

Highways Development Management
Environment and Transport
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

Our Reference: RHC-24-155-TN (Please quote in all correspondence).

19th November 2024

Dear Victoria,

Transport Note: Barnhills Farm, Merrylees Road, Thornton, Coalville
(Application Number: 24/00657/FUL)

Further to our appointment by our client Markfield Day Nursery, I write to address comments raised within your most recent consultation response, dated 14th November 2024, associated with the above planning application. I have enclosed this response within **Appendix A** for ease of reference.

The purpose of this note is to provide further information surrounding the operation of the proposed nursery, how it will operate alongside the agricultural use, in addition to providing further information surrounding parking demand, for further consideration.

Site Access

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

There will be no need for agricultural vehicles to access the northwestern field directly from the highway, as all surrounding land is owned by Barnhills Farm. As noted, farm vehicles are stored on the eastern side of the application site.

Agricultural movements from the site are expected to be minimal, with only around six movements occurring annually. To avoid interference with peak nursery hours, these movements will be restricted to between 10:00 and 15:00, outside the times for parent drop-offs and collections. Additionally, most agricultural activities will take place on weekends when the nursery is not in operation.

Safety Audit

As requested, a parking accumulation exercise has been undertaken using the TRICS data contained within

Appendix C of the SLR Consulting Ltd Transport Statement. A summary of the parking accumulation, by hour, can be found within **Table 1**.

Table 1: Parking Accumulation (TRICS)

Hour End	Arrivals	Departures	Net
08:00	17	11	6
09:00	18	19	5
10:00	5	5	5
11:00	1	1	5
12:00	2	2	5
13:00	2	2	5
14:00	3	4	4
15:00	2	2	4
16:00	4	4	4
17:00	9	8	5
18:00	19	22	3
19:00	0	3	0

**Operational times based on client's existing Markfield premise (07:30-18:00).*

As shown within **Table 1**, the parking accumulation using the TRICS data submitted outlines that there would be a maximum parking accumulation of six vehicles within the site at any given hour. These numbers also include staff parking.

The proposed development will provide a total of 25 parking spaces, of which 12 will be dedicated for parent arrivals and drop offs. When considering the accumulation study undertaken, the proposed level of parking would more than accord with anticipated demand.

To further compliment the above, the client undertook their own parking accumulation survey at their existing premise at Markfield Day Nursery, Leicester Road, Markfield. This nursery has capacity for 68 children and therefore, is of similar size to the proposed development. A summary of the parking accumulation, which was undertaken over a narrower 10-minute period during the peak AM and PM hours, can be found within **Table 2**.



Table 2: Parking Accumulation (Markfield Day Nursery)

Time	Parked Vehicles
07:30	2
07:40	0
07:50	2
08:00	2
08:10	9
08:20	0
08:30	4
08:40	2
08:50	1
09:00	1
16:10	1
16:20	0
16:30	1
16:40	1
16:50	1
17:00	1
17:10	3
17:20	1
17:30	3
17:40	3
17:50	1
18:00	1

**Operational times based on client's existing Markfield premise (07:30-18:00).*

As outlined within **Table 2**, the client's existing premise had a peak parking accumulation of nine parked vehicles (08:10). The proposed number of drop off spaces within the site (12) is therefore considered more than suitable to cater for anticipated demand and avoid vehicles queuing back towards Merrylees Road.

Visibility Splays & Kissing Gate

Drawing Number RHC-24-155-01b, attached within **Appendix C**, outlines the achievable visibility splays from the site access, with these splays contained solely within land under the control of the Highway Authority.

The visibility splays extend 87 metres to the west of the access and 120 metres to the south. According to Table DG4 of the Leicestershire County Council Highway Design Guide (LHDG), these distances are adequate for 85th percentile vehicle speeds of up to 40mph to the west and 44mph to the south of the access.

Given that the road adjacent to the site is subject to a 30mph speed limit, it would be unreasonable for the Highway Authority to require a speed survey. The achievable splays are sufficient for speeds exceeding the posted limit by more than 10mph. Furthermore, the meandering nature of the highway adjacent to the site would naturally result in lower vehicle speeds and therefore, given the site-specific circumstances, the visibility splays presented on Drawing Number RHC-24-155-01b can only be considered suitable by the Highway Authority.

In regards to the kissing gate proposed along the Right of Way (RoW), a minimum two metre width will be



safeguarded for RoW users, as shown on Drawing Number RHC-24-155-01b.

Tracking Drawings

A single swept path analysis drawing has been undertaken showing the council's refuse vehicle entering, turning and exiting the site within a forward gear (see **Appendix D**).

As it is no longer proposed that an agricultural access will be taken from the highway, no further swept path drawings are necessary.

