anticipated trip distribution do not indicate that the proposals would result in any significant material level of impact onto the local highway network (in particular Merrylees Road) due to the lightly trafficked nature and large available capacity of the local network which is typical of unclassified rural roads.
- 6.17 With this in mind, any further assessment on the local highway network would not be appropriate given that the modest impact could be comfortably accommodated without issue across the network.



7.0 Summary and Conclusion

Summary

- 7.1 SLR has been appointed by Markfield Day Nursery Ltd. to provide traffic and transport advice as part of a full planning application for a day care facility located at Barnhills Farm, Merrylees Road, Thornton.
- 7.2 The site is located on Barnhills Farm, which is located in the area of Merry Lees and to the south of the village of Thornton in Leicestershire. Barnhills Farm is surrounded predominantly by agricultural land and woodland, however, in the wider area there are a number of pre-existing commercial properties and residential dwellings in the area surrounding the site. The village of Thornton is located approximately 1.3km to the north of the site.
- 7.3 A number of opportunities to travel by non-car modes have been identified to the surrounding villages and towns, these are where the majority of staff and children attending the centre would live.
- 7.4 The collision record on the surrounding highway network does not reveal any significant safety concerns that would need to be addressed in relation to the development proposals.
- 7.5 The proposals will utilise the existing vehicle access point from the site onto Merry Lees Road. The access benefits from compliant visibility splays and sufficient turning width to accommodate all the expected vehicle manoeuvres as shown in the vehicle swept path analysis attached as **Appendix E**.
- 7.6 Vehicle parking for staff and the parking spaces associated with drop-off and pick up is appropriate; sufficient and compliant with LCC guidelines. Vehicular flow through the site is using an existing established one-way system which restrains vehicle speeds and has been designed to eliminate conflict points.
- 7.7 Trip generation has been calculated using the TRICS database. In the morning peak hour, 36 trips are forecast in total, whilst in the evening peak hour 40 trips are forecast in total.
- 7.8 A trip distribution exercise has been undertaken which has been based upon the populations of the surrounding towns and villages. This is reflective of the likely catchment of the site given that all children and staff are likely to live locally.
- 7.9 Applying the trip distribution to the trip generation of the site indicates that the number of vehicles across the highway network is negligible with less than 20 vehicles travelling in either direction along Merrylees Road. On this basis, it has not been deemed appropriate to undertake any further modelling.

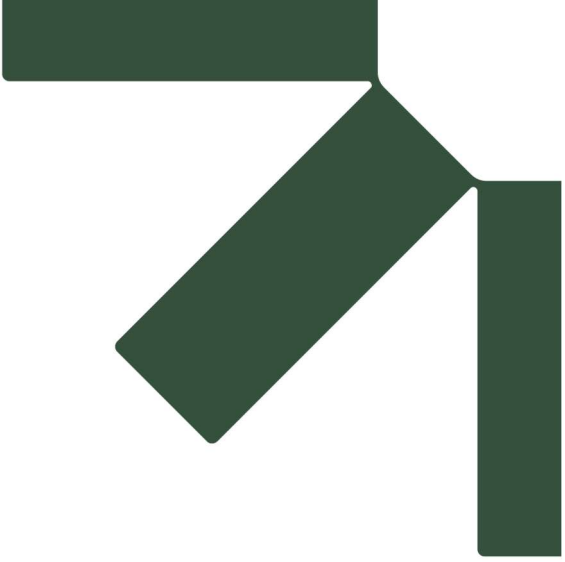
Conclusions

- 7.10 The NPPF states that, “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*”.



- 7.11 This report has demonstrated that the development would not result in a severe transport impact, and on this basis, there are no material reasons why the proposed day care facility should not be granted planning consent on highways or safety grounds.





Appendix A Proposed Site Layout

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024



Proposed Site Plan

1:500

Printed or electronic copies of this drawing can be scaled for planning purposes only. Any discrepancies with this drawing to be reported and clarified prior to commencing work on site, if in doubt - Ask.
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North point:

Notes:

Zoning Legend

- New Building 12m x 37m
- New Building Perimeter Zone
- Staff / Parent Parking
- Play Area Zone (2 x 225m²)
- Animal Housing
- Animal grazing zone
- Recreational Area

LEGEND

- Site Boundary
- Gate - Lugged and braced timber gate.
- Proposed Round top Picket fence and posts.
- Line of Proposed post and rail fencing.

Revision Log:			
C	Updated to revised scheme	PG	20.05.24
B	Updated to revised scheme	TN	17.04.24
A	Updated to revised Client scheme	JB	30.11.23

Rev:	Description:	By:	Date:
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Project:
New Childcare Nursery at:
Barnhills Farm
Merrylees Road
Thornton
LE67 1AP

Client:
Mr & Mrs Gary and Amy Knight

Scale:	1:500
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Drawn by:	Checked:	Date:	Paper Size:
JB	TJN	Nov '23	A1

Drawing Title:
Proposed Site Plan

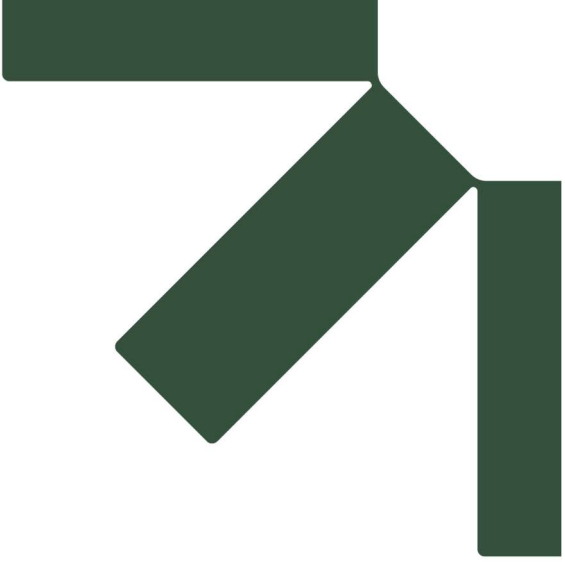
Drawing Status:
PLANNING ISSUE

Drawing Number:	Revision Number:
5681/MN/23/004	C



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Appendix B HBBC Pre-Application Response

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024

Please Ask For: Sullivan Archer
Direct Dial/Ext: 01455 255 761
Email: planning@hinckley-bosworth.gov.uk
Your Ref:
Our Ref: 24/10008/PREHMO
Date: 19 March 2024



Hinckley & Bosworth Borough Council

Mr Tim Necklen
Corporate Architecture Ltd
Venari House
Trimbush Way
Market Harborough
LE16 7XY

Dear Sir

Pre-Application Response

Reference: 24/10008/PREHMO
Proposal: Proposed provision of a new child daycare facility (Use Class E(f)) and associated works to facilitate care for up to 70 children.
Location: Barnhills Farm, Merrylees Road, Thornton, Coalville
Ward: RAT

Thank you for your pre-application enquiry received 18 January 2024. The advice provided is based upon the information submitted with this enquiry.

