



TECHNICAL NOTE – RESPONSE TO LCC HIGHWAY COMMENTS DATED 28 MARCH 2025

**BOSWORTH LAKESIDE LODGES
MARKET BOSWORTH**

DOCUMENT CONTROL

project number: ADC3381			report reference: ADC3381-RP-G	
version	date	author	reviewer	comments
1		Keith Gamblen		internal draft
2	17/06/2025	Keith Gamblen	Tim Cooke	first issue to the client team

Introduction

1. In September 2024, ADC Infrastructure Limited produced a Transport Assessment and Travel Plans in support of an extension to the Bosworth Lakeside Lodges site, off Wellsborough Road in Market Bosworth. A planning application (ref: 25/00027/OUT) was submitted to Hinckley and Bosworth Borough Council (HBBC) in January 2025 and Leicestershire County Council (LCC) as the local highway authority provided highway comments in March 2025.
2. The highway comments are provided in **Appendix A** and summarised below:
 - LCC have requested that a swept path analysis of a coach should be provided given it has been stated a coach could use the site.
 - LCC have advised an entry and exit taper is provided for the northern kerb radius of the site access to improve the turning manoeuvre for a vehicle entering the site from the north.
 - The trip generation proposed for the holiday lodges, spa and wedding uses are accepted by LCC.
 - LCC have requested confirmation regarding the trip generation associated with the conference use associated with the development.
 - LCC did not request any measures to enhance opportunities to travel by sustainable modes.
3. This Technical Note has therefore been prepared in response to LCC's highway comments and to seek agreement on the outstanding highway matters.

Site access

4. As stated above, LCC have requested amendments to the proposed site access on Cotton Bridge Lane to include entry and exit tapers for the northern kerb radius. Therefore, **Drawing 3381-ADC-ZZ-XX-DR-Z-0101-S1_P03** has been produced which shows a 1:10 taper for the entry and exit of the northern kerb radius as suggested by LCC.
5. LCC have requested an updated swept path drawing is produced of a refuse vehicle and coach to demonstrate the suitability of the amended access. In terms of the coach, LCC have requested demonstration that a coach is able to enter the site as a car waits to exit. Therefore, **Drawing 3381-ADC-ZZ-XX-DR-Z-0131-S1_P03** has been produced which demonstrates a refuse vehicle would be able to enter and exit the site in both directions.
6. It is noted that a refuse vehicle would need to use the opposite side of the carriageway when entering and exiting the site. However, given the infrequency event of a refuse vehicle servicing the site, this is considered acceptable. In terms of swept paths of a coach, the drawing demonstrates a coach would be able to enter and exit the site in both directions and notably enter the site whilst a car waits to exit the site as requested by LCC.
7. Therefore, the proposed site access has been updated in line with LCC's highway comments and is considered safe and suitable for the development.

Trip generation of conference use

8. To determine whether capacity assessments are required at the Cotton Bridge Lane/site access and Wellsborough Road/Cotton Bridge Lane junctions, LCC have requested information in relation to the anticipated trip generation of the proposed conference use.
9. To understand the anticipated trip generation of the proposed conference use, contact was made with the agent of the applicant. It has been confirmed by the agent that the conference use is to be seen as an add-on option to the business model with the focus being on the proposed holiday lodges, spa and wedding venue. It is likely that during a wedding, guests would also use the spa. 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.
10. Therefore, the conference use would be a secondary use and would occur during the quiet periods of the development. Hence, 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.
11. 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 1100 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 1700 and 2000 hours.
12. It has been confirmed the maximum number of attendees for conferences could be up to 100 guests. Assuming an average of 2 people per car, the 100 guests would arrive in 50 cars although this is a robust assumption given some of the guests may arrive by taxi, minibuss or coach.
13. In terms of staff numbers, it is not expected that people will be employed specifically for the conference use. Therefore, it is considered that the staff required for a conference would already be on site. Hence, the below table summarises the likely traffic generation of the conference use during the week.

Weekday traffic generation - conference			
Time range	Arrive	Departures	Total
10:00-11:00	50	0	50
15:00-16:00	0	50	50
Total	50	50	100

14. The total weekday traffic generation of the holiday lodges, spa and conference use is shown in the table below as is the weekday traffic generation of the holiday lodges, spa and wedding use extracted from the Transport Assessment.

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

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

15. As shown above, there is no change to the total traffic generation during the highway peak hours of 0800-0900 and 1700-1800 hours as a result of the conference use. With the addition of traffic associated with the conference use, the most intensive peak hour of the development would be between 1000-1100 and 1500-1600 hours where 61 two-way traffic movements would be generated as a worst case scenario.
16. This is comparable with the most intensive peak hour when a wedding would take place where 57 traffic movements would be generated on a weekday, the impact of which was concluded not to be severe on the local highway network which was accepted by LCC as part of the highway comments. On days when a wedding would take place, the total traffic generation over a day would also be more than when a conference would be held instead.
17. Therefore, the conference use would not generate traffic during the highway peak hours, and the proposed development would not generate a material number of traffic movements on the local highway network when a conference is held. Hence, no capacity assessment is required at the Cotton Bridge Lane/site access junction or the Wellsborough Road/Cotton Bridge Lane junction.