Highway Safety

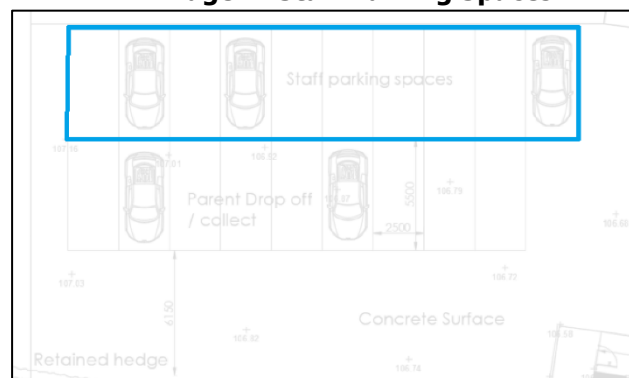
Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council for the latest five-year period (01/01/2019 to 14/09/2024).

Leicestershire County Council advise there have been no recorded collisions along Merrylees Road thus, there is no available evidence to suggest an existing road safety concern which would be exacerbated by the development proposals. A PIC collision map, can be found within **Appendix E**.

Internal Layout

Staff parking will be allocated to the northernmost 10 spaces, highlighted in blue in Image 1. Staff will arrive before the start of the day and leave after all children have departed, ensuring the maximum number of drop off spaces are available during operational hours. The nine spaces directly south of the staff parking will be designated for short-term parent drop-offs and collections, ensuring no instances of staff vehicles being blocked by other staff members.

Image 1: Staff Parking Spaces



Regarding farm movements, as outlined earlier in this note, these will occur between the two field gates located along the eastern and western boundaries and will not interfere with parking spaces within the site. Such movements are expected to total approximately six two-way trips per year, all scheduled outside the nursery's peak arrival and departure times.

Transport Sustainability & Public Right of Way

The site's operation is tailored to working parents, who will drop off their children at the nursery as part of their daily commute, with collections occurring at the end of the workday. No site movements are anticipated between 09:00 and 15:00. Given this schedule and the rural location of the site, active travel via bus or the use of the Right of Way (RoW) is not expected.

The adjacent highway is served by only one bus route, with a single bus passing the site during peak drop-off hours at approximately 08:10, and another heading south at around 08:00, Monday to Friday. The next bus does not pass until 09:30, highlighting the impracticality of public transport for parents dropping off children.

The RoW also does not provide a viable alternative for parents, as it requires a walk of over 1km from the nearest residential settlement via unsurfaced terrain. Additionally, there are no nearby workplaces that could facilitate "pass-by" trips for pedestrians. While the nursery may implement measures to reduce single-occupancy car journeys as outlined in the Travel Plan, walking and public transport are not practical alternatives to private car use.

Summary

This Transport Note addresses the comments raised by Leicestershire County Council Highways within the consultation response contained within **Appendix A**. All requests related to traffic and highways have been adequately addressed, with no outstanding issues remaining.

Should you have any questions, please do not hesitate to contact me.

Yours sincerely,

Andrew Roberts BA (Hons), MCIHT, MTPS

©For and on behalf of Roberts Highway Consultants Limited.

Appendices

- A – Highway Consultation Response
- B – Drawing Number RHC-24-155-04b Swept Path Analysis (Farm Vehicle)
- C – Drawing Number RHC-24-155-01b Access Alterations
- D – Drawing Number RHC-24-155-03b Swept Path Analysis (Layout)
- E – Personal Injury Collision Map

Appendix A: -

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



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

APPLICATION DETAILS

Planning Application Number: 24/00657/FUL

Highway Reference Number: 2024/0657/04/H/R1

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

Application Type: Full

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

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: Mr and Mrs Gary and Amy Knight

County Councillor: Cllr Peter Bedford

Parish: Bagworth & Thornton

Road Classification: Class C

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

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been reconsulted on the above application following the submission of the following additional/revised information:

- Midlands Road Safety Ltd Stage 1 – Road Safety Audit dated October 2024 reference 24-1795-RSA1;
- Road Safety Audit Designers Response Schedule Reference: 24-1795-RSA dated 21 October 2024;
- Proposed Site Plan drawing number 5681/MN/23/004 revision G;
- Access Alterations drawing number RHC-24-155-01 revision A;
- Swept Path Analysis (Access) drawing number RHC-24-155-02 revision A;
- Swept Path Analysis (Layout) drawing number RHC-24-155-03 revision A; and
- Swept Path Analysis (Farm Vehicle) drawing number RHC-24-155-04 revision A

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

The LHAs previous response raised the following concerns.

- The proposed access is considered substandard to serve the proposed development;
- A Stage 1 Road Safety Audit and satisfactory Designer's Response to any issues raised had not been submitted;
- Visibility splays suitable to cater for the measured 85th percentile speeds had not been demonstrated;
- The study period used for Personal Injury Collision Data is over 18 months old and thus considered to be out of date;
- The LHA would not support the use of tandem parking to support the user type being applied for;
- Clarification that the proposed parking spaces would have sufficient manoeuvring space;
- No details have been provided in relation to the retained farm movements on the site concerns with accessibility of the site by non-car modes being proposed by the Applicants;
- Concerns over the content of the submitted Travel Plan; and
- The current proposals raise four specific issues related to the Public Footpath:
 1. The site gateway / footpath access and the mix of vehicle traffic and pedestrians.
 2. The stile at the start of the footpath and the Applicants PRow enhancement duty.
 3. The nature of this Public Footpath and its use as a pedestrian link from Thornton.
 4. The unauthorised obstruction of the south end of the legal public right of way.