Summary

The proposal is unlikely to be supported by the Local Planning Authority.

The application site is considered to suffer from poor transport sustainability and anyone using, working at or visiting the facility is highly likely to be dependent on private motorised transport. This is considered to result in significant environmental harm that does not represent sustainable development in principle, which is contrary to the overarching objectives of the NPPF. On balance, this is considered to significantly and demonstrably outweigh any of the potential social or economic benefits of the scheme in this location.

Description of Proposal

The pre-application enquiry seeks advice on the provision of a new two-storey child daycare facility (Use Class E(f)) and associated works to facilitate care for up to 70 children. The proposal is intended to operate daily, including through the school holidays, and employ 20 members of staff, excluding business management staff. To facilitate the development, two existing structures totalling 350.8sqm to the north of the site are demolished.

The scheme externally measures 36.6m in length by 12m in depth, which creates a total footprint of 440.5sqm. The structure utilises a pitched roof and has a roof ridge height of 7.3m, and an eaves height of 4.5m. The development is constructed with a timber cladding and composite cladding panels.

The property shall feature five childcare rooms, a kitchen, two sleep rooms, a staff room, a workshop, a changing room, and other facilities. Each childcare room shall be segregated by age group.

Beyond the new property, the proposal includes two 225sqm play areas, a 943.1sqm recreational area, an off-street vehicle parking area, an animal grazing area, and 412.3sqm of land identified for animal housing but no details have been provided regarding these structures.

The development is required because the Applicant runs a childcare facility in Markfield, which is unsuitable for extension or alteration to accommodate higher numbers. It is unclear as to whether the scheme results in the loss of the existing childcare facility in Markfield.

Description of the Site

The application site is located outside of the identified settlement boundary of Thornton within the open countryside and the identified boundaries of Charnwood Forest and the National Forest. The site is surrounded by agricultural fields with other farms to the north, south and northwest. Public Right of Way (PRoW), Footpath R77 runs in a northern direction from the western boundary of the site. Rothley Brook bounds the eastern boundary of the site and as a result some of the site is within Flood Zone 2. The application site is also in the vicinity of a historic Wildlife Site, and it is identified as being within the impact risk zone of a Site of Special Scientific Interest (SSSI).

The application site is accessed via Merrylees Road, which is an adopted, and classified 'C' road, that is subject to a 30mph speed limit at the application site. This speed limit increases to the National Speed Limit 100m north along Merrylees Road.

Prior to the Applicant's ownership of the site, Barnhills Farm was previously principally utilised to raise beef cattle. The existing barns consist of 4 pig sties, 2 calf raising areas, 1 cattle crush area, 4 calving pens, a bull pen, a stable for a horse, a workshop, a storeroom, and a garage. Most of the roof and some of the walls have fallen into disrepair due to the barns being erected in the early 80's.

There is a residential dwelling within the application site, occupied by the applicant.

The application site has planning permission for the provision of a new agricultural barn for the raising of quail via planning application 22/00883/FUL. The design of the approved barn externally measures 9.5m in width x 45m in depth. The development has a roof ridge height of 3.9m and an eaves height of 2.5m and is constructed with steel grey insulated sheets.

Planning History

1. **22/00883/FUL**
 - Erection of barn (resubmission of 19/00263/FUL)
 - Permitted
 - 07.09.2023
2. **19/00263/FUL**
 - Demolition of existing barns and erection of a new barn
 - Permitted
 - 20.05.2019

Policy

The main relevant policies to be for this form of development are as follows:

- National Planning Policies and Guidance:
 1. National Planning Policy Framework (NPPF) (2023)
 2. Planning Practice Guidance (PPG)
 3. National Design Guide (2019)
- Core Strategy (2009):
 1. Policy 21: National Forest
 2. Policy 22: Charnwood Forest

- Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):
 1. Policy DM1: Presumption in Favour of Sustainable Development
 2. Policy DM4: Safeguarding the Countryside and Settlement Separation
 3. Policy DM6: Enhancement of Biodiversity and Geological Interest
 4. Policy DM7: Preventing Pollution and Flooding
 5. Policy DM10: Development and Design
 6. Policy DM17: Highways and Transportation
 7. Policy DM18: Vehicle Parking Standards
- Other Relevant Guidance:
 1. Good Design Guide (GDG) (2020)
 2. Leicestershire Highway Design Guide (LHDG) (2022)

All policy documents can be found on the Council's website at: [https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006 - 2026](https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/101/local_plan_2006_-_2026)

Development Appraisal

The pre-application enquiry has been submitted with the following documents:

- Indicative Internal Floor Layout Plan
- Planning Statement
- Proposed Front Visual
- Proposed Roof Plan
- Proposed Section
- Site Location Plan
- Topographical Plan

Any advice given in this response is based on this information.

Principle of Development

Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material planning consideration in planning decisions.

Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three overarching objectives of sustainable development (economic, social, and environmental) are detailed within Paragraph 8 of the NPPF. Therefore, in accordance with Paragraph 11 of the NPPF, planning decisions should apply a presumption in favour of sustainable development.

However, Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making. Where planning applications conflict with an up-to-date plan, development permission should not usually be granted unless other material considerations indicate otherwise.

The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies (SADMP) Development Plan Document. The spatial distribution of growth across the Borough during the plan period 2006-2026 is set out in the adopted Core Strategy. This identifies and provides allocations for housing and other development in a hierarchy of settlements within the Borough.

Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF. Paragraph 33 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least

once every five years and should then be updated as necessary. Nevertheless, in accordance with Paragraph 225 of the NPPF, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF.

Due weight should be given to existing policies according to their degree of consistency with the NPPF. Ultimately, the closer the policies in the plan are to the policies in the NPPF, the greater weight they may be given. Therefore, this report sets out the relevant adopted Core Strategy and SADMP policies and refers to the NPPF and notes any inconsistencies between them.

It is noted that the day nurseries are identified as a commercial use and an educational use within The Town and Country Planning (Use Classes) Order 1987. Given that the development is not classified as a Use Class F, it is not considered that it is a community facility.

