



TRANSPORT NOTE
RESPONSE TO LCC HIGHWAY CONSULTATION
ERECTION OF A PIPE MANUFACTURING FACILITY WITH ASSOCIATED STORAGE
FP MCCANN LTD, BRASCOTE LANE, CADEBY,
NUNEATON, LEICESTERSHIRE, CV13 0BB
(ADL/AM/5321/TN/03B)

1.0 Introduction

- 1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Transport Note (TN), on behalf of the Applicant 'FP McCann Ltd', in response to Leicestershire County Council (LCC) consultation response dated 12th May 2025 regarding the planning application (ref. 25/00306/FUL) for the erection of a pipe manufacturing facility with associated storage at Brascote Lane, Cadeby, Nuneaton.
- 1.2 ADL supported the planning application by providing a Transport Assessment (ref. ADL/AM/5321/11A, dated March 2025).
- 1.3 ADL have previously assisted with Transport reports for former historic applications at the site. ADL liaised closely with LCC to address concerns previously on the application 22/00420/FUL for the proposed erection of tile manufacturing facility at the former Tarmac site. As part of this application, numerous off-site highway works were committed to be delivered by the Applicant at the A447 / Brascote Lane junction, along Brascote Lane and to the existing PROW. Brascote Lane will be widened to 7.3m for the most part with short sections where it narrows for traffic calming features or due to constraints.
- 1.4 The application to which this TN relates, will deliver a new plastic pipe production facility serving as an extension to the existing facility, spread across 3 agricultural fields. Two of the fields are allocated for accommodating the development proposals, with one field dedicated to providing ecological enhancements.
- 1.5 This TN responds to the LCC consultation response which is set out respectively in the following sections, where necessary.

2.0 Site Access

LCC Comment (1)

“Given the scale of the proposals and the anticipated trip generation, the LHA advise that the Applicant will be required to implement the same improvements to the access route along Brascote Lane which were conditioned as part of application reference 22/00420/FUL (ADL drawing number 5321-19 (Response to Stage 1 Road Safety Audit)) in the event the LHA and LPA are mindful to advise approval of the proposals. The LHA would advise the Applicant that this drawing is submitted as part of the application for consistency/ clarity.”

2.1 As stated within paragraph 5.2 of ADL’s TA “...significant highway improvements are being implemented to facilitate the approved tile works including provision of ghost right-turn at the A447 / Brascote Lane and widening of Brascote Lane to better accommodate two-way HGV traffic.” The proposal will accordingly benefit from the highway works already committed and to be delivered by FP McCann.

2.2 The most recent / current General Arrangement drawings prepared as part of the S278 Agreement were appended to the submitted TA as Appendix 6.0, but it should be noted that the detail is subject to minor changes as ADL continue liaising with LCC.

3.0 Highway Safety

LCC Comment (2)

“The LHA has reviewed its records for Brascote Lane and the A447, 500m either side of its junction with Brascote Lane. Regrettably, the LHA is aware of a fatal PIC on the A447 which occurred approximately 350m south of its junction with Brascote Lane. This occurred in November 2024 and involved an HGV and another vehicle travelling in opposite directions.

The LHA has reviewed the circumstances surrounding each PIC and accepts that there does not appear to be any specific patterns which are likely to be exacerbated by the proposals. On this basis, the LHA considers the proposals are unlikely to exacerbate an existing road safety concern.”

3.1 Noted.

4.0 Trip Generation

LCC Comment (3)

“The LHA accept the proposed trip rates and anticipated level of trips.”

4.1 Noted.

5.0 Off-Site Implications

LCC Comment (4)

“As detailed further above under the Site Access section, the Applicant will be required to implement the same road improvement scheme to Brascote Lane, which was conditioned as part of application 22/00420/FUL. The LHA advise that Brascote Lane in its current form is not suitable to cater for additional development traffic, therefore the same improvements are considered necessary prior to occupation of the proposed development.

Whilst the improvements to Brascote Lane would be considered appropriate to cater for the proposed development and application reference 22/00420/FUL, the LHA advise that the impact of any further development proposed off Brascote Lane and the suitability of the measures to cater for further development traffic would be considered on a case by case basis given there are still sections of the road, particularly around Rock Cottage and the private section (which is also a Bridleway), are considered narrow.

The LHA advise the ghost right turn lane at the A447/ Brascote Lane junction would not be required specifically as part of these proposals, given the overall number of trips which are anticipated to be generated by the proposals, which are just under half the level anticipated as part of application 22/00420/FUL.”

- 5.1 As noted previously, the pipe manufacturing factory once built, will benefit from the committed highway works being delivered by FP McCann. This is agreed.
- 5.2 Given the trip generation associated with the pipe manufacturing factory will result in 120 two-way staff (car) trips daily, occurring outside of the peak hours, and only up to 1-2 additional HGV trips per hour across the day there is no requirement to reconsider the highway works which have been optimally designed with respect to the surrounding constraints, and public highway extents.