Site Access

The LHA has reviewed the submitted Access Alterations drawing number RHC-24-155-01 revision A which details that the existing access will be amended to provide a bell-mouth junction with 10m radii leading to a 6.0m access. The LHA also note that the proposals also include a new agricultural access to the north of the proposed access road.

The Applicants are advised that the proposed agricultural access will need to be designed in accordance with Leicestershire County Council's Agricultural Field Access Details drawing number SD/11/9 to be considered acceptable, therefore a revised drawing should be provided to demonstrate an appropriate access can be provided. SD/11/9 can be found on the following link <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2018/6/5/sd-11-9-agricultural-field-access-details.pdf>.

It is also proposed to relocate the existing chevron sign, currently situated to the north of the site access, to the south of the amended access. The Applicants are advised that the exact location of the required signage around the bend will need to be agreed at detailed design stage. All costs associated with the relocation of this sign and any additional signage to ensure the safety of this junction/bend is maintained will be the sole responsibility of the Applicants.

Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has now been submitted to support the proposed access arrangements.

The RSA raised a concern that there was a lack of clear circulation for traffic within the site which could result in vehicles queuing onto / parking on Merrylees Road. Further clarifying that whilst the swept path analysis shows that vehicles will be able to enter the site in a safe manner, it was noted

that only six parent drop-off / collect bays are to be provided and that these are all to the north of the site access.

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

To address these concerns, the RSA recommended that a trip generation exercise should be undertaken to ensure that the parking arrangement allows for likely peak drop-off and collection flows. Furthermore, it was recommended that the internal layout should be reconsidered to ensure that drivers are not impeded when clearing Merrylees Road.

In response to this the proposed site layout has been altered to include further drop off spaces bringing the total provision to 13 spaces. However, an accumulation study has not been submitted to demonstrate that the number of spaces provided will be sufficient to cater for peak drop-off and collection flows. Therefore, the LHA do not consider that the Applicants have adequately addressed the issue raised by the RSA.

Visibility Splays

The LHA note that Access Alterations drawing number RHC-24-155-01 revision A details visibility splays of 2.4m by 43m can be achieved at the proposed bell mouth junction. Whilst this would be sufficient for 85th percentile speeds of 30mph, no evidence has been submitted that the recorded 85th percentile speeds in this location are 30pmh or below.

As per the LHA's previous advice, visibility splays should be provided in accordance with Table DG4 of the Leicestershire Highway Design Guide (LHDG) to cater for the measured 85th percentile speeds. The LHA would advise the Applicant's to carry out an Automatic Traffic Count at the site access to establish the recorded 85th percentile speeds in this location.

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

The LHA note that Access Alterations drawing number RHC-24-155-01 revision A details that a new kissing gate will be provided at the site access to serve to proposed diversion of footpath R77/1. The LHA welcome the inclusion of this gate and highlight that the Applicants should provide a self-closing galvanised metal kissing gate in accordance with the minimum details set out within Leicestershire County Council's standard drawing 'Woodstock' Kissing Gate drawing number SD/FP/12 revision A

However, the LHA are concerned that there is insufficient space available on the diverted access between the proposed site access and neighbouring field for this to be installed. Therefore, the request a revised drawing is provided to demonstrate an adequate facility can be provided and will not be restricted in width by the proposed access.

Tracking Drawings

The LHA note tracking drawings have been provided to demonstrate a refuse vehicle is able to access and egress the site. This is shown on Swept Path Analysis (Access) drawing number RHC-24-155-02 revision A. In addition, tracking drawings have been provided to demonstrate a refuse vehicle is able to turn within the site to enable the vehicle to exit the site in a forward gear.

However, the LHA have compared the two documents and highlight that the swept path analysis for the access and egress is a separate exercise to the swept path analysis of the vehicle manoeuvring within the site. The LHA are concerned that different angles of access and egress have been shown on the different exercises and where the tracking appears tight in places, may result in the manoeuvres not being possible.

In addition, tracking has been provided to demonstrate that a tractor and trailer can safely access and egress the site. However, the LHA highlights that the submitted Swept Path Analysis (Farm Vehicle) drawing number RHC-24-155-04 revision A shows conflict points between the tracked vehicle and the proposed gate which indicated this manoeuvre would not be possible.

Given the above, the Applicants are required to provide a revised Swept Path analysis which addresses the above concerns.

Highway Safety

The LHA raised concerns within its previous observations dated 17 September 2024 that the study period used for the Applicants review of personal injury collisions is over 18 months old and thus considered to be out of date.

This matter has not been addressed by the Applicants and is still outstanding.

Internal Layout

Childcare Facility

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

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

Farm Movements

No details have been provided in relation to the retained farm movements on the site. These should be provided along with tracking drawings to demonstrate that these vehicles will be able to manoeuvre around the site, without impacting on the proposed parking layout.