Outside the defined settlement boundaries, the countryside is not regarded as a sustainable location for new development. Section 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 180(b) specifically highlights that this should be achieved by, *“Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.”*

Policy 21 of the adopted Core Strategy confirms the proposals will be supported in the National Forest providing that they contribute to the delivery of the National Forest Strategy (increasing woodland cover; enhancing biodiversity; developing a new woodland economy for timber products and wood fuel energy; outdoor recreational and sports provision; and tourism developments, especially overnight quality accommodation linked to tourism in the Forest). These developments are supported provided that the siting and scale of the proposed development is appropriately related to its setting within the National Forest and that the development respects the character and appearance of the wider countryside.

The application proposal does not consist of any of the forms of application supported by Policy 21 of the adopted Core Strategy.

Policy DM4 of the SADMP states that the Council will protect the intrinsic value, beauty, open character, and landscape character of the countryside from unsustainable development. Policy DM4 of the SADMP only considers residential development in the countryside sustainable where:

- (a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or
- (b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or
- (c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or
- (d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or
- (e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.

Importantly, Policy DM4 also requires that development meets five further requirements to be considered as sustainable development. These are discussed in detail further in the report.

The supporting information submitted with the application states that the proposal is supported by part c) of Policy DM4 on the grounds that it “will assist with the diversification of the rural economy and contribute to job retention and creation, and deliver economic growth within the borough...”. It has not been evidenced though how the proposal significantly contributes to economic growth, job creation and/or diversifies a rural business. Based on the submitted documents, it is not considered that the use significantly contributes to the diversification business as required. It is unclear what the existing business undertaken at the site is and it is considered that a completely new business does not meet the everyday meaning of diversification. Similarly, it is not clear how the proposal significantly contributes to economic growth and job creation. Therefore, the scheme is not considered to be supported by Policy DM4 of the SADMP.

Notwithstanding this, Section 6 of the NPPF confirms that planning decisions should help create conditions in which businesses can invest, expand, and adapt. Paragraph 88 of the NPPF states that decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, beautiful new buildings and should enable the development and diversification of agricultural and other land-based rural businesses.

Paragraph 89 of the NPPF acknowledges that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements in areas that are not well served by public transport, the NPPF highlights that, in these circumstances, it is important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads, and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling, or by public transport).

Importantly, Section 9 of the NPPF promotes sustainable transport and Paragraph 109 of the NPPF states that the planning system should actively manage patterns of growth to support this objective. Therefore, from the earliest stages of development proposals, Paragraph 108 of the NPPF states that opportunities to promote walking, cycling, and public transport use should be identified and pursued.

This is supported by Policy DM17 of the SAADMP, which states that development will be supported where it seeks to make the best use of existing public transport services and where it seeks to ensure that there is convenient and safe access for walking and cycling to services and facilities.

It is noted that the current location of the existing business is within a sustainable location in a Key Rural Centre. On the other hand, the application site is approximately 1km south of Thornton via a classified 'C' road. Whilst it is acknowledged that the Applicant is seeking a new location to expand the nursery facility, it is unclear how relocating such a use approximately 6km southwest of Markfield appropriately meets the needs of the community or the local business.

Furthermore, Merrylees Road does not benefit from any pedestrian footways, is unlit, and is predominantly subject to a 60mph speed limit. In addition, there is no access to public transport such as bus routes within the immediate vicinity of the site.

Although it is acknowledged that opportunities to maximise sustainable transport solutions vary between urban and rural areas, given the poor transport sustainability of the site, it is considered that the application site suffers from poor transport sustainability and cannot be reached via convenient or safe walking, cycling, or public transport routes. Therefore, visitors and staff are highly likely to be dependent on private motorised transport to visit the site.

As a result of this, and as the development is likely to intensify the use of the site, this scheme is considered to result in significant environmental harm in principle, which is contrary to the overarching aims of the NPPF when read as a whole, and Policies DM4 and DM17 of the SADMP.

In summary, the development could be supported by some aspects of the NPPF. However, there are other aspects of the proposal that are not supported by the Framework. The application site does not comply with the spatial strategy of the Development Plan and is within an area of poor transport sustainability. Therefore, visitors and staff are highly likely to be dependent on private motorised transport to visit the site. As a result, the development is considered to result in significant environmental harm that does not represent sustainable development in principle. Consequently, the development is unacceptable in principle, subject to all other material planning matters being appropriately addressed.

Impact upon the Character of the Area

Section 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six

national policy requirements of development to ensure the creation of well-designed and beautiful places.

Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Policy DM10 of the SADMP requires new development to complement or enhance the character of the surrounding area with regards to scale, layout, density, mass, design, materials and architectural features.

Planning permission 22/00883/FUL has permitted the provision of a new agricultural barn in a similar location to the development, which is a material consideration to this proposal. It is noted that the approved barn is 2.5m shorter in width, but 8.4m larger in depth, yet 13sqm smaller in footprint than the proposed development. Nevertheless, it is noted that some of the structures within the site were retained in the previous planning permission that the current proposal seeks to demolish. Therefore, it is considered that the footprint of the development is acceptable in these site-specific circumstances.

On the other hand, it is noted that the ridge height of the new structure is 3.2m higher than the previous development, which is almost double its size. Given the limited views of the development from Merrylees Road, this is not considered to result in any significant adverse impacts to the character of the area from views from the west. However, this height is likely to increase the prominence of the scheme, particularly from the Public Right of Way, Footpath R77 to the north.

Whilst the proposal retains the agricultural character of the site via its use of materials, the height of this structure is not considered to preserve or enhance the character of the site and the wider area.

Moreover, further details are required regarding the boundary treatment to the site, and the material finish of the 862.3sqm of play areas to the north of the structure. It is unlikely that tarmac or a similar impermeable hardbound surfacing will be acceptable to the Local Planning Authority due to its harm to the intrinsic value, beauty, open character, and landscape character of the countryside, Charnwood Forest, and the National Forest.

In addition, further details are required regarding the proposed animal housing as highlighted within the Proposed Site Plan to ensure that they protect the character of the countryside, Charnwood Forest, and the National Forest.

By virtue of the material consideration of the previous planning permission 22/00883/FUL, the existing structures within the site, the design of the development, and the limited views of the development from Merrylees Road, the proposal is considered to have potential to be in accordance with Policies DM4 and DM10 of the SADMP. However, the scale of the development is currently unacceptable and further details are required regarding the proposed boundary treatment, landscaping, material finishes of the site, and the details of the proposed animal houses.