Car parking

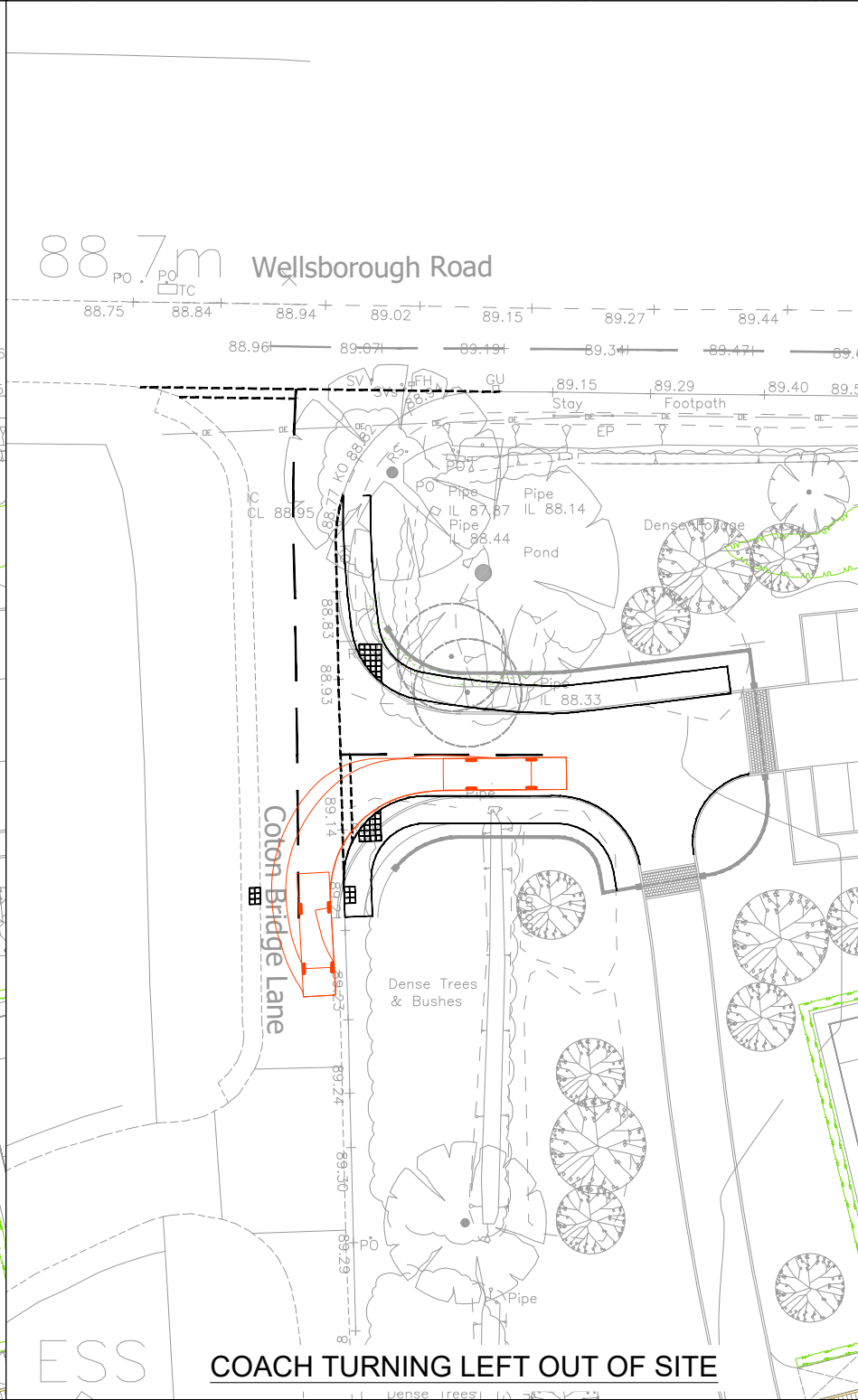
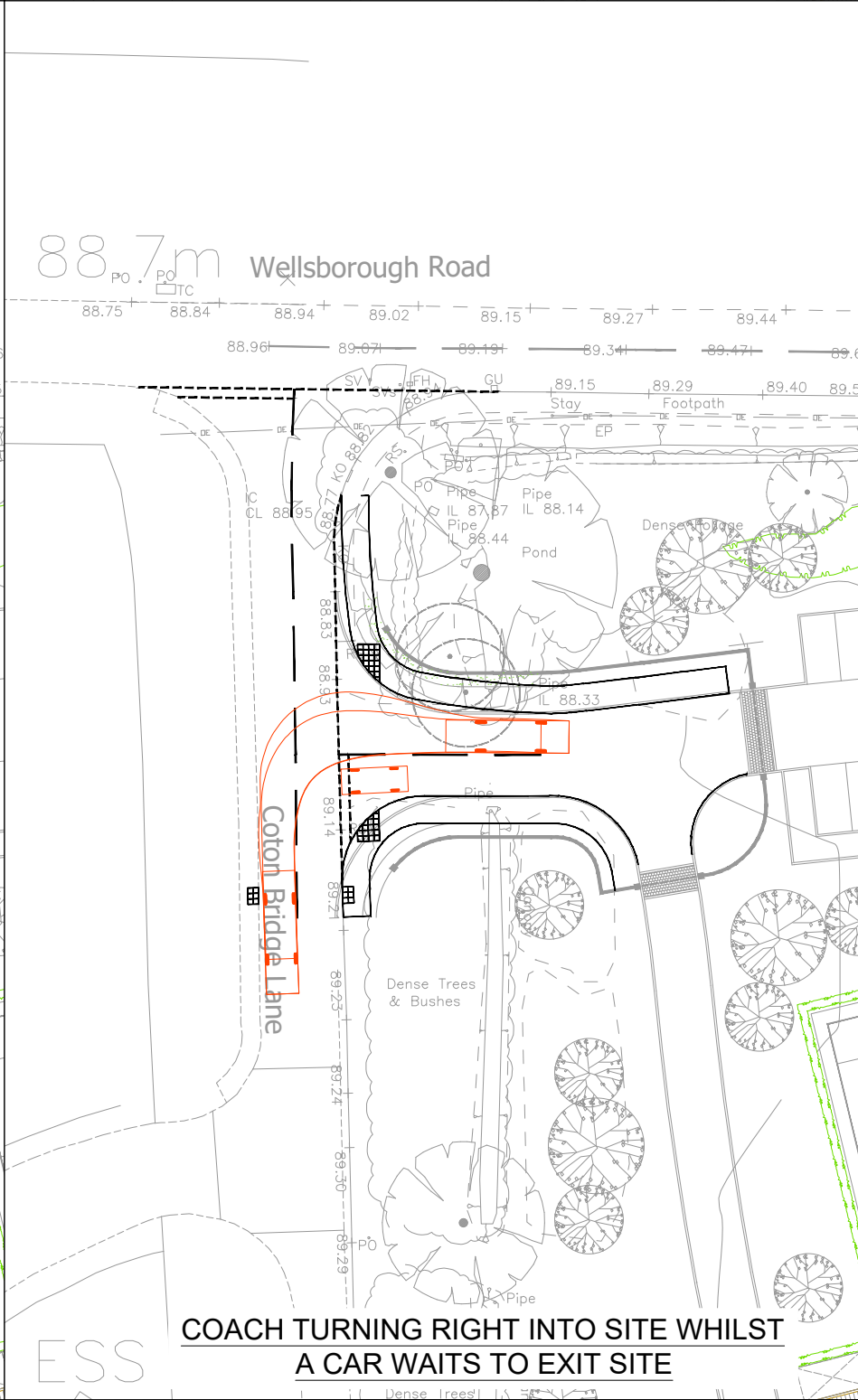
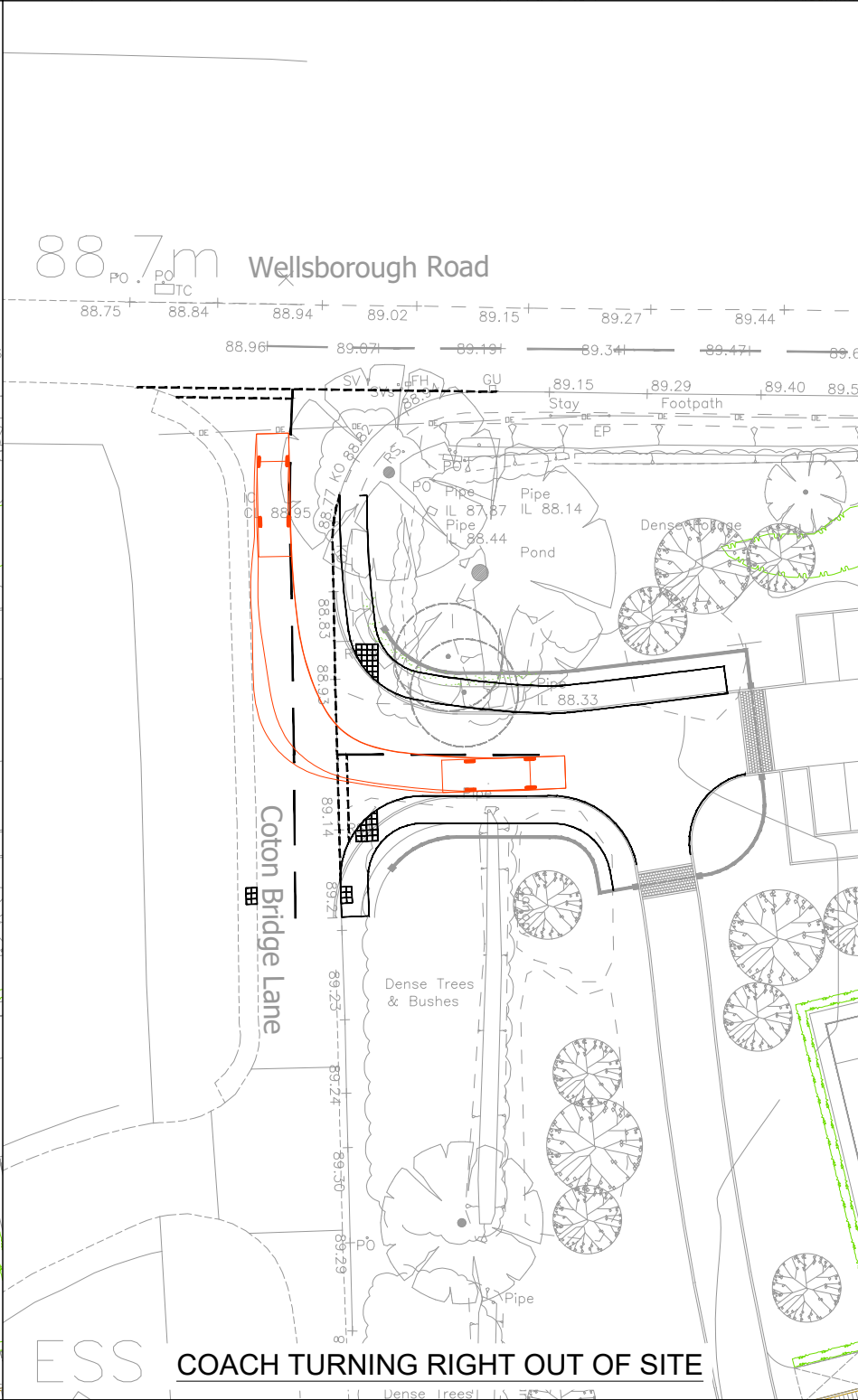
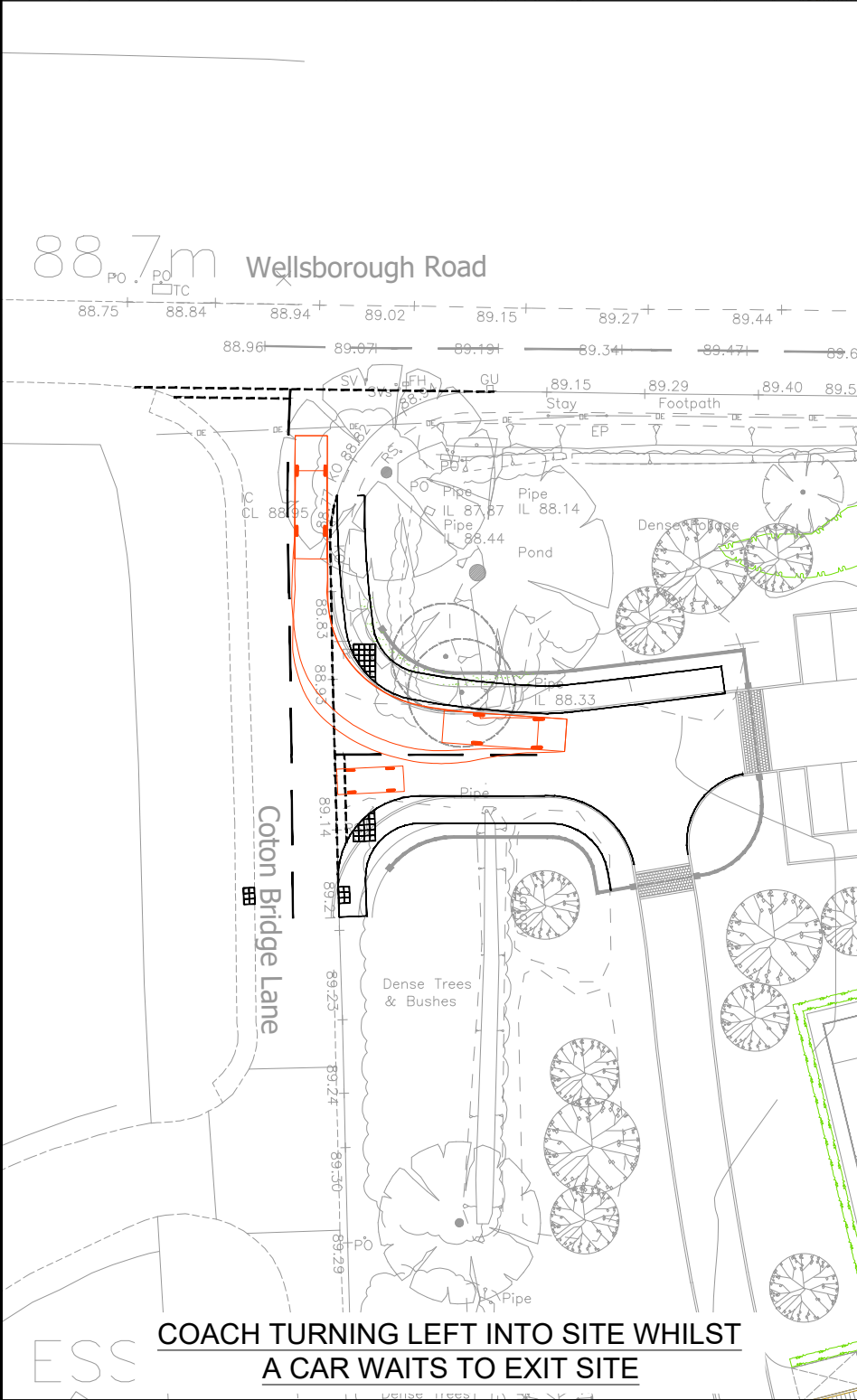
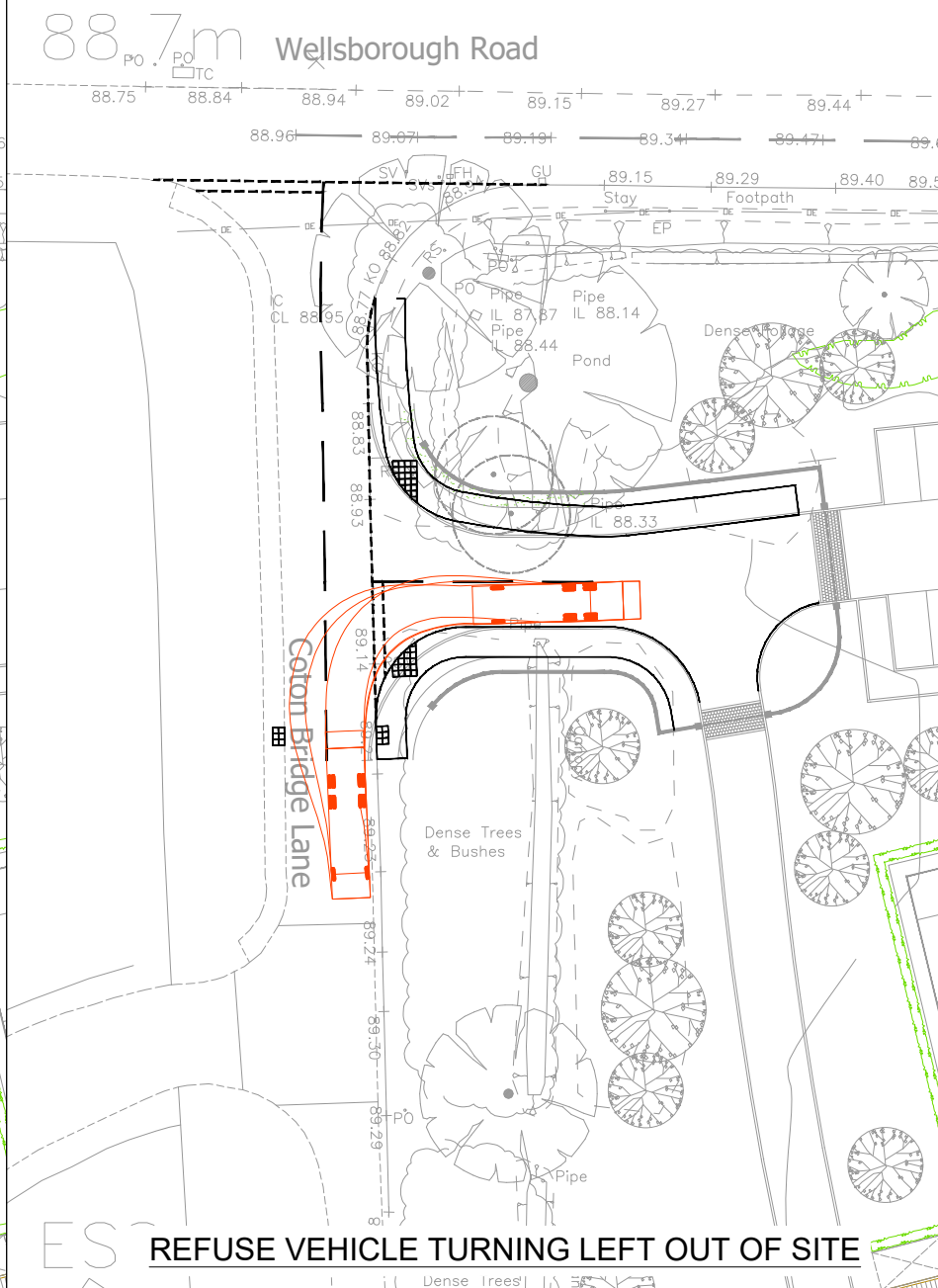