Alternatively, the Applicants would need to detail what measures would be put into place to prevent movements between the existing farm and proposed nursery.

Transport Sustainability & Travel Plan

The LHA raised concerns over the accessibility of the site by active transport methods and the proposed routes of access referenced within the submitted Travel Plan (TP) within its previous observations dated 17 September 2024 which have not been addressed by the Applicants within the additional information provided.

These will need to be addressed by the Applicants.

Public Right of Way

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

These will need to be addressed by the Applicants.

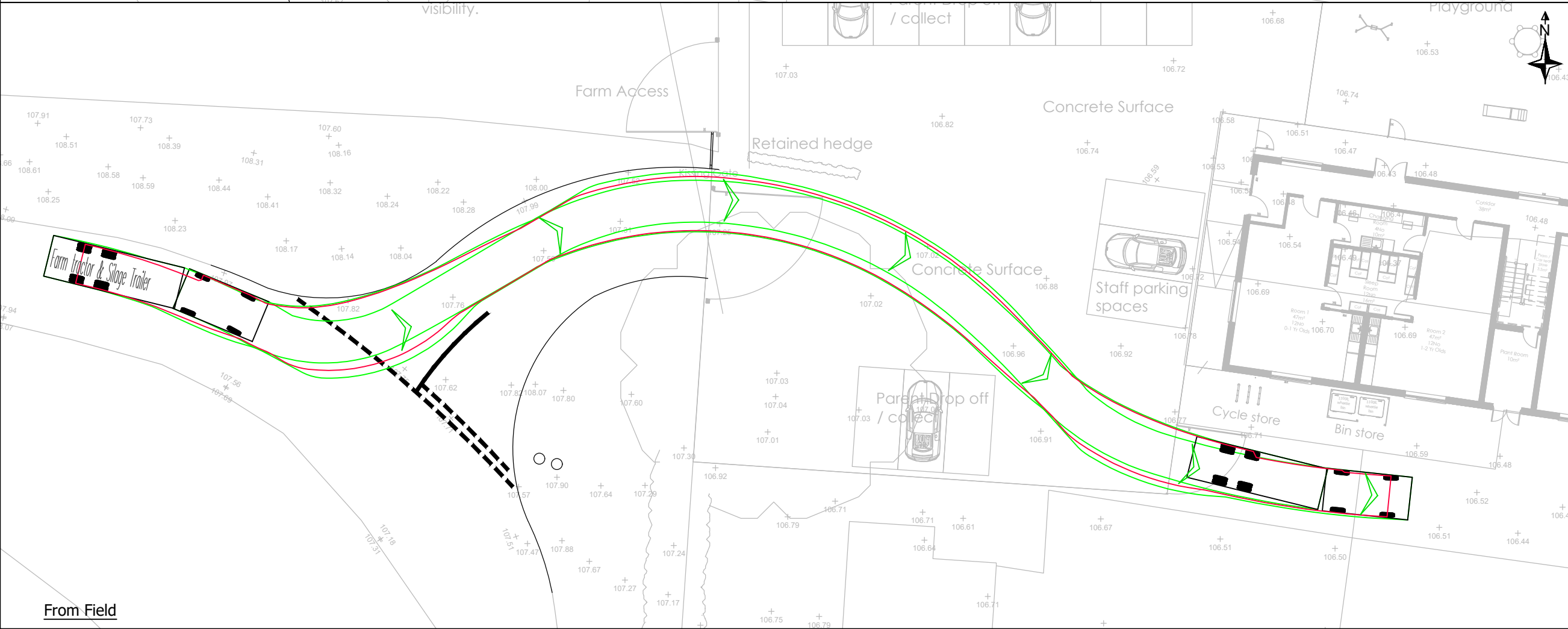
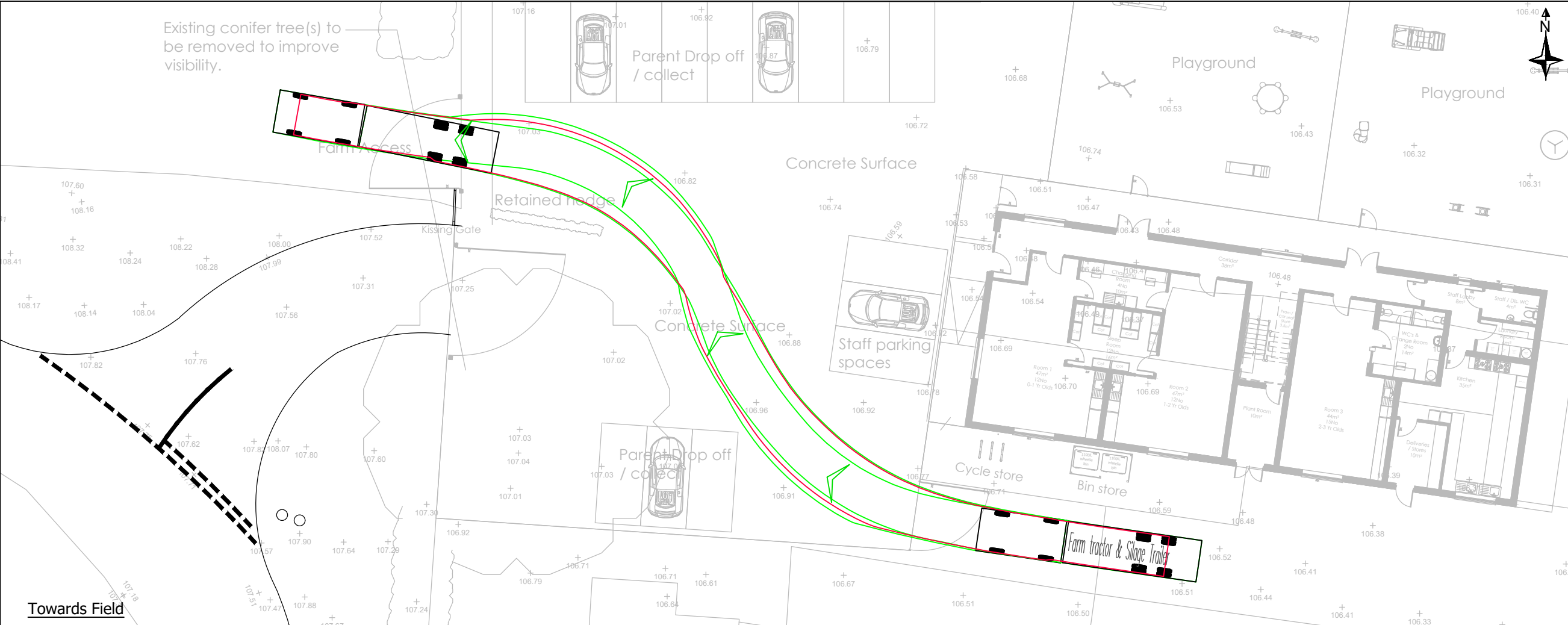
Date Received
24 October 2024