Impact upon Residential Amenity

Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.

Whilst the Council's Pollution Officer has no objections to the proposal in principle, the Pollution Officer has highlighted that the scheme is a potential noise source. Therefore, the Applicant should detail how any impacts to neighbouring residential amenity, including the amenity of residential properties within the site, are protected from noise pollution.

Furthermore, the Local Planning Authority recommend providing more natural light into Rooms 4 and 5 and the staff room.

In light of the above, and subject to the information requested by the Council's Pollution Officer, the proposal is likely to be in accordance with Policy DM10 of the SADMP.

Highway and Vehicle Parking Standards

Paragraph 114 of the NPPF states that planning decisions should ensure that developments provide appropriate opportunities to promote sustainable transport modes, given the type of development and its location and a safe and suitable access to the site for all users. Any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Ultimately, development should not be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, in accordance with Paragraph 115 of the NPPF.

Policy DM17 of the SADMP supports development that does not have an adverse impact upon highway safety. All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)).

Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.

Based on the scale of the proposed development, a Transport Statement is required to support any forthcoming planning application.

Site Access

The proposal utilises the existing site access via Merrylees Road. Whilst no amendments have been indicated on submitted plans, the Local Highway Authority (LHA) have highlighted that no details have been provided in relation to the site access. Whilst the LHA note that the existing access was approved via planning permission 80/00514/4, the LHA are concerned that the submitted Topographical Survey shows that the site access is within the highway boundary and not sited a minimum of 5m from the highway boundary, as required by condition.

Therefore, the LHA advise that details of the site access should be included on scale drawings in line with the LHDG. In addition, the proposed access arrangements should be fully justified and supported by a full review of the site access proposals including a Stage 1 Road Safety Audit and satisfactory Designer's Response to any issues raised. In light of the above, the LHA has recommended referring to Tables DG1 and DG4 of the LHDG.

Visibility splays for the site access should be based on the measured 85th percentile speeds. Therefore, the LHA advised that the Applicants should carry out an Automatic Traffic Count at the site access in order to establish the recorded 85th percentile speeds in this location. Please note 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.

The Applicant will also be required to demonstrate that a large car and the largest vehicle that is likely to visit the site are able to pass each other at the access. This is particularly relevant at peak times where they may be vehicles queuing to egress the site. This should be demonstrated by providing tracking drawings demonstrating access and egress from the site for both vehicles from all directions.

Highway Safety and Trip Generation

The Applicant is advised to conduct a review of recent Personal Injury Collision records for the last five years. Personal Injury Collision data can be obtained from ndi@leics.gov.uk. The study area should be based on the trip generation from the proposed development and consider the PIC record on links or at junctions as appropriate. The Applicant will need to look at any patterns/trends and include scaled drawings of any mitigation schemes if required, which should be designed to LHDG standards.

Any forthcoming application should include trip generation details for both the existing and proposed use of the site. Trip distribution should be based on data from the most recent Census for the local area or other evidence-based approach. Traffic counts should be no more than three years old when the application is submitted.

To enable traffic flow scenarios to be checked, the Applicant should include full traffic survey results as well as summary diagrams and, if appropriate, PCU calculations. The LHA will need a full explanation of calculations and other committed developments that have been included.

The LHA reserves the right to ask for additional junctions to be modelled once the full impact of the development is known.

Internal Layout

No details have been provided in relation to the proposed internal layout of the site. In support of any forthcoming application, the applicants will need to demonstrate that adequate parking and turning space has been provided for all vehicles likely to access the site in support of the potential development. The LHA would not support and proposals that could result in overspill in the highway in this location.

In accordance with, Paragraph 3.165 (Dimensions) of Part 3 of the LHDG, minimum parking sizes should be 2.4m x 5.5m, and an additional 0.5m in width is required the parking space is bounded by a wall, fence, hedge, line of trees or other similar obstructions on one side. This width increases to 1m if the parking space is bounded on both sides.

The internal layout should be supported by tracking drawings for the largest vehicle which could be used in connection with the site.

Transport Sustainability

As highlighted previously, the application site suffers from poor transport sustainability and cannot be reached via convenient or safe walking, cycling, or public transport routes. Therefore, users, visitors and staff are highly likely to be dependent on private motorised transport to visit the site contrary of the requirements of Policy DM17 of the SADMP, and Section 9 of the NPPF.

The LHA have requested that any forthcoming planning application includes an analysis of existing highway conditions, including footway/cycleway infrastructure, bridleways, and public footpaths.

Public Right of Way (PRoW) R77

The LHA noted that it appears that sometime between 1969 and 1991 PROW R77 was changed and the public footpath entrance was moved, but without the Definitive Map of public rights of way being altered by the correct legal process. The LHA have queried with the Council whether this occurred in association with application reference 80/00514/4 being implemented, as the definitive line of the PROW was protected by Condition 4 imposed on the decision notice.

The LHA advised that the legally recorded alignment of the Public Right of Way extends for a further 19 metres southwards across the gateway and site entrance area, as the footpath originally joined Merrylees Road further south.

The LHA confirmed that these unofficial footpath changes need to be retrospectively authorised and would expect any forthcoming planning application to include a legal order to do so.

The LHA also noted that the footpath accessed via an overgrown stile to the left of the site access gate. The LHA highlighted that keeping a hedge cut back around a stile is the landowner's responsibility and therefore they have requested works are undertaken to ensure the PROW is not obstructed.

Furthermore, in accordance with Paragraph 104 of the National Planning Policy Framework (NPPF) (December 2023) *"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ..."*

Government policy is that barriers on public rights of way should be the 'least restrictive' option and accessible to users with reduced mobility. In particular, stiles are awkward for some otherwise able walkers, such as older people, who can have mobility limitations such as hip or knee problems, or issues with climbing steps.

Therefore, the LHA would seek enhancements to the PROW as part of any forthcoming planning application to ensure any stiles in fences or hedges belonging to this landowner are replaced by metal kissing gates comparable to LHDG specification SD/FP/12.

In summary, the application site suffers from poor transport sustainability contrary to Policy DM17 of the SADMP and Section 9 of the NPPF. Further details are required regarding the development in the interests of highway safety including an analysis of existing highway conditions, a review of Personal Injury Collision records for the last five years, internal layout details and site access details in accordance with the Leicestershire Highway Design Guide, a Stage 1 Road Safety Audit, an Automatic Traffic Count, trip generation details, and Public Right of Way enhancements.

