

20 February 2024

Chris Oakden
Charterpoint Developments
7 Wheatcroft Business Park
Nottingham
NG12 4DG

Dear Chris,

ERECTION OF 72 BEDROOM RESIDENTIAL CARE HOME (USE CLASS C2) WITH ASSOCIATED PARKING PROVISION, CYCLE PARKING, BIN STORE, LANDSCAPING, AIR SOURCE HEAT PUMP ENCLOSURE AND ASSOCIATED WORKS – CHARNWOOD BOROUGH COUNCIL PLANNING REFERENCE: P/23/2197/2

A planning application (Ref: P/23/2197/2) was submitted to Charnwood Borough Council in December 2023 for the erection of a 72-bed residential care home with associated parking and landscaping. ADC Infrastructure produced a Transport Assessment¹ and Travel Plan² in July 2023 and as part of the consultation, Leicestershire County Council (LCC) as the local highway authority provided comments issued 9 February 2024 which are enclosed in **Appendix A**.

Within their comments, LCC accept the access arrangement, junction visibility, internal layout and trip generation proposed in the Transport Assessment.

However, LCC refer to the Stage 1 RSA undertaken as part of the Transport Assessment in relation to the concerns regarding the interaction with the existing bus stop opposite the proposed site access on the southern side of Leicester Road. LCC have therefore asked for a forward visibility assessment of a car approaching the bus stop and a car waiting to exit the site.

In addition, LCC make reference to the Field Head roundabout which is a junction that will be subject to improvement works to accommodate growth in the wider area. LCC have confirmed they will seek a contribution of £40,025.42.

Regarding the Travel Plan, we note there are comments relating to the proposed targets and measures set out in the report.

Therefore, this letter has been produced in response to LCC's comments and to seek agreement on the outstanding highway matters.

Forward visibility

As stated above, due to concerns regarding the interaction of a vehicle travelling westbound on Leicester Road overtaking a stationary bus and a car exiting the site access, LCC have requested a forward visibility assessment to "*demonstrate that the bus stop does not need to be relocated and that the site access is safe and suitable*".

¹ ADC Infrastructure Transport Assessment, 20 July 2023 (Ref: ADC2643-RP-A-v3)

² ADC Infrastructure Travel Plan, 20 July 2023 (Ref: ADC2643-RP-B-v3)

In terms of the visibility requirements, Leicester Road is subject to a 40mph speed limit. In accordance with Table DG4 of LCC's Highway Design Guide (HDG), a speed of 40mph equates to a visibility splay of 65m. As part of Transport Assessment, 2.4 x 65m visibility splays were shown on the highways drawing (Drawing ADC2643-DR-001-P1) and LCC were satisfied that sufficient junction visibility could be achieved.

Drawing ADC2643-DR-003-P1 has been produced to assess the forward visibility of a car travelling westbound towards the proposed site access. As shown in the drawing, the forward visibility would not be obstructed by a stationary bus at the existing bus stop on the southern side of Leicester Road.

In addition, a 120m forward visibility has also been shown on the drawing which would also avoid conflict with the stationary bus. The 120m visibility splay equates to driver speeds between 41 and 44mph in accordance with LCC's HDG and, therefore, sufficient forward visibility can be achieved greater than the posted 40mph speed limit. Hence, the existing bus stop does not need to be relocated and a safe and suitable access can be achieved.

Field Head financial contribution

The proposed development would generate up to eight two-way traffic movements at the Field Head roundabout during a highway peak hour. It was therefore concluded that a financial contribution to any mitigation works would not be necessary.

In response, LCC have stated the junction is already forecast to operate above capacity in 2027 without the development in place and would '*undoubtedly worsen further with the development in place*'. In accordance with the NWLDC Coalville Transport Strategy, the junction is set to be improved to accommodate nearby development growth. Hence, to mitigate the development impact, LCC have stated a total contribution of £40,025.42 is required as part of the S106 agreement.