Case Officer
Victoria Vernon

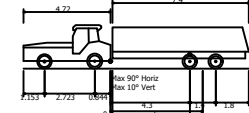
Reviewer
DH

Date issued
14 November 2024

Appendix B: -



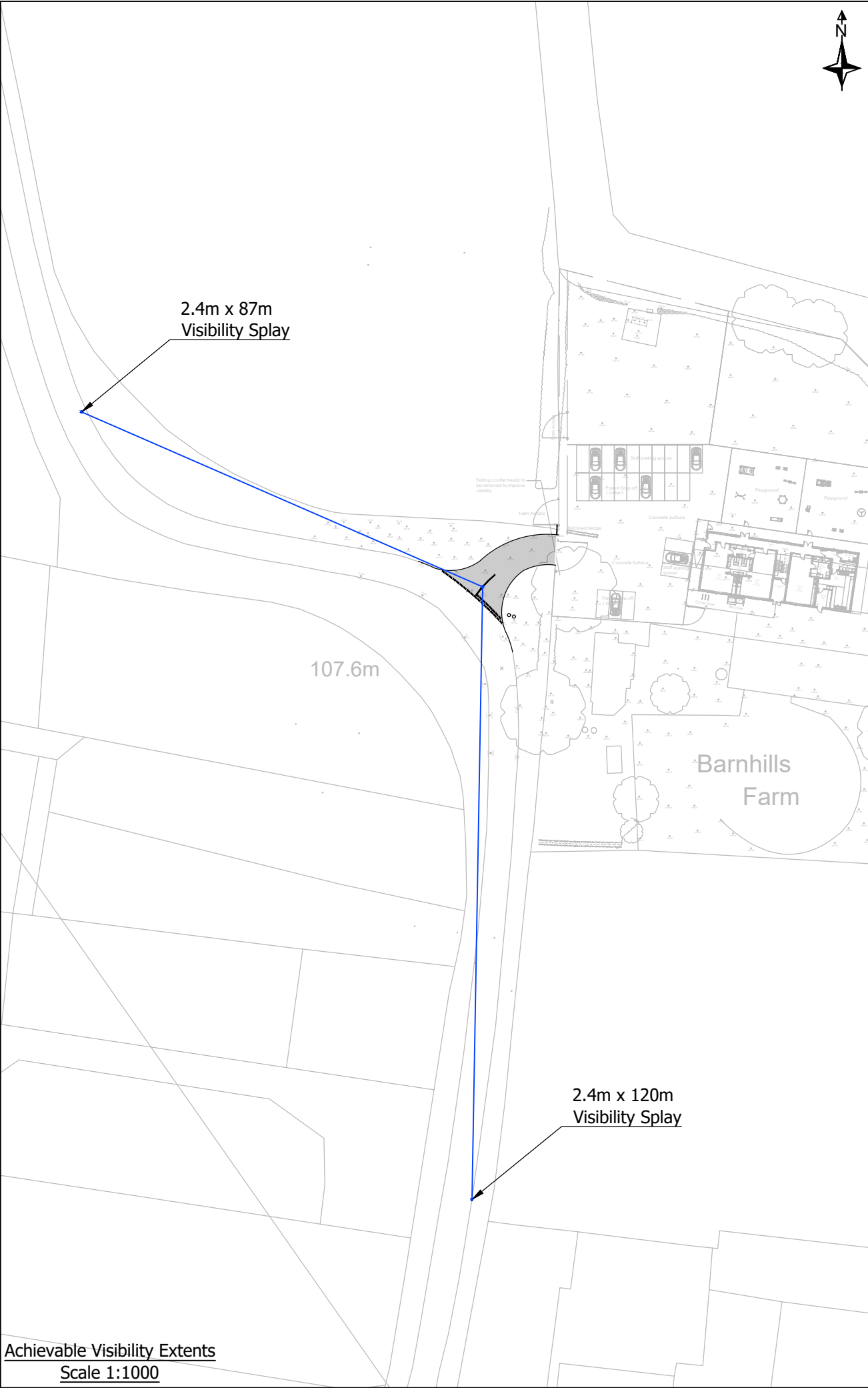
- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. Site Layout Drawing Prepared By Corporate Architecture Limited, Drawing Number 5681/MN/23/004 Rev G, Dated 21/10/2024.