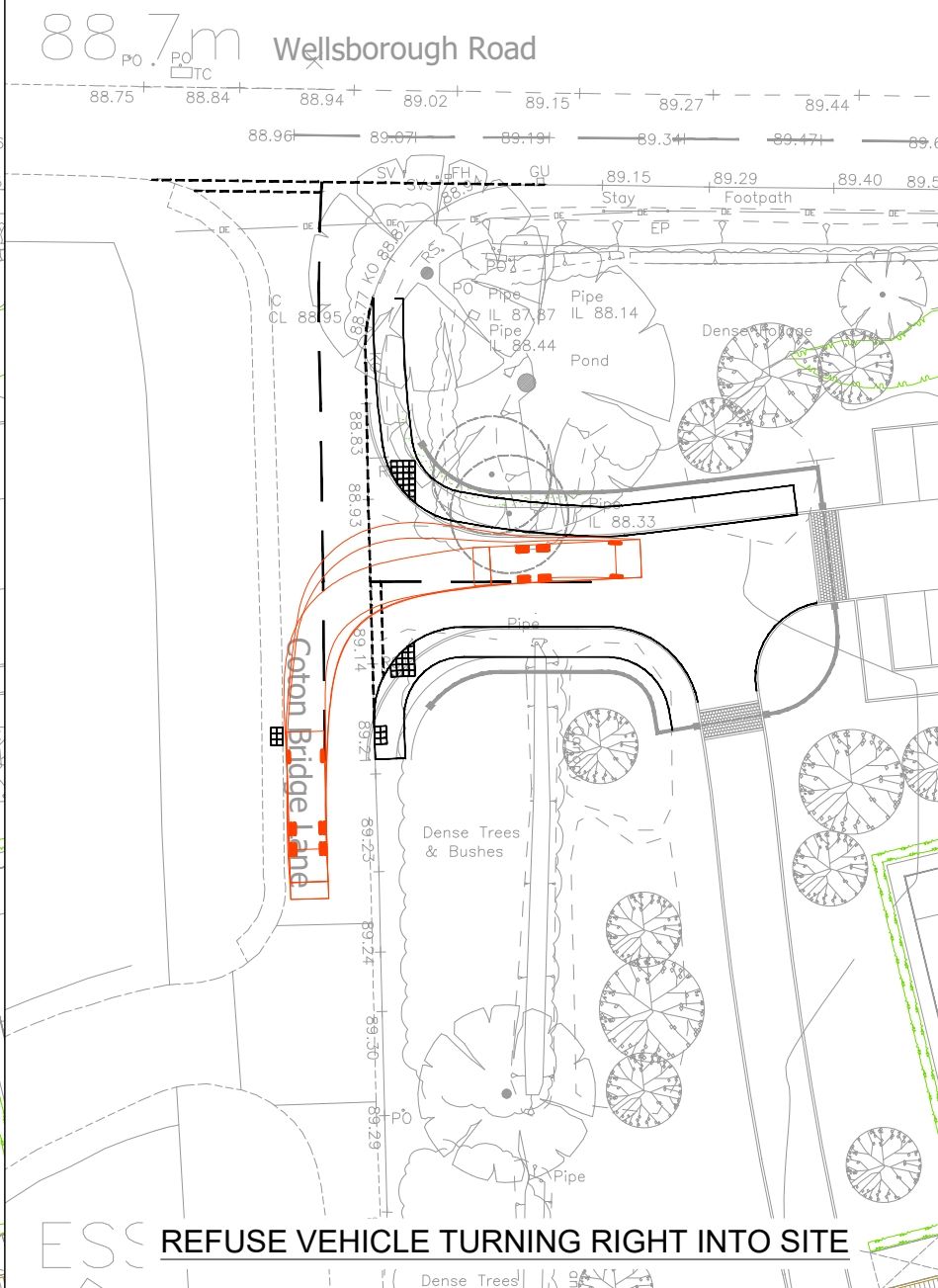
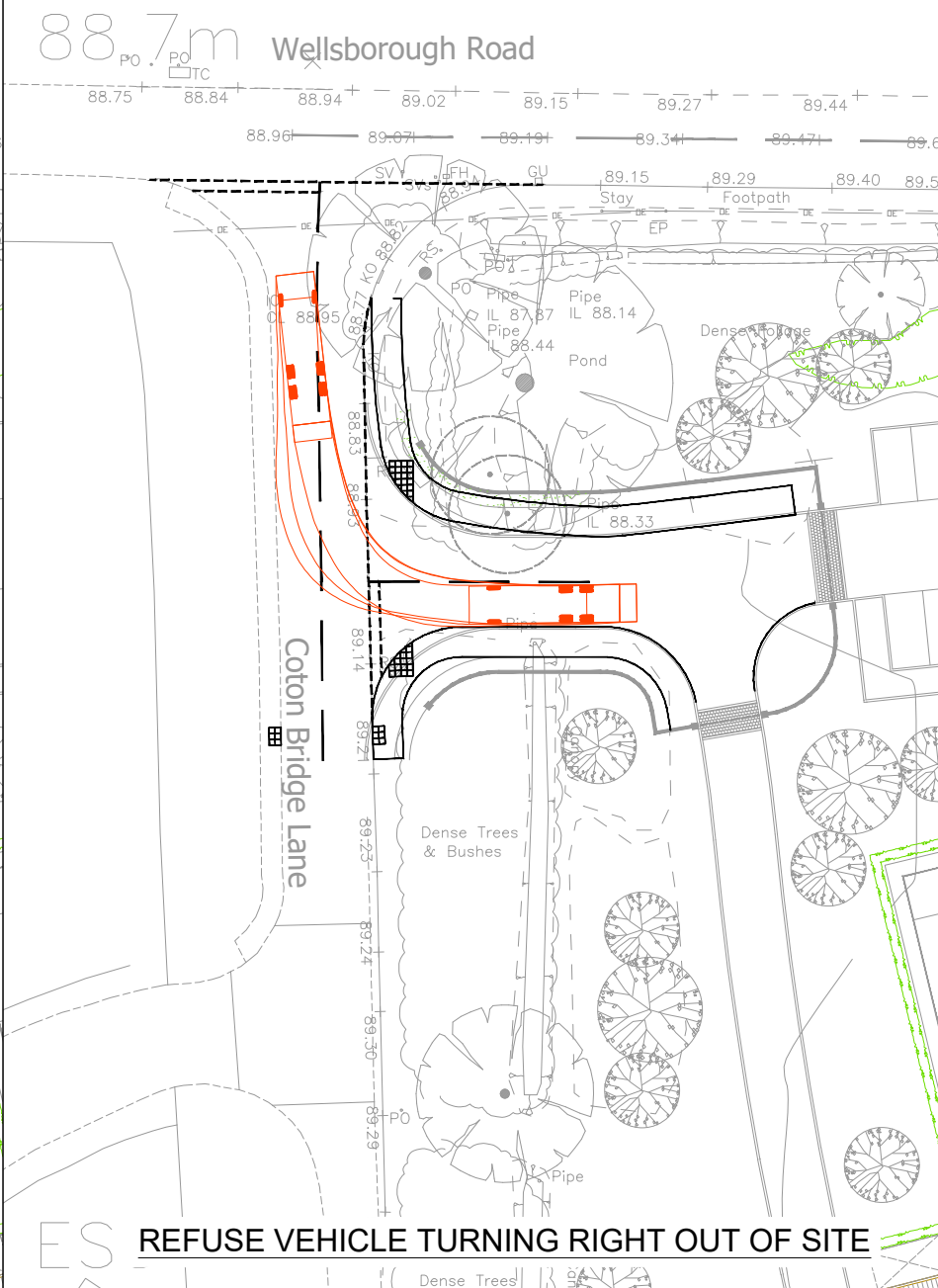
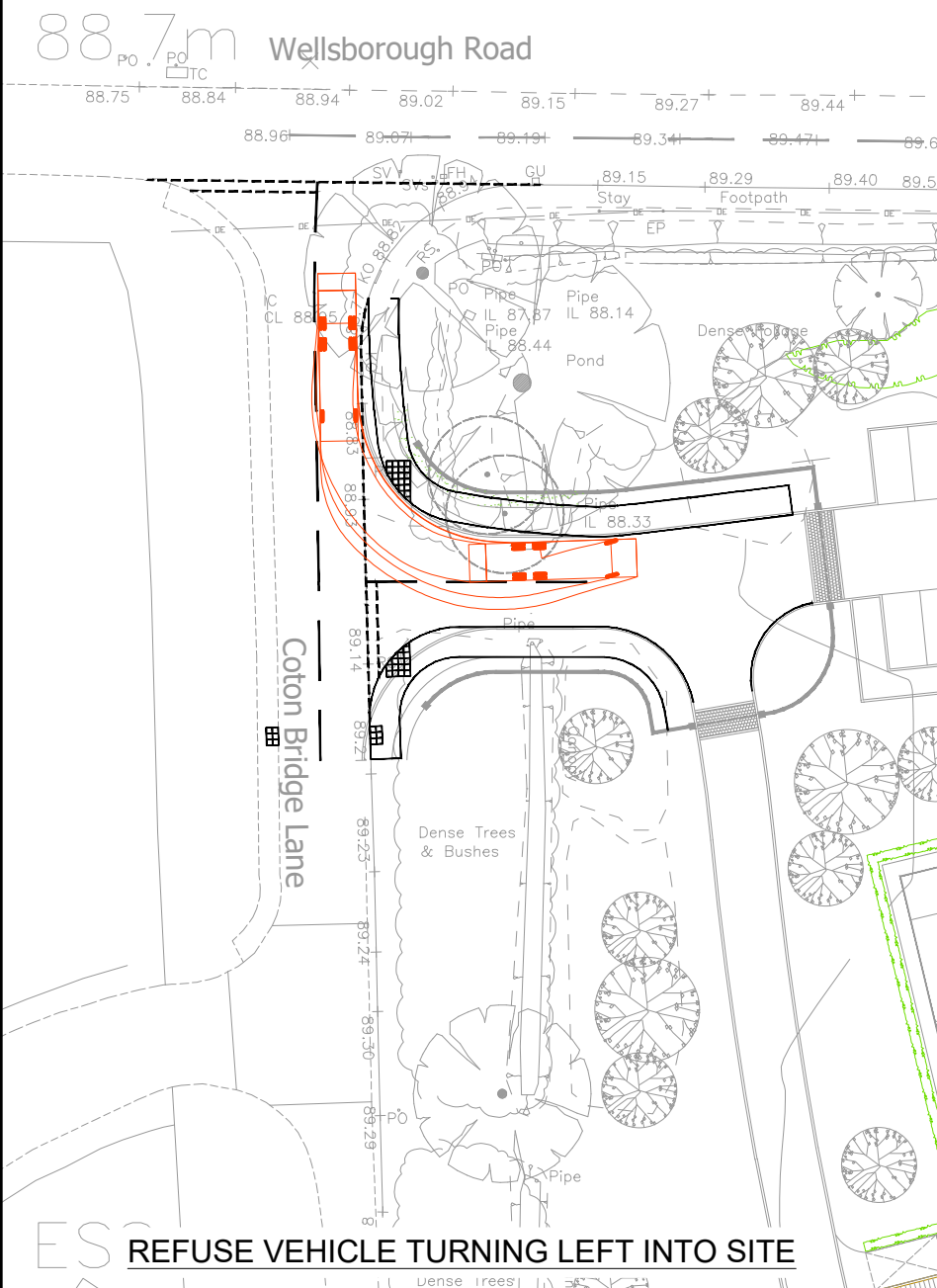
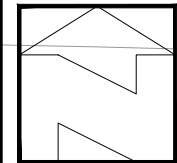
18. In terms of car parking provision, it was outlined within the Transport Assessment that there would be 157 car parking spaces for the spa and wedding/conference venue. A new site layout has been produced as part of the consultation period of the application which shows 159 car parking spaces. The updated masterplan is contained in **Appendix B** for reference.
19. In terms of car parking demand for the conference, as stated above, there would be a demand for up to 50 car parking spaces when a conference is being held. The Transport Assessment outlines that the spa use would require around 49 car parking spaces. Hence, there would be sufficient car parking spaces to accommodate the demand generated by a conference.

