

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: 25/00027/OUT

Highway Reference Number: 2025/0027/04/H/R1

Application Address: Land East Of Bosworth Water Park Wellsborough Road Market Bosworth Leicestershire

Application Type: Outline (with access)

Description of Application: Re-consultation. Outline planning permission for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue. (All matters reserved except for access)

GENERAL DETAILS

Planning Case Officer: Matt Jedruch

Applicant: Mr Toby Riley

County Councillor: Market Bosworth ED - Joshua Melen CC

Parish: Market Bosworth

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 re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on an outline application for a leisure and recreation development to include a family health and wellbeing spa, holiday lodges and a wedding and conference venue at land east of Bosworth Water Park, Wellsborough Road, Market Bosworth. All matters other than access are reserved at this stage.

The LHA previously advised that additional information was required in order for the proposals to be fully assessed, including further swept path analysis and amendments to the site access along with consideration of a scenario where a conference is being held at the site.

The LHA has reviewed the following documents submitted by the Applicant with the view to resolving the LHA's previous comments:

- Technical Note ([TN] dated 17th June 2025 and authored by ADC Infrastructure);

- Urban Design Group drawing number GL2223 02 Rev E (Development Proposal Plan);

Site Access

The LHA previously advised the north radius would benefit from a wider entry and exit corner with possibly a 1 in 10 splay on entry and exit as per [Figure 9](#) of the [Leicestershire Highway Design Guide](#) (LHDG). In addition, swept path analysis of a coach was required at 15kph design speed.

The Applicant has submitted ADC drawing numbers 3381-ADC-ZZ-XX-DR-XX-0101 S1 Rev. P03 (Proposed Site Access Layout) and 3381-ADC-ZZ-XX-DR-XX-0131 S1 Rev. P03 (Swept Path Analysis of Site Access Layout) included within the Drawings section of the TN. The LHA provides the following comments on each drawing:

ADC drawing number 3381-ADC-ZZ-XX-DR-XX-0101 S1 Rev. P03

- The junction radii meet the requirements of the LHDG for a Use class B1 offices, but the carriageway width meets the requirements of a residential road only (6.75m is required for Use Class B1). The 6m width does however meet the requirements of Table 3 for roads on a bus route where 6m is required.

ADC drawing number 3381-ADC-ZZ-XX-DR-XX-0131 S1 Rev. P03

- The drawings show that there is insufficient space for vehicles to enter and exit the junction simultaneously. It is advised that enough intervisibility is achievable, between the driver of a vehicle attempting to turn off Coton Bridge Lane and a vehicle approaching the give way line.
- For the viewports showing coaches turning both left and right into the site whilst a car waits at the give way line, despite amendments to the radii, concerns remain that that the car is shown waiting approximately 850mm away from the centreline, whilst it is felt that cars will tend to wait much closer to the junction centreline. The LHA advise this could be alleviated by having a 6.75m wide carriageway with a 400mm wide section of hatching in place of the junction centreline.

The Applicant should provide amended site access drawings to incorporate comments above.

Highway Safety

The LHA previously advised it did not consider the proposals would be likely to exacerbate an existing highway safety concern in the area.

Trip Generation/ Junction Capacity Assessments

The LHA previously advised trip generation figures for the holiday lodges, spa, and wedding event were considered to be acceptable. However, predicted trip generation for a conference centre had not been provided.

The Applicant has stated that the conference centre would be a secondary use for the site and only occur during quieter periods. It is stated that the vision for the spa development is one of a high luxury resort and, hence, the priority for paying guests/members of the spa not having to contend with a conference at the same time.

It is stated conferences would not take place during the peak times of the spa use or on a Friday, Saturday and Sunday when the holiday lodges would be at its busiest and weddings would be

taking place. During the week when a conference would take place, conferences would be after the peak period of the spa in the morning and before the peak period of the spa use in the evening. Therefore, it is anticipated a conference would not start until 11:00 hours at the earliest to avoid a cross over with the morning peak period of the spa. Conferences would also end before the peak use of the spa between 17:00 and 20:00 hours.

The Applicant has confirmed the maximum number of attendees for conferences could be up to 100 guests. Assuming an average of two people per car, the 100 guests would arrive in 50 cars. The Applicant considers this to be a robust assumption given some of the guests may arrive by taxi, minibus or coach. This is accepted by the LHA.

In terms of staff numbers, the Applicant expects that people will not be employed specifically for the conference use. Therefore, it is considered that the staff required for a conference would already be on site. The Applicant has subsequently provided tables which compare the level of traffic generated by both conference and wedding use as shown below.

Weekday traffic generation (holiday lodges + spa + conference)				Weekday traffic generation (holiday lodges + spa + wedding)			
Time range	Arrive	Departures	Total	Time range	Arrive	Departures	Total
06:00-07:00	2	0	3	06:00-07:00	2	0	3
07:00-08:00	2	3	5	07:00-08:00	2	3	5
08:00-09:00	5	4	8	08:00-09:00	5	4	8
09:00-10:00	6	4	10	09:00-10:00	20	8	29
10:00-11:00	55	6	61	10:00-11:00	15	6	21
11:00-12:00	4	7	11	11:00-12:00	14	7	21
12:00-13:00	4	5	9	12:00-13:00	4	5	9
13:00-14:00	4	3	7	13:00-14:00	54	3	57
14:00-15:00	5	4	9	14:00-15:00	5	4	9
15:00-16:00	6	55	61	15:00-16:00	6	5	11
16:00-17:00	9	6	15	16:00-17:00	9	6	14
17:00-18:00	9	6	15	17:00-18:00	9	21	30
18:00-19:00	8	8	16	18:00-19:00	18	23	41
19:00-20:00	7	8	14	19:00-20:00	7	8	14
20:00-21:00	4	5	9	20:00-21:00	4	5	9
21:00-22:00	1	3	4	21:00-22:00	1	20	22
22:00-23:00	0	1	1	22:00-23:00	0	18	18
23:00-24:00	0	0	0	23:00-24:00	0	16	16
24:00-01:00	0	0	0	24:00-01:00	0	10	10
Total	131	128	259	Total	175	172	347

Whilst the LHA accepts a conference and wedding would not be held on the same day as this would be impractical, a condition would be required to restrict the use of the conference centre to between certain days/ times. The LHA believes that such a condition would be difficult to enforce and subsequently not meet the planning tests.

Based on the above, the LHA would advise the Applicant to test a scenario where conference traffic arrives and departs the site during the AM and PM weekday peaks, e.g. between 08:00 – 09:00 and 17:00 – 18:00. This would provide a robust assessment of the impact of such traffic on the network in the event a conference was held which required travel during the peak hours.

The Applicant would need to undertake trip distribution analysis and undertake capacity assessments of key junctions where approximately 30 or more two-way trips (e.g 15 arrivals and 15 departures) would be generated.

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

Internal Layout

As advised previously, the internal layout of the development is not for consideration at this stage and therefore this has not been studied in detail. The LHA do however acknowledge the Applicants consideration of parking provision within the TA. Parking should also be appropriate to cater for conferences and a coach/ minibus.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points for further consideration by the LHA:

- Provision of additional width at the site access to allow for turning coaches as detailed further above; and
- Trip distribution analysis and capacity assessments for a scenario where a conference was to be held where traffic was arriving/ departing the site during the AM and PM peaks.

Date Received
8 July 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
8 September 2025