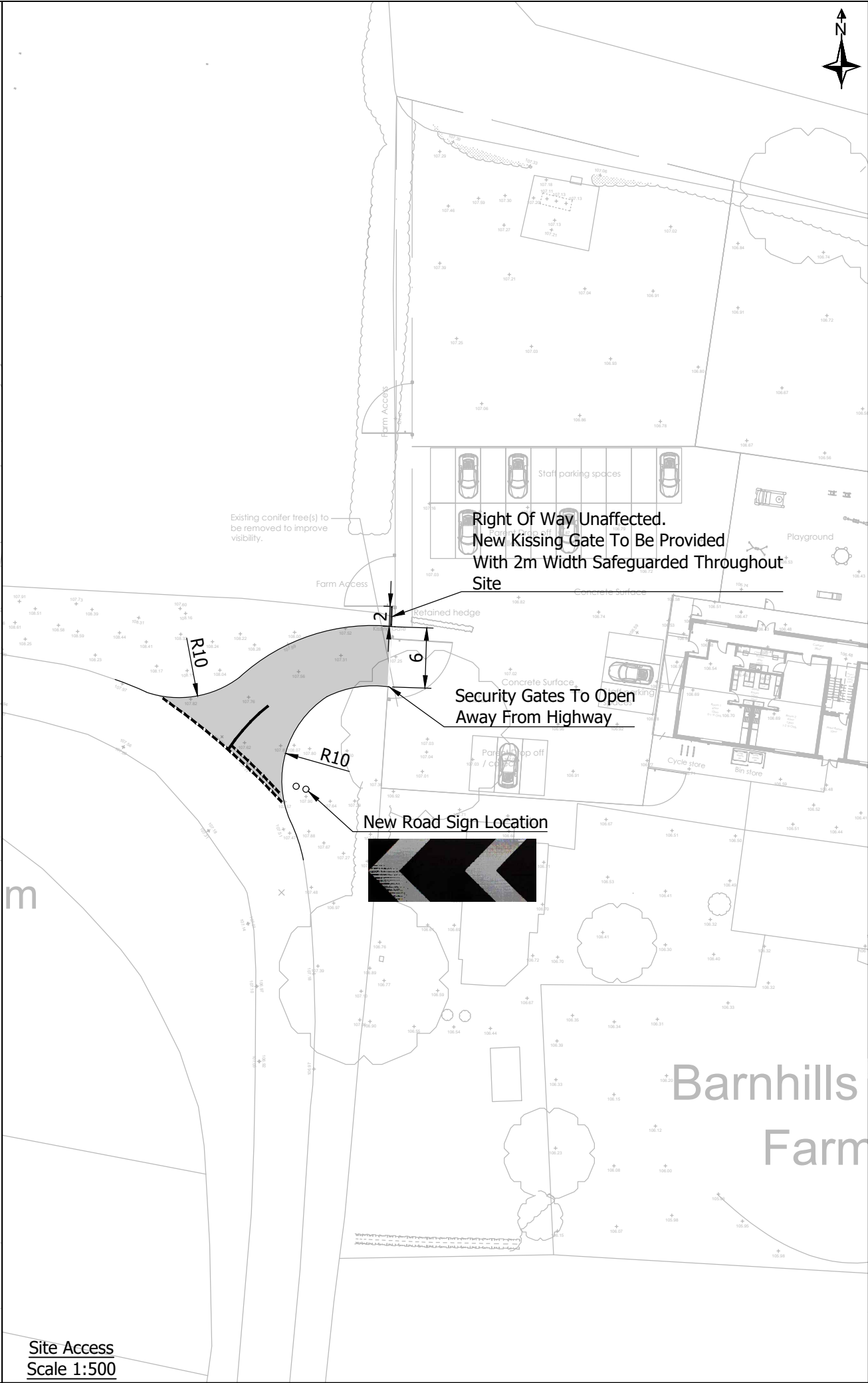
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Overall Width 2.350m
Overall Body Height 2.362m
Min Body Ground Clearance 0.415m
Max Track Width 2.296m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.620m