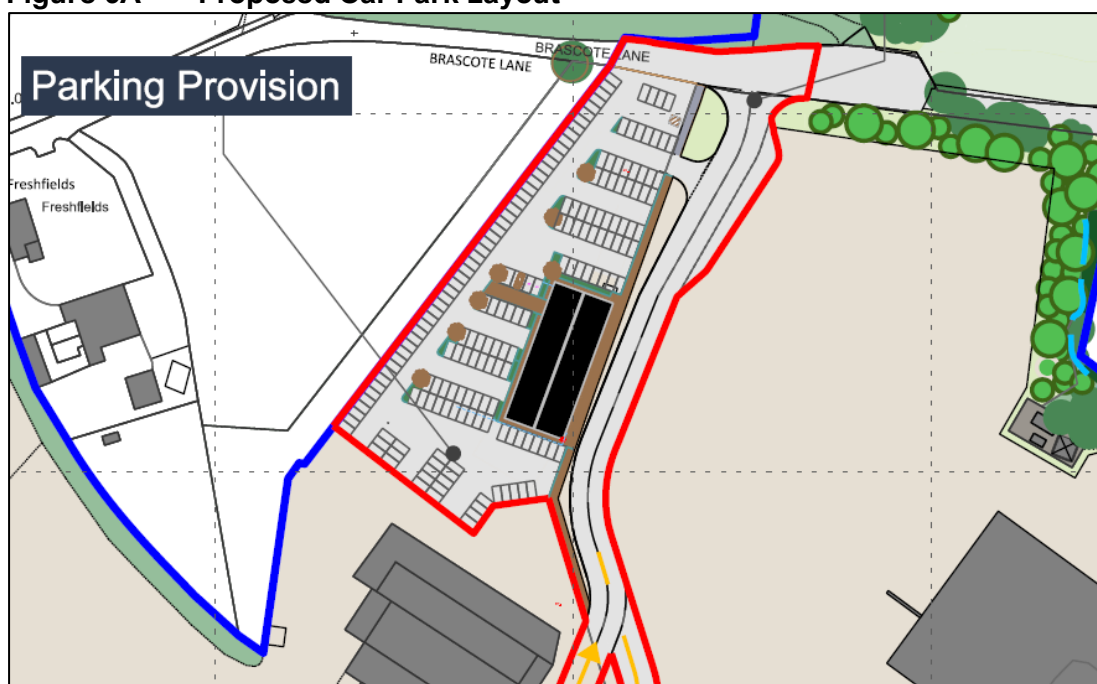
6.0 Internal Layout

LCC Comment (5)

“Based on Table 29(a) of the LHDG, an out of any town development with B2 use would require a minimum of 1 parking space per 55sqm. For a development with an internal floorspace of 5,490sqm 100 car parking spaces would therefore be required. Given the level of parking is a fifth of the minimum parking spaces required as per the LHDG, and provision would reduce the level of parking available for the other permitted uses on-site as it is within the same car park, the LHA advise the Applicant should seek to provide further information and a further parking area. Whilst it is acknowledged only 20 employees are anticipated for each shift, it is unclear where staff for the next shift would park at shift changeover times for example. This could also be a problem for the wider site if parking provision is reduced.”

- 6.1 Whilst it is acknowledged that another B2 operator could require more car parking (based on the car parking standards), given the niche nature of the sites approved uses where operations are largely automated by handling robots, it is considered that if FP McCann were to vacate the site, there are two likely scenarios:
- 1) Another operator performing the same operations would occupy the site, or;
 - 2) Another operator would require planning submission to change the site and its buildings to reflect their industry-specific requirements / operations.
- 6.2 In scenario 1, if performing the same operations as FP McCann, their parking demands would be the same or similar. If scenario 2, the application would be subject to further scrutiny and need to support with their own justification on parking provision and demand.
- 6.3 Notwithstanding the above, it should be noted that the FP McCann site benefits from expansive hardstanding areas which can facilitate parking demand should it become apparent that additional parking areas are required.
- 6.4 The proposal is to allocate 20 spaces within the existing car park to the new facility. The proposed car park layout is shown in Figure 6A below.

Figure 6A Proposed Car Park Layout



- 6.5 There are a total of 183 car parking spaces shown within the car park as above. This car park layout reconfiguration will be implemented in association with the construction of new office approved under application ref. 23/00926/FUL (to replace all office and welfare facilities at the site).
- 6.6 As a result of the current office construction, some parts of the existing car park (shown orange) are temporarily closed / unavailable and staff car parking has been relocated to other hardstanding areas within the site (shown green) as per the Google Aerial imagery shown below.