LCC have confirmed details of the calculation of the required sum can be provided. Hence, the details on how the contribution has been calculated is required to allow for a review of the contribution. Once the details have been provided, a full response to the contribution will be provided should it be considered that the contribution is not proportionate to the impact of the development at the junction.

Travel Plan

LCC also provided comments on the Travel stating that the report '*does not provide an initial target estimating the percentage mode share of car driver trips*'. Paragraph 4.15 of the Travel Plan states initial single occupancy car driver modal share is 68.1% which takes into account the car driver and passenger modal shares from the 2011 Census modal split.

LCC also state the mode share of private car trips is high (68.1%) and '*significantly above*' the national average of 57%. A successful Travel Plan would achieve a 10% reduction in single occupancy car trips. This would result in a single occupancy car share of 61.3% - 4.3% above the national average. When calculated in vehicle trips, this would equate to one car driver.

Regarding bus travel, LCC refer to the *Good Practice Guidelines: Delivering Travel Plans* document which states, "*where there is a need to reach a minimum level of bus use in order to sustain the service, then it may be appropriate to make (bus use) a target*". LCC base this on whether the applicant is considering the provision of extended or new bus routes. However, there are no proposals for an extension or new bus service as a result of the development.

In addition, LCC “*would require the provision of a Bus Pass per dwelling to achieve a mode share bus increase*”. It is assumed the requirement is for a bus pass per employee. Therefore, given there would be no change to the bus infrastructure as a result of the development, it is proposed that a bus target is introduced in future versions of the Travel Plan should bus travel be a prominent mode of travel amongst employees.

In terms of measures, LCC suggest mentioning BetterPoints within the Travel Plan which is an app where users can earn rewards in the form of high street vouchers when using sustainable modes of travel. The comments also refer to the ‘*Choose how you move*’ website which enables access to travel maps, timetables, and a route planner. Therefore, an updated Travel Plan³ has been produced to incorporate both resources and will be submitted to LCC along with this lettered response.

Regarding monitoring, LCC recommends Modeshift Stars is used for the staff travel surveys. This is noted and already acknowledged within the Travel Plan. LCC also state there will be a £6,000 monitoring fee for the site over the course of the five-year duration of the Travel Plan. This is noted and the applicant accepts the fee.

Summary

This letter has been produced in response to LCC’s highway comments on the proposed residential care home at Leicester Road, Markfield. A forward visibility assessment has been produced which demonstrates forward visibility would not be obstructed by a stationary bus when travelling westbound towards the site. Hence, the existing bus stop on the southern side of Leicester Road does not need to be relocated and a safe and suitable access can be achieved.

LCC have stated a financial contribution is required at the Field Head roundabout to mitigate the development impact at the junction. The details on how the contribution has been calculated is required to allow for a review of the contribution and once obtained, a full response to the contribution will be provided should it be considered that the contribution is not proportionate to the impact of the development at the junction.

Following comments on the Travel Plan submitted as part of the planning application, an updated Travel Plan has been produced.

We trust the above and the updated Travel Plan are satisfactory and subject to agreement of the Field Head financial contribution, addresses LCC’s highway comments. However, if you require any further information, please do not hesitate to contact us.

Yours sincerely



Keith Gamblen
Senior Engineer
tel: 



³ ADC Infrastructure Travel Plan, 20 February 2024, (Ref: ADC2643-RP-C-v4)

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.

