

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Growth, Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 26/00815/FUL

Highway Reference Number: 2026/0815/04/H

Application Address: Strawhall Farm Stanton Lane Ellistown Coalville Leicestershire LE67 1FF

Application Type: Full

Description of Application: Change of use of land to a childminding business (maximum of 8 children) and erection of a single story building

GENERAL DETAILS

Planning Case Officer: Gwion Russell

Applicant: Mr Barber

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Stanton-under-Bardon

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with Policy TR6(4) of the National Planning Policy Framework (2026), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA) on an application seeking the change of use of land to a childminding business (maximum of 8 children) and erection of a single story building. The site is located at Strawhall Farm, Stanton Lane, Ellistown, Coalville, Leicestershire, LE67 1FF.

The LHA has produced these highway observations having reviewed the following accompanying documents:

- Application Form;
- Existing Site Plan and Location Plan, drawing no. AVD-986-SLS-PL01;
- Proposed Site Plan and Block Plan, drawing no. AVD-986-SLS-PL0;
- Proposed Plans and Elevations, drawing no. AVD-986-SLS-PL03; and
- Planning Statement, ref 986-SLS-PS.

Note – The LHA have included hyperlinks to relevant sections of the Leicestershire Highway Design Guide ([LHDG](https://www.leicestershirehighwaydesignguide.uk/highway-development-management)) within this report. These are identified in bold, underlined and in blue text. The LHDG is available for reference at the following link:

<https://www.leicestershirehighwaydesignguide.uk/highway-development-management>.

Site Access

The site is located on Stanton Lane which is an adopted road subject to the National Speed Limit (NSL). The Applicant is proposing to utilise the existing access to Strawhall Farm with no amendments proposed. The site is accessed via a single-track private lane from Stanton Lane.

The Applicant has stated that the site was once part of a working farm but no longer operates as one. The Applicant has stated within the Planning Statement that *‘the application site is mainly grass land with an existing gated access gravel track leading to the fields at the rear of the Residential home within the curtilage of the site.’*

Ordinarily, an access measuring 6m in width should be provided for a nursery in accordance with [Table 15](#) of the LHDG. In accordance with [Table 6](#) of the LHDG visibility splays of 2.4m by 215m would usually be required for roads with measured 85th percentile vehicle speeds between 54mph and 62mph.

The LHA conducted a site visit on 5 October 2026 and measured the access to be approximately 3.9m wide where it meets the highway boundary. The access widens at the first point of the access to enable a car to wait clear of the highway if a vehicle is egressing the site. Visibility splays of 2.4m by 105m east and 2.4m by 122m west were recorded.

Stanton Lane measures approximately 5m wide and is a winding country road where speeds were witnessed to be considerably less than the NSL.

Considering the above, the LHA is satisfied with the existing access arrangements and that the proposals would not result in severe harm to the highway network.

Highway Safety

The LHA has reviewed its Personal Injury Collision (PIC) data for the previous five years and there have been no recorded collisions within 500m of the site access. Therefore, the LHA has no pre-existing highway safety concerns at this location.

Internal Layout / Trip Generation

The Applicant is proposing a new building for the child-minding business for a maximum of eight children. The Applicant has stated within section 5.1 of the Planning Statement:

‘The business will initially accommodate 6 children with a view of taking on a further 2 children in the future.

There will be 1 full time employee to manage 6 children and with a view of taking on a further 2 children in the future, this will lead to further employment of staff.’

The Applicant has proposed nine parking spaces. In accordance with [Table 29\(c\)](#) of the LHDG, a nursery should provide one parking space per staff member plus one space for shift changeover.

Whilst the proposed nine parking spaces have not been demonstrated, the LHA is satisfied that there is sufficient room within the site to accommodate these spaces and is in excess of the requirements stated within the LHDG.

The Applicant has stated within section 7.1 of the Planning Statement:

'The trip numbers generated would be a maximum of 8 vehicles to equal the number of children that can be cared for at the Childminders but that could be less if there are siblings that share the same vehicle. With being a small Childminders, the vehicle trip numbers are low and as there is not sufficient passing of 2 cars via the existing lane, then all parents will have pre agreed drop off and collection times, and this in turn omits access issues.'

The LHA welcome the proposal of pre-agreed drop off and collection times to reduce any conflict there may be due to the nature of the single-track lane. The LHA is satisfied that there is sufficient room within the site to accommodate parents/carers dropping off children and turning space to enable vehicles to enter and egress the site in a forward gear.

The LHA is therefore satisfied the additional trips associated with the proposed development will not lead to an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would not be severe.

Conditions

The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Proposed Site Plan and Block Plan, drawing no. AVD-986-SLS-PL0. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with the National Planning Policy Framework (2026).

Date Received **Case Officer**
24 September 2026 **Emma Peacock**

Reviewer
BD

Date issued
7 October 2026