Summary and conclusions

20. This Technical Note has been prepared in response to LCC's highway comments dated 28 March 2025 in relation to a mixed-use development associated with the Bosworth Lakeside Lodges site in Market Bosworth.
21. As part of the highway comments, LCC suggested improvements to the proposed site access on Cotton Bridge Lane and requested information regarding the traffic generation of the conference use.
22. An updated site access drawing has been prepared in line with LCC's comments in relation to the addition of entry and exit tapers for the northern kerb radius of the site access. A swept path assessment has been undertaken of a refuse vehicle and coach which determines the site access would be able to accommodate both vehicles.
23. Regarding the conference use, it has been confirmed the conference use would be a secondary use and would occur between the primary uses during the quiet periods of the operation of the development during a weekday.
24. It has been confirmed the maximum number of attendees for conferences could be up to 100 guests. Assuming an average of 2 people per car, the 100 guests would arrive in 50 cars although this is a robust assumption given some of the guests may arrive by taxi, minibuss or coach.

25. Given the conference use would not conflict with the peak periods of the spa use, the conference use would not generate any traffic movements during the highway peak hours. With the addition of traffic associated with the conference use, the most intensive peak hour of the development would be between 1000-1100 and 1500-1600 hours where 61 two-way traffic movements would be generated as a worst case scenario.
26. This is comparable with the most intensive peak hour when a wedding would take place where 57 traffic movements would be generated on a weekday which was accepted by LCC. Hence, no capacity assessment is required at the Cotton Bridge Lane/site access junction or the Wellsborough Road/Cotton Bridge Lane junction.
27. There would be a demand for up to 50 car parking spaces when a conference is being held. The proposed development would provide 159 car parking spaces for the spa and wedding/conference use. The spa use would require around 49 car parking spaces and, hence, there would be sufficient car parking when hosting conferences.
28. Hence, it has been demonstrated that a safe and suitable access is achievable by all modes of travel and the development would not result in a severe impact on the local road network. Therefore, this report addresses LCC's highway comments dated 28 March 2025, and it would be unreasonable to prevent the development on transport grounds.

DRAWINGS



Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

11.2

1.87

4.815

3.885

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11.200m

2.530m

3.751m

0.304m

2.500m

4.00s

9.500m

9.009

2.048

4.4

Dart SLF 9.00m

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

9.009m

2.360m

3.067m

0.302m

2.300m

4.00s

7.383m

ALL TRACKS = 15KM/H

P03	13.06.25	Updated following LCC highway comments dated 28 March 2025	KG	TC
P02	23.09.24	Updated following RSA	KG	TC
P01	16.09.24	First issue	KG	TC
Rev	Date	Description	Dr	Ch

Client:

Festive Fir Limited

Project:

Bosworth Lakeside Lodges

Title:

Swept Path Analysis of Site Access Layout

ADC

INFRASTRUCTURE

Size: A2

Scale: 1:500

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3381	-ADC	-ZZ	-XX	-DR	-XX	-0131	S1	P03

APPENDIX A

LCC HIGHWAYS COMMENTS DATED 28 MARCH 2025

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

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

Application Type: Outline (with access)

Description of Application: 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: Bertie Harrison-Rushton

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 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 has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment ([TA] dated 27th September 2024 and authored by ADC Infrastructure); and
- Urban Design Group drawing number GL2223 02 Rev C (Development Proposal Plan).

Site Access

The site would be accessed from Coton Bridge Lane, an unclassified road subject to the national speed limit.

Details of the site access proposals are shown on ADC drawing number 3381-ZZ-XX-DR-XX-0101 Rev P02, which is available within the Drawings section of the TA. The Applicant has detailed a junction with 6.0m width and radii, along with a 2.0m wide footway both sides of the access. A new uncontrolled pedestrian crossing point in the form of dropped kerbs and tactile paving is also proposed over Coton Bridge Lane.

It should be noted that whilst swept path analysis of a refuse collection vehicle has been provided, this should also be demonstrated for a vehicle such as a coach, on the basis it is stated coaches could use the site. The swept path analysis of the coach should be done at 15kph and demonstrate that a coach can make all manoeuvres whilst a car is also waiting at the site access.

The LHA advise that 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). This would widen the turn manoeuvre area and increase the 6m width at the tangent point and therefore resolve the issue of vehicles needing to use the opposite lane of the new entrance as shown currently on the swept paths.

This would need demonstrating with further design and swept path drawings. The improved swept path around this corner would then aid any potential for queueing on Cotton Bridge Ln and back to the main junction of the Wellsborough Rd should larger vehicles be accessing the site whilst other vehicles are leaving.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Crashmap 'since January 2018' for Coton Bridge Lane and 400m either side of the junction of Coton Bridge Lane and Wellsborough Road.

The Applicant states there have been no PIC's occur within that time.

Based on the LHA's own records, one PIC has occurred at the junction of Coton Bridge Lane and Wellsborough Road. This was recorded as serious and involved a left turning motorcycle and another motorcycle. The PIC occurred in September 2023. The LHA have reviewed PIC's for 500m either side of the junction of Coton Bridge Lane and Wellsborough Road and identified that two PIC's occurred at the roundabout of Wellsborough Road with Pipestrelle Drive/ Station Road and Sedgemere Road. Both PIC's occurred in December 2021 and June 2023 respectively involving a single vehicle and a rear end shunt.

Notwithstanding the PIC's highlighted by the LHA, it is accepted that the proposals are unlikely to exacerbate an existing highway safety concern. Whilst regrettable, the PIC which occurred at the Coton Bridge Lane and Wellsborough Road junction appears to be an isolated incident and there is no pattern to PIC's which have occurred at the roundabout.

Trip Generation

The Applicants approach to trip generation for each element of the proposals is outlined below.

Holiday Lodges

The Applicant has used the TRICs database to ascertain the level of vehicle trips which the proposed holiday lodges could generate for both a weekday and a weekend. Vehicular trip rates are provided within Part 4 of the TA. After reviewing the Applicants trip rates and explanation as to how these were derived, this is considered acceptable to the LHA.

Spa

Trip rates for a spa are not available on the TRICs database. On this basis, the Applicant has reviewed North West Leicestershire District Council application reference 18/00216/FULM which included the erection of a spa with a floor area of 1,830sqm.

The Applicant has used the accepted trip rates for the spa from that application and applied them on a pro-rata basis to the proposed spa, which has a floor area of 2,280sqm. This suggests there would be a total of 97 two-way trips (48 arrivals and 49 departures) throughout the course of the day. To provide an hourly breakdown of vehicle trips, the Applicant has used the TRICs database to ascertain trip rates for fitness clubs, which they consider as having a similar hourly profile to a spa.

The LHA have reviewed the Applicants methodology outlined in Paragraphs 4.7 to 4.12 for the proposed spa, as well as the TRICs trip rates for fitness clubs and consider this to be acceptable.