P1	19/01/24	First issue	KG	MT
Rev	Date	Description	Dr	Rev
Client:				
Charterpoint (LE67) Limited				
Project:				
Leicester Road, Markfield				
Title:				
Forward Visibility Assessment				
ADC INFRASTRUCTURE				
Drawn:		Reviewed:		
K. Gamblen		M. Tatler		
Size:	Scale:	Date:		
A3	1:500	19 / 02 / 2024		
Status:				
PRELIMINARY ISSUE				
Project Reference	Type	Number	Revision	
ADC2643-DR-	003	P1		

APPENDIX A

LCC HIGHWAY COMMENTS ISSUED 9 FEBRUARY 2024

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: P/23/2197/2

Highway Reference Number: 2023/2197/02/H

Application Address: Land off Leicester Road, Markfield, Leicestershire

Application Type: Full

Description of Application:

Erection of 72 bedroom Residential Care Home (Use Class C2) with associated parking provision, cycle parking, bin store, landscaping, air source heat pump enclosure and associated works

GENERAL DETAILS

Planning Case Officer: Liam Ward

Applicant: Mr Giles Nursey

County Councillor: Cllr Deborah Taylor

Parish: Newtown Linford

Road Classification: Class A

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 on a planning application for the erection of a 72 bedroom Residential Care Home (Use Class C2) with associated parking provision, cycle parking, bin store, landscaping, air source heat pump enclosure and associated works at Land off Leicester Road, Markfield.

Site Access

The Applicant proposes to access the development via the creation of a new priority-controlled simple T-junction fronting Leicester Road. Leicester Road is a C classified road subject to a 40mph speed limit imposed by Traffic Regulation Order (TRO) and a 7.5t weight restriction.

Access to the site is within the borough of Hinckley & Bosworth and the development is within the borough of Charnwood.

Drawing ADC2643-DR-001-P1 shows the proposed access junction layout that provides a 6.0m wide carriageway and 6.0m kerb radii. This accords with design guidance contained within Figure DG18 which is considered the most relevant design guidance within Part 3 of the Leicestershire Highway Design Guide (LHDG), available at 'resources.leicestershire.gov.uk/lhdg'.

As part of any application, the Applicant will need to demonstrate a safe and suitable access to the site can be achieved. Vehicular visibility at the site accesses will need to be in line with Part 3, Table DG4 of the Leicestershire Highway Design Guide (LHDG), available at 'resources.leicestershire.gov.uk/lhdg'.

Drawing ADC2643-DR-001-P1 shows 2.4 x 65m visibility splays at the site access in both directions which are achievable within the public highway. Whilst no speed survey has been provided, the LHA has utilised its own mapping service and is satisfied that a 2.4 x 175.0m splay can be achieved to the southeast and splays in excess of 2.4 x 375.0m can be achieved to the northwest. Therefore, the LHA are satisfied that appropriate visibility splays are achievable from the site access.

The LHA note that a bus layby is located in close proximity to the site access on the development access side of Leicester Road. The shown visibility splay, measured correctly to a 1.0m offset of the nearside kerb in accordance with Figure DG2a of the LHDG, passes through only the first 14.0m of the bus stop layby. The LHA note that the bus layby measures in excess of 38.0m. The LHA therefore consider that a bus at the stop, which has a typical length of circa 12-14m, would not necessarily obstruct the visibility splay. The LHA are therefore content that appropriate visibility splays are proposed.

A 2.0m footway has been provided on the eastern side of the access to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop to the site. For an alternative pedestrian access into the site, a 2.0m designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road. The footway widths proposed accord with Table DG9 of Part 3 of the LHDG.

A swept path analysis exercise has been undertaken at the site access using a large refuse vehicle and is shown on Drawing ADC2643-DR-001-P1. The LHA note that the vehicle over-runs the centreline of the carriageway however the LHA note that this is an infrequent movement and that the vehicle used is larger than a private collection vehicle as referenced within the design and access statement.

A Stage 1 Road Safety Audit (RSA) and raised a single problem with the location of the bus stop on the southern side of Leicester Road stating:

'There is an existing bus stop on the opposite side of Leicester Road to the proposed access. Should this bus stop remain, there is a risk that a vehicle overtaking a stationary bus, may come into collision with a vehicle turning left out of the proposed access, that may not be expecting an overtaking vehicle and consequentially increase the risk of a head on type or junction related collision.'