Drainage and Flooding

Paragraph 173 of the NPPF states that when determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 175 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Policy DM7 of the SADMP seeks to prevent development from resulting in adverse impacts on flooding by ensuring that development does not create or exacerbate flooding.

The Environment Agency Flood Maps for Planning identifies that the application site is partially within Flood Zone 2. Within Flood Zone 2, the risk of flooding from surface water is medium or high risk as identified on the Risk of Flooding from Surface Water Map. Therefore, the development will require a Flood Risk Assessment (FRA) to be submitted as part of any forthcoming application.

Leicestershire County Council as the Local Lead Flood Authority (LLFA) advises that other sources of flood risk including, but not limited to, surface water, groundwater, canals, reservoirs, sewers etc., should be considered as part of any forthcoming planning application. Therefore, the LLFA also recommends that reviewing the relevant Strategic Flood Risk Assessment for this area, which may contain additional flood risk details.

For development within, or in close proximity to, Flood Zone 2, the LLFA would expect finished floor levels to be set at a minimum of the highest level of the following:

- 300mm above the general ground level of the site or;
- 600mm above the Flood Zone 2 water level.

In order to deliver safe development, the LLFA advise that single storey buildings or ground floor subdivisions with no access to higher floors, should have a refuse set above the 1 in 1,000 annual probability (0.1%) in any year flood level including an allowance for climate change. Basement rooms should have unimpeded access internally to an upper level.

The Applicant should consider signing up to the Environment Agency's flood alerts and create an evacuation plan due to the fluvial flood risk associated with the site.

The LLFA has highlighted that the proposal does not identify the use of any sustainable drainage systems (SuDS) features for surface water drainage. Given the currently undeveloped nature of the site, the LLFA would expect surface water from the site to be suitably managed as per best practise guidance given in the CIRIA C753 The SuDS Manual.

The LLFA would expect any surface water drainage proposal to seek to infiltrate unless demonstrated to be unfeasible. Such demonstration should include infiltration testing in accordance with BRE Digest 365 Soakaway Design. Should this not be appropriate, the LLFA would expect runoff from the site to be discharged to the next most appropriate receptor at a rate and volume no greater than the event specified greenfield values.

As the adjacent Rothley Brook is classified as Environment Agency, the Applicant should consult the Environment Agency to ascertain their requirements, which would inform the development. Such requirements would include the provision of an easement from top-of-bank to allow maintenance to be conducted. Furthermore, an Environment Agency Permit may need to be sought prior to any works being commenced.

The Environment Agency offer a chargeable discretionary pre-application service, should the Applicant wish for further advice.

The LLFA opposes the culverting of watercourses; however, they recognise that there are instances where culverting may be unavoidable. Any application will be required to justify the use of culverts and provide information demonstrating that there will be no detrimental effect on flood risk. Please refer to the County Council's Local Flood Risk Management Strategy, which contains the culverting policy (Appendix 3), which can also be found on their website.

To safeguard access to watercourses or ditches for future maintenance, inspection, and improvement works in the future, clear margins should be provided from the top of banks. A minimum clear margin of 3m should be provided from each top of bank for watercourses less than 2m in width, and a minimum clear margin of 4.5m should be provided for watercourses 2m or greater in width.

The LLFA would expect any future surface water drainage scheme to assess the use of SuDS including, but not limited to, swales, attenuation basins, and permeable paving in line with CIRIA C753 The SuDS Manual. Such above ground SuDS structures would also provide one of the required treatment trains to manage water quality. It should be noted that the LLFA do not consider the use of underground storage tanks or oversized pipes as a suitable treatment train, and, as such, where these are proposed, additional treatment trains should be implemented. Please note that Leicestershire County Council, in their role as LLFA, does not adopt SuDS.

Any surface water drainage features should be located within the areas at lowest risk of flooding to ensure that they remain operation during an extreme event. Any drainage features should also consider how an extreme event may constrain the discharge from any proposed drainage system and ensure the drainage infrastructure adequately manage surface water runoff regardless (for example, a surcharged outfall).

To summarise, the application site is partially within Flood Zone 2 and at a medium-to-high risk of flooding. Therefore, the scheme will require a Flood Risk Assessment (FRA) as part of any forthcoming planning application.

Ecology

Paragraph 180(c) of the NPPF states that development proposals should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity. This supported by Paragraph 185 of the NPPF, which requires that plans should promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including long term future management.

As the footprint of the development is less than 1,000sqm the application does not require a Biodiversity Gain Metric or report to support any forthcoming planning application. However, the Applicant should be aware that if a full planning application is submitted after 02 April 2024, a 'Small Sites Metric' will need to be submitted alongside the application. Further details can be found here: <https://www.gov.uk/guidance/meet-biodiversity-net-gain-requirements-steps-for-developers>.

The surrounding landscape is high quality habitat for several protected species due to areas of woodland, nearby waterbodies, and good habitat connectivity.

The road verge directly northwest of the entrance is a potential historic Local Wildlife Site (LWS). Although no recent surveys show whether this still meets the criteria, the proposed development should avoid this area and ensure its condition does not deteriorate.

Leicestershire County Council (LCC)'s Ecology notes that the Preliminary Roost Inspection (PRA) and Nesting Bird Survey undertaken within the previous planning permission 22/00883/FUL states that the barns and sheds in the north of the site affected by this current proposal have negligible potential for roosting bats and nesting barn owls. Given the structure of these buildings and the state of disrepair, LCC Ecology consider it unlikely that this assessment will change. As such, no further surveys are required, unless the buildings to the south of the assessed buildings are affected.

Given the scope of the development, and the fact that the habitat on site is primarily hardstanding and heavily grazed grassland, LCC Ecology confirmed that no further surveys should be required for birds, bats, or owls. However, given the high-quality surrounding habitat and the mobile nature of badgers, a badger survey may be requested in the form of a pre-commencement planning condition for any forthcoming application.

To summarise, no further ecology surveys are likely to be required for birds, bats, or owls within any forthcoming planning application unless the buildings south of the northern barns and sheds are affected by the development. However, it is likely a badger survey will be required and secured via a pre-commencement planning condition for any forthcoming application.

Conclusion

In conclusion, the proposal could be offered some support by aspects of the NPPF. In spite of this, the application site is considered to suffer from poor transport sustainability and any users, employee or visitor to the proposal is highly likely to be dependent on private motorised transport. This is considered to result in significant environmental harm that does not represent sustainable development in principle, which is contrary to the overarching objectives of the NPPF when it is read as a whole. On balance, this is considered to significantly and demonstrably outweigh any of the potential social or economic benefits of the scheme in this location.