B	Updated Site Layout	19/11/2024
A	Updated Site Layout	21/10/2024
Client:	Markfield Day Nursery	
Project:	Barnhills Farm Merrylees Road, Thornton, Coalville	
Drawing Title:	Swept Path Analysis (Farm Vehicle)	
Drawing Number:	RHC-24-155-04	
Revision:	B	Sheet Size: A3
Scale:	1:250	
Drawn & Checked By:	AR	Date: 03/10/2024
Status:	Information	

Appendix C: -



Achievable Visibility Extents
Scale 1:1000



Site Access
Scale 1:500

Notes:

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- Site Layout Drawing Prepared By Corporate Architecture Limited, Drawing Number 5681/MN/23/004 Rev G, Dated 21/10/2024.

30 Carriageway Speed Limit

Carriageway To Be Surfaced In Accordance With LCC Highway Specifications

B	Updated Site Layout	19/11/2024
A	Updated Site Layout	21/10/2024

Client: Markfield Day Nursery

Project: Barnhills Farm
Merrylees Road, Thornton,
Coalville

Drawing Title: Access Alterations

Drawing Number: RHC-24-155-01

Revision: B	Sheet Size: A3	Scale: As Shown
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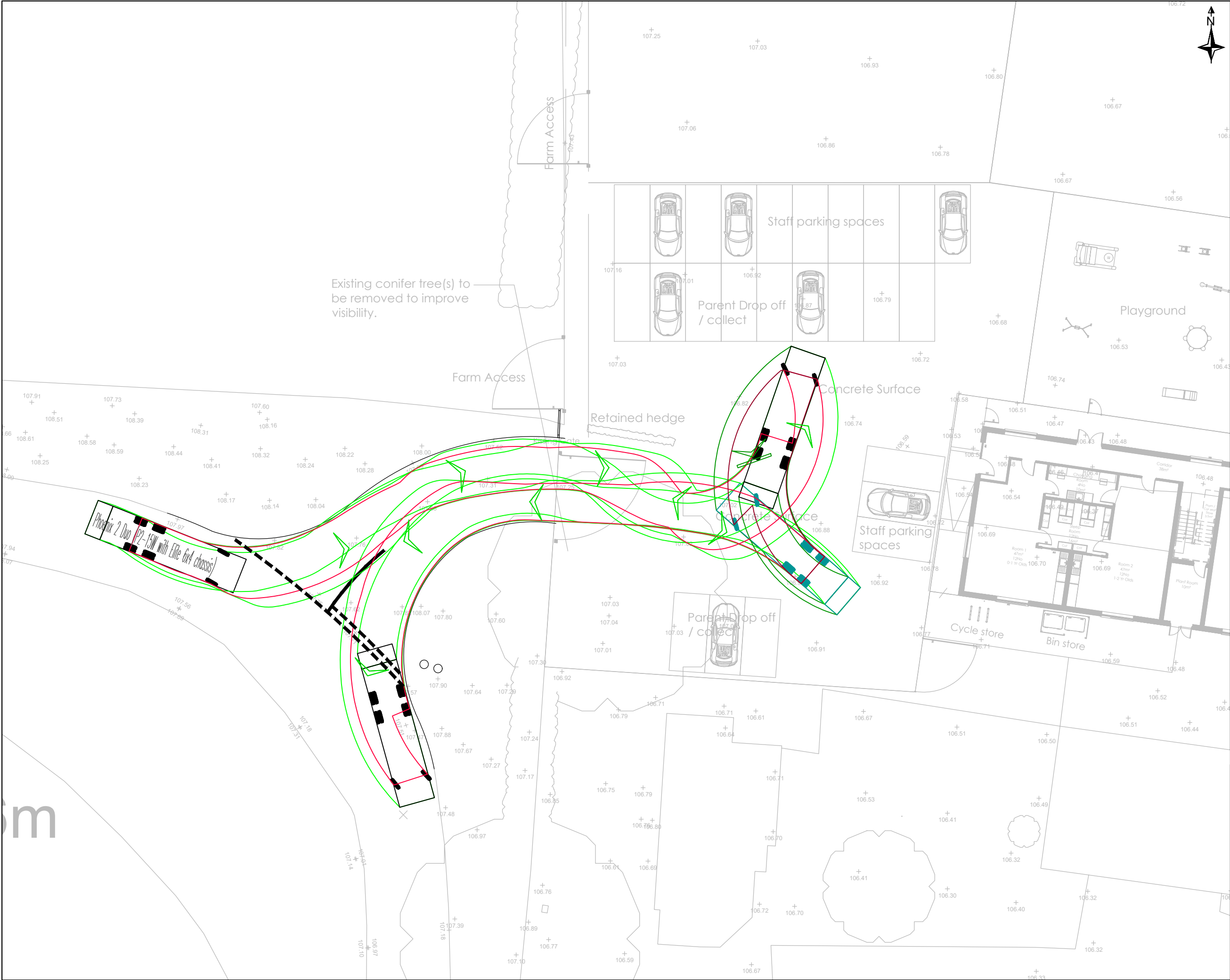
Drawn & Checked By: AR	Date: 03/10/2024	Status: Information
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E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)7935 229255
W: www.robertshighwayconsultants.co.uk

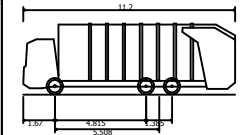
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Appendix D: -



- Notes:
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 - Site Layout Drawing Prepared By Corporate Architecture Limited, Drawing Number 5681/MN/23/004 Rev G, Dated 21/10/2024.