The RSA recommended relocating the bus stop. The Designer's Response disagreed stating that sufficient visibility can be achieved from the proposed site access in both directions. The LHA disagree with the Designer's Response and consider that since the stops are served frequently, up to every 30mins, forward visibility between a vehicle approaching the bus stop and the site access should be demonstrated in order to demonstrate that the bus stop does not need to be relocated and that the site access is safe and suitable.

Highway Safety

Six Personal Injury Collisions (PICs) have been recorded in close proximity to the site (500m isochrone) within the most recent five-year period. The LHA have reviewed the descriptions and are satisfied that there are no trends / patterns that can be discerned from the collision data.

The LHA therefore consider that there are no known highway safety concerns that would be exacerbated by the development.

Notwithstanding the above the Applicant is still required to demonstrate a safe and suitable access.

Trip Generation

As per the submitted Transport Assessment, it has been confirmed that there would be two shift patterns, the day shift from 08:00-20:00 and then the night shift from 20:00-08:00. During the day, there would be 16 carers/nurses, up to three administrators and a manager plus up to four ancillary staff for the kitchen and maintenance. For the night shift, there would be 10 carers/nurses.

The LHA welcome the first principles approach to trip generation and note that no staff trips will likely take place within the normal AM (08:00-09:00) and PM (17:00-18:00) peak periods.

The Applicant's transport consultant, ADC Infrastructure, has submitted a trip generation exercise based on the 'Health - Care Home (Elderly Residential)' category of the TRICS database. The trip generation exercise results in an expected 10 two-way vehicle trips during the AM peak period and 8 two-way vehicle trips during the PM peak period.

The LHA note that these rates are broadly comparable with accepted trip generation for Application 23/0091/FUL for the erection of a 74-bed care home at 5 And 7 Groby Road, Glenfield. That scheme, based upon a sensitivity test, expected 11 two-way vehicle trips in the AM peak and 8 two-way vehicle trips in the PM peak.

The LHA note that the ADC Infrastructure resulted in a daily two-way trip rate of 2.151 corresponding to 155 two-way trips across a day.

Junction Capacity Assessments

The LHA stated in its pre-application advice that it is:

'...aware that the A50 Leicester Road/ Markfield Lane/ Launde Road/ Leicester Road roundabout (Field Head Roundabout) is exceeding capacity and it is likely that the Applicant will be required to contribute towards an improvement scheme currently being designed by Leicestershire County

Council in order to mitigate any impact the development may have on the operation of the roundabout. The Applicant should therefore give careful consideration to the impact of the development on the Field Head Roundabout.'

The LHA note that the Applicant has provided a distribution and assignment exercise based on National Census 'Location of Usual Residence and place of work method of travel to work' dataset (reference WU03EW) for the 'Charnwood 016' MSOA. The LHA have conducted a high-level review and accept the distribution exercise which shows 82.9% of the development traffic would travel through the Field Head roundabout whilst the remaining 17.1% would travel to and from the west of the site access, 14.9% of which via Ashby Road and Whitwick Road.

The Field Head roundabout is already forecast to operate above capacity in 2027 without the development. The capacity will undoubtedly worsen further with the development in place as the RFC, delay and queues increase in both the AM and PM peak periods.

In accordance with the NWLDC Coalville Transport Strategy, the Field Head Roundabout and the M1 Junction 22 are to be improved via a package of transport improvement works that will accommodate the wider growth objectives for the Coalville area. In order to fund this, a contribution strategy has been utilised across the area. The works are partly to be paid for by developer contribution.

Therefore to mitigate the development impact at the Field Head roundabout, the Applicant is expected to contribute to the A511 Growth Corridor Scheme, and the proposed improvement to the roundabout. The LHA will seek a total contribution of £40,025.42 via a S106 agreement as and when the LHA is in a position to advise approval of the application. The LHA can provide details of the calculation of this sum.