Wedding/ Conference Venue

A first principles approach has been considered in terms of the wedding venue. The Applicant has stated that a total of 100 guests could attend a wedding event. It has been assumed that an average of two guests per car would attend the venue, resulting in 50 vehicle trips arriving at the site between 13:00 – 14:00. Food would typically be served between 14:00 – 16:00. Guests would then depart between 21:00 – 24:00 roughly on an equal basis as shown in Paragraph 4.14 of the TA. The Applicant considers this to be a robust assessment, given guests could also arrive by minibus/ taxi or coach.

In term of staff, the Applicant suggests up to 30 staff members could be employed for a wedding, plus an additional 10 staff members for after wedding parties. It is suggested that staff for the wedding would arrive on a roughly equal basis between 09:00 – 12:00 and leave on an equal basis between 17:00 – 19:00. It is expected that staff for after wedding parties would arrive between 18:00 and 19:00 then depart between 24:00 – 01:00.

With regards to deliveries, it is anticipated that these would be dependent on the amount and size of each event. It is expected deliveries would take place between 09:00 and 10:00 and for a wedding with a maximum occupancy of 100 guests could generate eight two-way traffic movements (four arrivals and four departures) between 09:00 – 10:00. The total number of staff trips are detailed in Para. 4.18 of the TA.

The total number of vehicle trips which could be generated by a wedding is detailed in Table 1, which has been extracted from the TA.

Time range	Arrive	Departures	Total
09:00-10:00	14	4	18
10:00-11:00	10	0	10
11:00-12:00	10	0	10
13:00-14:00	50	0	50
17:00-18:00	0	15	15
18:00-19:00	10	15	25
21:00-22:00	0	17	17
22:00-23:00	0	17	17
23:00-24:00	0	16	16
24:00-01:00	0	10	10
Total	94	94	188

Table 1: Total number of vehicle trips (staff, deliveries and guests) for a maximum capacity wedding (100 guests).

It is stated that on the day of events, there would be on-site marshals at the site access to direct guests and event staff to the parking area as well as taxis/minibuses at the front of the venue. To supplement this, appropriate mobile signage would be placed in key locations and removed immediately at the close of each event.

The LHA consider the trip rate analysis for a wedding event to be acceptable. It should be noted that mobile signage would not be permitted within the highway without prior authorisation from Leicestershire County Council.

Conference Centre

Whilst the Applicant has considered the highway impact of a wedding venue, similar consideration has not been given to the level of trips which could be generated should a conference be held at the site. Clarity in respect of the maximum number attendees and staff, and similar consideration of the level of trips which could be generated by this use is therefore required. The LHA believes that a conference could result in significantly higher numbers of guests arriving or departing the site during the typical weekday peak hours of 08:00 – 09:00 and 17:00 – 18:00.

Total trip generation

The total level of vehicle trips which are anticipated to be generated by the site for both a weekday and weekend are detailed in Tables 2 and 3, which have been obtained from the Transport Assessment.

Weekday traffic generation				Weekend traffic generation			
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	2	4
08:00-09:00	5	4	8	08:00-09:00	3	3	6
09:00-10:00	20	8	29	09:00-10:00	19	8	28
10:00-11:00	15	6	21	10:00-11:00	13	4	17
11:00-12:00	14	7	21	11:00-12:00	17	10	27
12:00-13:00	4	5	9	12:00-13:00	9	9	18
13:00-14:00	54	3	57	13:00-14:00	57	13	70
14:00-15:00	5	4	9	14:00-15:00	6	6	12
15:00-16:00	6	5	11	15:00-16:00	7	5	12
16:00-17:00	9	6	14	16:00-17:00	7	5	11
17:00-18:00	9	21	30	17:00-18:00	13	25	38
18:00-19:00	18	23	41	18:00-19:00	17	22	39
19:00-20:00	7	8	14	19:00-20:00	8	11	18
20:00-21:00	4	5	9	20:00-21:00	4	5	9
21:00-22:00	1	20	22	21:00-22:00	1	19	21
22:00-23:00	0	18	18	22:00-23:00	0	18	18
23:00-24:00	0	16	16	23:00-24:00	0	16	16
24:00-01:00	0	10	10	24:00-01:00	0	10	10
Total	175	172	347	Total	185	191	377

Tables 2 & 3: Total approximate weekday and weekend vehicular trip generation.

Whilst the above trip generation rates are accepted in principle by the LHA for when a wedding is being held at the site, the Applicant has not provided a scenario where a conference is being held. The LHA believes this could impact on AM and PM peak trips and therefore requires clarity in this respect.

Trip Distribution/ Junction Capacity Assessments

The Applicant has stated it is typically accepted that 30 or more two-way vehicles trips is the threshold for considering whether a proposed development would have a material impact on the operation of the local highway network. The Applicant has also accepted that during a highway peak hour on a weekday, the proposed development would generate up to 30 two-way trips.

The Applicant states however, this forecast is robust because the calculations include traffic generated by a wedding on site with a maximum occupancy of 100 guests and the 100 guests arriving and departing in 50 cars. It is reasonable to assume that there would be some guests that would arrive by taxi, minibus or by coach. Therefore, taking this into account, it is likely there would be less than 30 two-way traffic generated by the development overall in a highway peak hour.

The LHA advise that based on the Applicants trip generation analysis, guests would not be arriving for a wedding in the AM peak, therefore the level of trips are unlikely to be affected by wedding guests. However, the level of traffic which could be generated by a conference has not been considered. The LHA believe this could have a greater impact on traffic levels during the AM and PM weekday trips. On this basis, the LHA advise that consideration of trip distribution and capacity assessments are likely to be required for the proposed development, particularly for the site access junction with Wellsborough Road and Coton Bridge Lane Wellsborough Road junction.

Internal Layout

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.

Transport Sustainability

The proposed development is a significant walk from amenities such as public transport provision, convenience stores and public houses within the centre of Market Bosworth. The pedestrian route is also not street lit until the built-up area of Market Bosworth and a section passes through a private sports ground. Nevertheless, the LHA accept that the nature of the proposals means that guests staying or visiting the site are likely to be using the on-site facilities such as the spa, wedding venue/ conference centre once they have arrived.

On this basis, the LHA advise it could not justify the requirement for the Applicant to re-route the existing bus service which travels through the centre of Market Bosworth to serve the site, as it has with recent residential developments in the Market Bosworth.

Date Received
23 January 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
28 March 2025

APPENDIX B

SITE LAYOUT