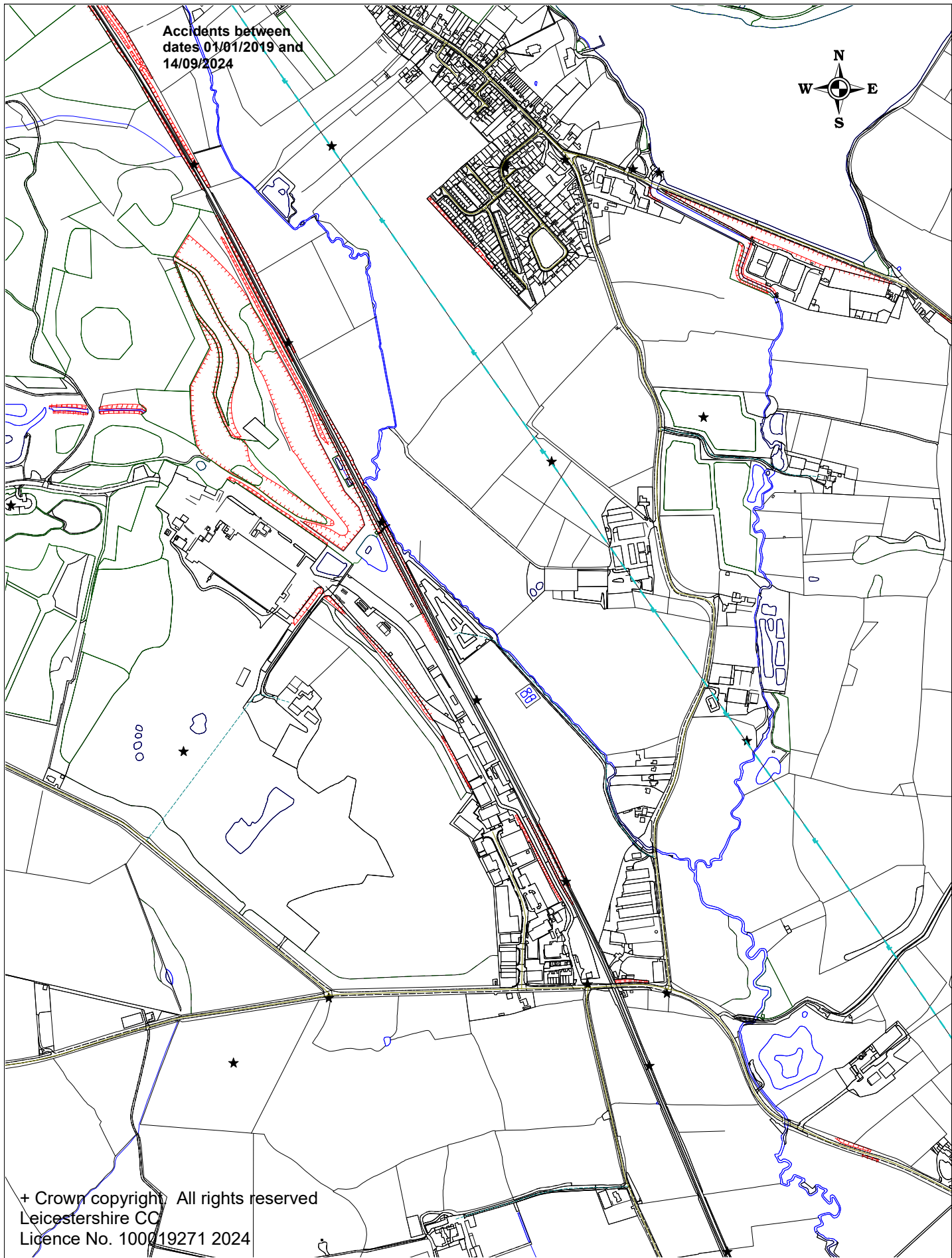
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Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

B	Updated Site Layout	19/11/2024
A	Updated Site Layout	21/10/2024
Client:		
Markfield Day Nursery		
Project:		
Barnhills Farm Merrylees Road, Thornton, Coalville		
Drawing Title:		
Swept Path Analysis (Layout)		
Drawing Number:		
RHC-24-155-03		
Revision:	Sheet Size:	Scale:
B	A3	1:250
Drawn & Checked By:	Date:	Status:
AR	03/10/2024	Information

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Appendix E: -



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