Figure 6B Existing Car Park and Overflow Car Parking Areas



- 6.7 Whilst the Applicant has advised the existing car park will have sufficient residual capacity to accommodate the changeover in shifts, the current temporary situation demonstrates that there are suitable overflow hardstanding areas within the site to accommodate any overflow car parking should the car park ever be fully occupied. FP McCann will make it clear to staff where the allocated overflow car parking locations are to ensure that staff will at no point park externally or in locations where it would detrimentally impact the internal site operations.

LCC Comment (6)

“In terms of HGV provision, a minimum of one space for every 400sqm would be required, resulting in a total of 14 spaces. Whilst paragraph 5.3.4 within the TA states there will be suitable space on site to accommodate HGVs based on expected operational demand, it is unclear where this would be. This should be clarified on a site plan.”

- 6.2 Similar to the car parking situation, the site-specific operations do not result in accumulation of HGV's for significant periods of time. Vehicles arrive to deliver or pick-up and depart immediately from the site. This is evidenced by reviewing Google Aerial imagery which shows that there are very limited stationary or parked HGV's at the existing site.
- 6.3 Notwithstanding this, if necessary to align with the standard, the Applicant is agreeable to providing a HGV overflow area to the southeast of the building as shown indicatively below.

Figure 6C Overflow HGV Storage Area



LCC Comment (7)

"The Applicant has stated they would provide an additional 12 cycle parking spaces within a secure, undercover parking area, which is welcomed and can be secured by condition."

6.4 Noted and agreed.

7.0 Transport Sustainability

LCC Comment (8)

"Given the scale of the proposals, a Travel Plan will be required, as per Table 1 of the LHDG. Should the Applicant not submit this as part of revised information, the LHA will require a condition for the travel plan to be provided prior to first use of the development. In addition, a £6,000 Travel Plan monitoring fee would be required. The Applicant would also be required to provide Travel Packs to all employees, which would currently be £52.85 per pack, if supplied through LCC, or attract a £500 fee for the pack to be reviewed."

7.1 Whilst the Applicant is willing to accept a Condition for the Travel Plan and monitoring fee, it is questioned what value a Travel Plan would offer for the site given its location and limited number of staff to be employed for the proposed use as per LCC following comment, set out below.

LCC Comment (9)

"The site is in a rural area and remote from facilities such as nearby shops. Furthermore, there is no longer a bus service running along the A447 close to the site. In the view of the LHA, this reduces the transport sustainability of the site as it is likely that employees would need to rely on the use of the private car to travel to and from the site. The LHA would usually require a six-month bus pass per employee if a bus service was running past the site."

7.2 Given the location of the site in relation to the surrounding rural villages, Hinckley Town (approximately 30-minute cycle) and the west parts of Leicester (approximately 45-minute cycle); uptake of cycling would be the most realistic sustainable travel choice to encourage. FP McCann could explore offering cycle discount vouchers to staff.

8.0 Public Rights of Way

LCC Comment (10)

"The application site red line boundary includes a section of Brascote Lane used by public right of way Bridleway S25. West of that the adopted section of Brascote Lane is paralleled by public right of way Footpath S66 on the Applicant's land. Also, the northern edge of the applicant's land adjoins Footpath S16. This is shown below on the applicant's Location Plan which uses Ordnance Survey 1:25,000 mapping on which public rights of way are marked by green dashes (though the route of Footpath S66 is largely hidden by the blue line boundary

of the applicant's other land). However, these public rights of way do not all connect directly so pedestrians must walk along Brascote Lane mixing with the site traffic, that will be intensified by the current application. Simple changes to the rights of way network are needed to better separate the vehicular traffic and pedestrian use and ensure public safety."

- 8.1 Possible improvements to the public rights of way (PROW) and their connections along Brascote Lane were discussed historically for the tile factory application when submitting discharge of condition application 23/00622/DISCON in relation to Condition 13 for 'signage and management'.
- 8.2 The Applicant's position on the potential for further improvements has not changed, and this application does not materially impact the traffic on Brascote Lane, such that further improvements to the PROW are necessary for granting of permission. As set out within the received highway consultation response, there is up to 1.25 (1-2) two-way HGVs proposed per hour.
- 8.3 As previously stated, the ability to deliver any linkage of the PROW will require control of 3rd party land and involve a separate legal process that would not be linked in any way to this planning application. Any diversion of PROW is subject to a separate legal process and consultation which can take several years to complete, with the delivery of any proposed change possibly unable to be delivered / enacted.
- 8.4 The Applicant is committed to providing improvements where within their gift. They have agreed to provide signage on Brascote Lane for the attention of site vehicular traffic, so they are aware of the presence of horse-riders, cyclists and pedestrians. They have also committed to provide a tarmacked section of bridleway at the south of the site to the A447.
- 8.5 Overall, it is concluded that the delivery of further PROW improvements is not necessary to make the proposal acceptable considering the limited traffic impacts associated with the proposal will not materially impact the PROWs where the Applicant has not been made aware of any prevailing issues with regard to the safe use of the existing bridleway, and also considering the deliverability of any scheme in any event due to 3rd party land ownership / constraints and legal process.