Nevertheless, should any planning application be forthcoming, additional information and details are required as referred to above and regarding the proposed boundary treatment, landscaping, material finishes of the site, and the details of the proposed animal accommodation. Further

information is also required to demonstrate how any impacts to neighbouring residential amenity, including the amenity of residential properties within the site, are protected from noise pollution.

In the interests of highway safety, additional information is also required regarding the development including a transport statement, an analysis of existing highway conditions, a review of Personal Injury Collision records for the last five years, internal layout details and site access details in accordance with the Leicestershire Highway Design Guide, a Stage 1 Road Safety Audit, an Automatic Traffic Count, trip generation details, and Public Right of Way enhancements.

Whilst it is unlikely that any further ecology surveys will be required regarding bats, birds, or owls, it is likely a badger survey will be required and secured via a pre-commencement planning condition for any forthcoming application.

Please note that the application site is partially within Flood Zone 2 and at a medium-to-high risk of flooding. Therefore, the scheme will require a Flood Risk Assessment (FRA) as part of any forthcoming planning application.

Documents/ Fees required supporting a planning application.

Based on the details of the pre-application request, the following information should be submitted when seeking full planning permission:

- Full Planning Application Form
- Ownership Certificates/ Notices
- Full Planning Application Fee
- Site Location Plan
- Existing and Proposed Site Plan
- Existing and Proposed Floor Plans
- Existing and Proposed Elevations
- Automatic Traffic Count
- Badger Surveys
- Flood Risk Assessment
- Stage 1 Road Safety Audit
- Transport Statement
- Planning Statement

It is a requirement that all plans/elevations are drawn to a recognised scale and labelled accordingly. For further details in regard to the validation requirements for full planning permission and listed building consent submissions, a list of national and local requirements can be found under the 'Planning' pages on the Council's website.

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

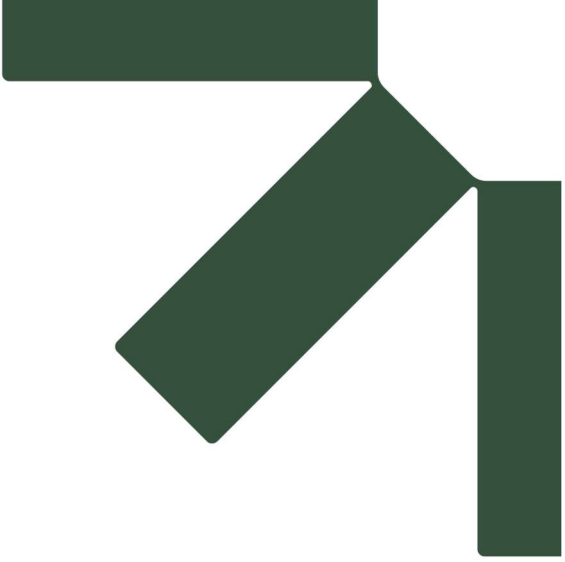
Yours faithfully



Christopher Brown MRTPI
Head of Planning

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application, and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at buildingcontrol@hinckley-bosworth.gov.uk to arrange a quote.



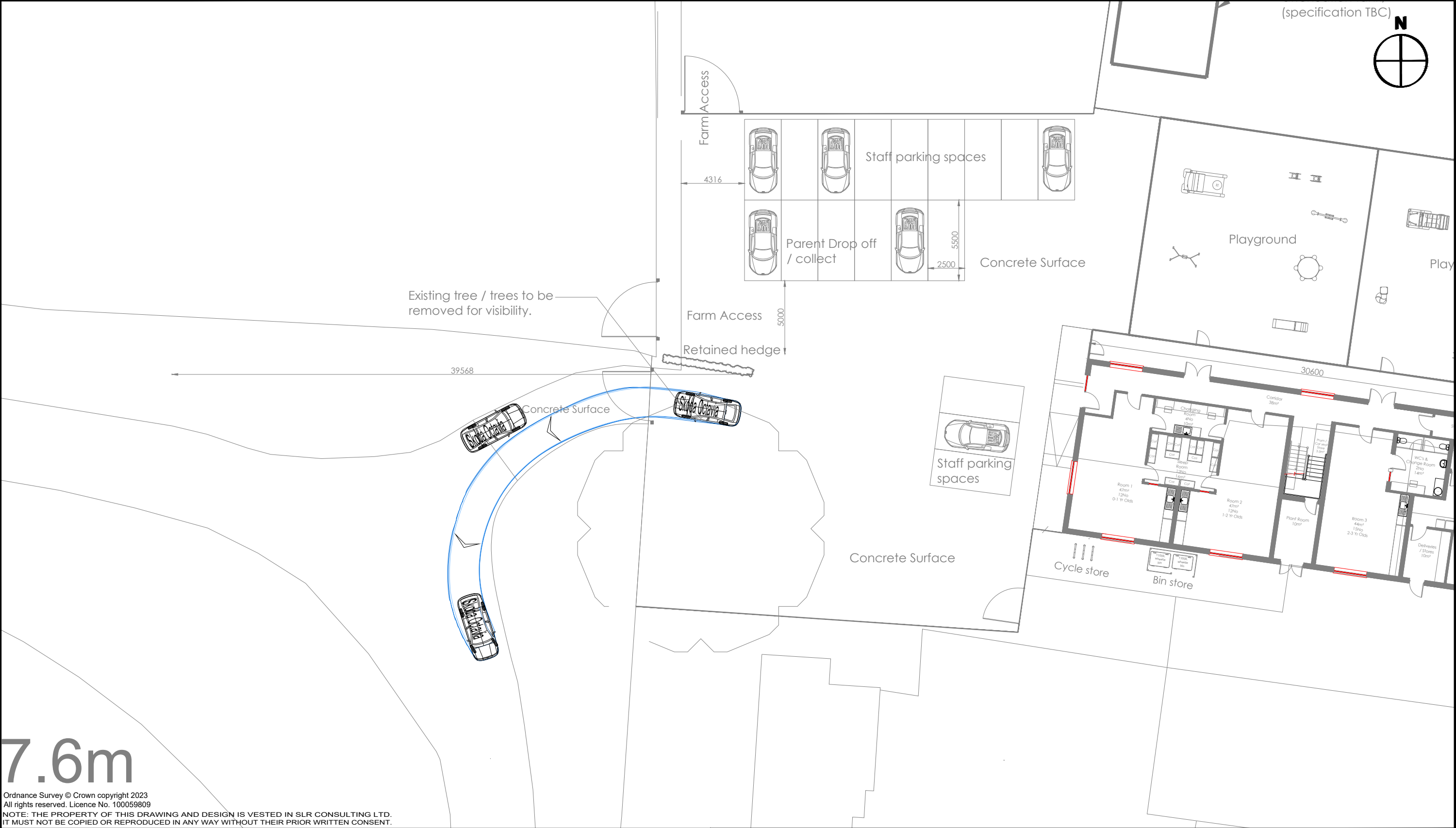
Appendix C Swept Path Analysis – Large Car

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024



7.6m

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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Skoda Octavia

Overall Length4.572m

Overall Width1.769m

Overall Body Height1.488m

Min Body Ground Clearance0.249m

Max Track Width1.713m

Lock to lock time4.00s

Kerb to Kerb Turning Radius5.100m

INFORMATION ONLY

Day Care Centre, Thornton, Leicestershire

Markfield Day Nursery Ltd

Swept Path Analysis : Skoda Octavia

DRAWN:YF

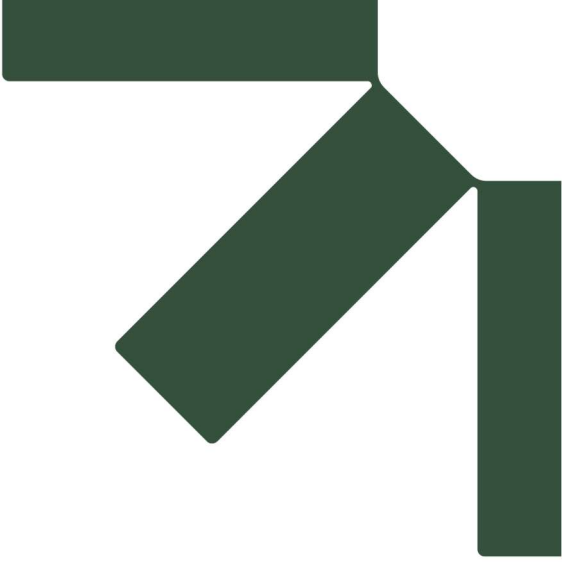
CHECKED:GH

DATE:23.05.24

SCALES:1:250 to A3

DRAWING NUMBER:415.064561.00001- TR101

REVISION:B



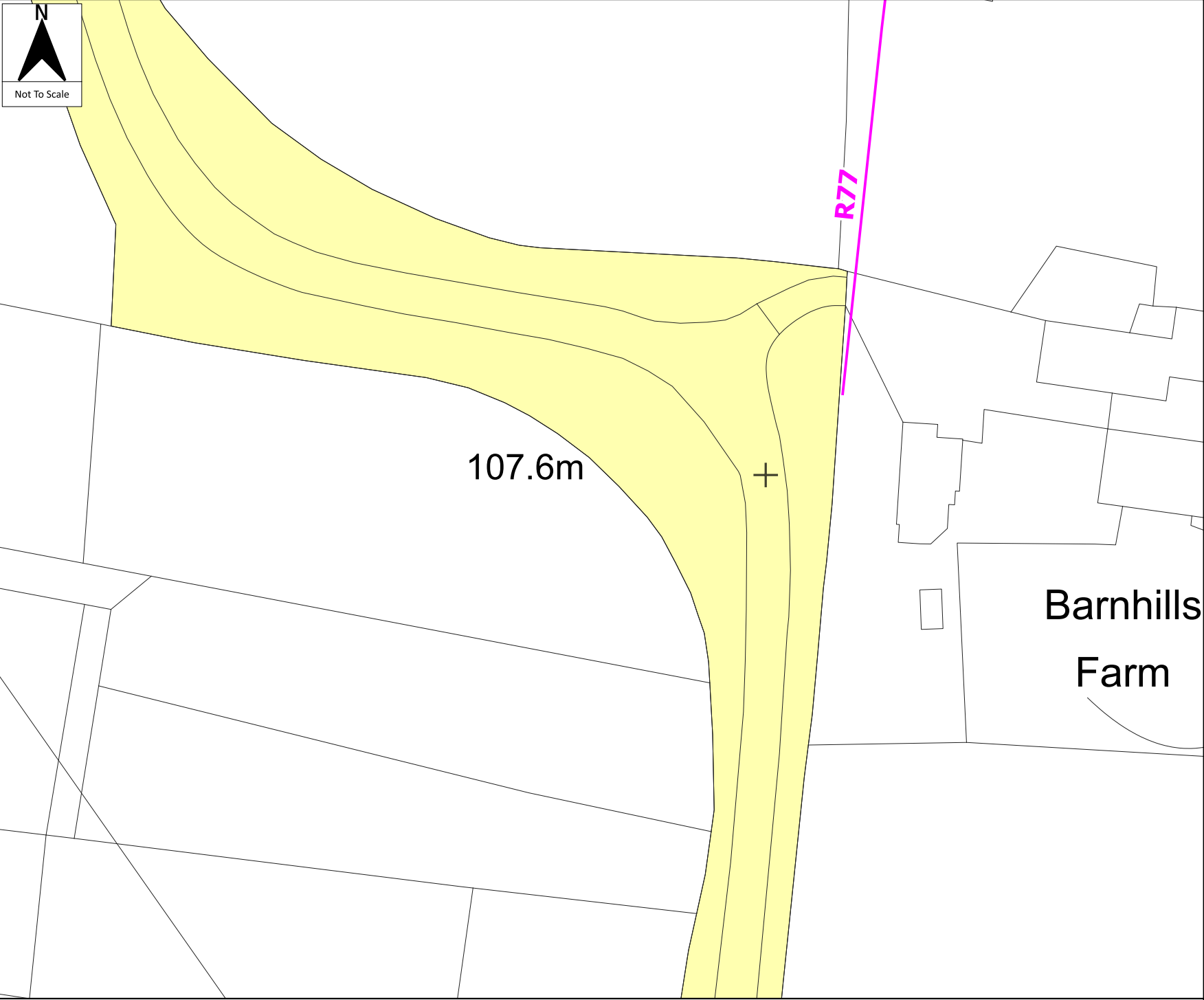
Appendix D LCC Adopted Highway Boundary

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024



Key

Highway Status

Extents

Adopted: Classified Route

Public Rights of Way

Footpath

NOTES
The highway records are not definitive, but are based on currently available supporting information and are given without warranty. If roadside ditches are present, the legal presumption without evidence to the contrary is that these do not generally form part of the publicly maintainable highway.
This plan has been produced in response to the enquiry shown in the title address and should not be used for any other purpose, since its accuracy cannot be guaranteed.
If a scale has been provided, measurements scaled from this plan may not match measurements between the same points on the ground.



ENVIRONMENT AND TRANSPORT
DEPARTMENT

On Behalf Of
Ann Carruthers, Director

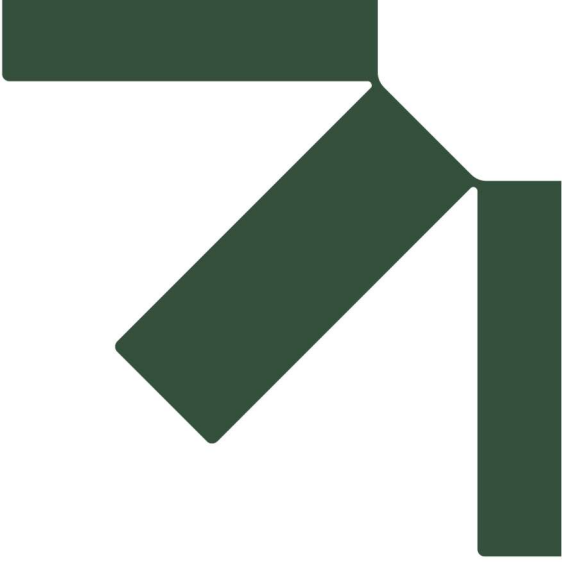
Highway Record Enquiry

Location

Merrylees Road, Thornton

Reference	NDI/HRE/2404027
Drawing No.	100/A
Date Produced	23/04/2024

Highway Record Enquiries
County Hall, Glenfield, LE3 8RJ
0116 305 7189 | hre@leics.gov.uk



Appendix E Swept Path Analysis – Refuse Vehicle

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024



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REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Phoenix 2-20W (with Elite 2 6x2MS chassis)
Overall Length 10.195m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Day Care Centre, Thornton, Leicestershire

Markfield Day Nursery Ltd

Swept Path Analysis : Refuse Vehicle

DRAWN: YF

CHECKED: GH

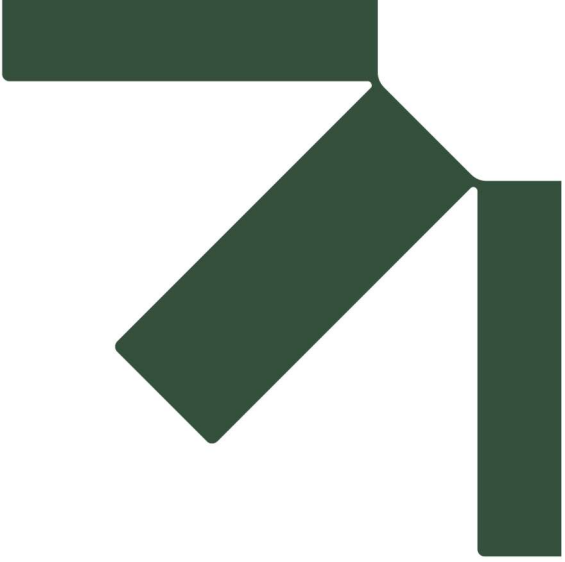
DATE: 23.05.24

SCALES: 1:500 to A3

DRAWING NUMBER: 415.064561.00001- TR100

REVISION: B

INFORMATION ONLY



Appendix F TRICS Output

Transport Statement

Proposed Day Care Centre, Thornton

SLR Project No.: 415.064561.00001

13 December 2024

Calculation Reference: AUDIT-529502-240430-0437

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	NW NEWPORT	1 days
	RC RHONDDA CYNON TAFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 45 to 133 (units:)
 Range Selected by User: 35 to 140 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 02/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	4
Village	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	7 days
------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BA-04-D-02	NURSERY		BATH & NORTH EAST SOMERSET
	MIDFORD ROAD			
	BATH			
	COMBE DOWN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	61		
	Survey date: THURSDAY	15/09/22	Survey Type: MANUAL	
2	BH-04-D-01	NURSERY		BRIGHTON & HOVE
	CONNAUGHT ROAD			
	BRIGHTON			
	HOVE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	45		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
3	DY-04-D-02	NURSERY		DERBY
	MAXWELL AVENUE			
	DERBY			
	DARLEY ABBEY			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	54		
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL	
4	NW-04-D-01	NURSERY		NEWPORT
	CHEPSTOW ROAD			
	NEAR NEWPORT			
	LANGSTONE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	46		
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL	
5	NY-04-D-02	NURSERY		NORTH YORKSHIRE
	OAKNEY WOOD ROAD			
	SELBY			
	Edge of Town			
	Industrial Zone			
	Total Number of pupils:	70		
	Survey date: TUESDAY	10/05/22	Survey Type: MANUAL	
6	RC-04-D-01	NURSERY		RHONDDA CYNON TAFF
	HEOL Y COLEG			
	NEAR CARDIFF			
	NANTGARW			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	133		
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL	
7	WK-04-D-01	NURSERY		WARWICKSHIRE
	THE RIDGEWAY			
	STRATFORD UPON AVON			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	61		
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	2	66	0.015	2	66	0.000	2	66	0.015
07:00 - 08:00	7	67	0.243	7	67	0.147	7	67	0.390
08:00 - 09:00	7	67	0.247	7	67	0.264	7	67	0.511
09:00 - 10:00	7	67	0.072	7	67	0.070	7	67	0.142
10:00 - 11:00	7	67	0.015	7	67	0.015	7	67	0.030
11:00 - 12:00	7	67	0.028	7	67	0.026	7	67	0.054
12:00 - 13:00	7	67	0.032	7	67	0.028	7	67	0.060
13:00 - 14:00	7	67	0.045	7	67	0.053	7	67	0.098
14:00 - 15:00	7	67	0.026	7	67	0.030	7	67	0.056
15:00 - 16:00	7	67	0.051	7	67	0.053	7	67	0.104
16:00 - 17:00	7	67	0.128	7	67	0.111	7	67	0.239
17:00 - 18:00	7	67	0.268	7	67	0.300	7	67	0.568
18:00 - 19:00	7	67	0.015	7	67	0.060	7	67	0.075
19:00 - 20:00	1	70	0.014	1	70	0.143	1	70	0.157
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.199			1.300			2.499

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 45 - 133 (units:)
Survey date range: 01/01/16 - 02/05/23
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Making Sustainability Happen