Internal Layout

Drawing ADC2643-DR-002-P1 shows a swept path analysis exercise has been undertaken of a large refuse vehicle and ambulance within the site. The drawing demonstrates a large refuse vehicle can enter the site, reverse towards the bin store and drive out in a forward gear. The assessment also demonstrates an ambulance would be able to use the layby outside the entrance and use the turning circle to exit in a forward gear.

Internally, parking provision will need to be in line with the Highway Requirements for Development Part 4 document available within the LHDG. For a residential home for the elderly with communal facilities, one car space per four bedrooms, plus one car space for each staff member on site would be required.

It has been confirmed that there would be up to 20 full time employees on site during the day and 10 during the night shift. For a 72 bed care home, this would result in a requirement for 38 parking spaces during the daytime period and 28 during the nighttime period.

Regarding car parking, 34 car parking spaces would be provided including four disabled spaces and three motorcycle spaces.

The LHA note that as per Section 3.148 of Part 3 of the LHDG, where the LHA continue to apply previous guidance from its document 'Highway Requirements for Development' (HRfD), for the

time being these are to be treated as maximum standards. The LHA therefore consider that the parking provision levels are in general accordance with local design guidance.

The LHA note that standard parking bays appear to measure 2.5 x 5.5m in excess of local design guidance (2.4 x 5.5m) and that the disabled parking bays provide a 1.2m buffer area as required. A 6.0m aisle space is also provided and therefore the LHA are satisfied that parking and turning is in accordance with local design guidance.

Transport Sustainability

Sustainable Transport Provision

The nearest bus stops are on Leicester Road and are within 50.0m walking distance from the proposed site access. The eastbound bus stop consists of a layby, seated shelter, flag-and-pole, timetable cases and raised kerb provision whilst the westbound bus stop is a flag and pole arrangement with timetable cases and raised kerb provision. The bus stops serve the 29, 29A and 29B Arriva bus routes and provide access between Leicester and Coalville/Swadlincote.

The LHA advise that a bus pass should be made available per employee and that an application form for this should be provided in a welcome pack which will form part of the package of measures for a Travel Plan as mentioned below.

Travel Plan

The LHA has reviewed the submitted Travel Plan produced by ADC Infrastructure and note that the document does not provide an initial target estimating the percentage mode share of car driver trips.

The LHA note that the TP aims to reduce single occupancy vehicle trips, to and from the site by 10% over five years. However, the LHA note that whilst a 10% reduction is commonplace, in accordance with the Good Practice Guidelines: Delivering Travel Plans document, 'Targets should be ambitious and should correspond to the best estimate of the maximum number of trips that can be made by non-car modes'. The LHA consider that the mode share of private car trips is still high and significantly above the national average of 57%.

The LHA consider that specific targets relating to the use of walking, cycling and public transport use should be provided to provide specificity and the ability to measure the proposed 'SMART' targets.

Where the Applicant is considering the provision of extended or even new bus services, the Good Practice Guidelines: Delivering Travel Plans document states, 'where there is a need to reach a minimum level of bus use in order to sustain the service, then it may be appropriate to make [bus use] a target', within the travel plan.

The LHA note that Travel Packs should be provided. It should be advised at this stage whether the Applicant or LCC will develop these packs. A contribution will be secured via an S106 agreement to secure the provision.

The LHA would require the provision of a Bus Pass per dwelling to achieve a mode share bus increase. The bus passes would be secured via an S106 Agreement.

The Applicant should consider mentioning Leicestershire County Council's sustainable travel rewards app. Powered by BetterPoints, users can earn rewards for sustainable travel which can be redeemed against high street store vouchers.

It will also be worth using resources that are provided by www.choosehowyoumove.co.uk where there are several walking/cycling maps, as well as a route planner and Bus timetable.

The LHA recommends Modeshift Stars for occupier travel surveys. It is possible for developers to design and use their own surveys, but they should match the style and content of Modeshift.

The Travel Plan Monitoring Fee required for this site will be the sum of £6000.00. The Travel Plan will be monitored by LCC officers for the five-year duration of its life.

Date Received
11 December 2023

Case Officer
Dan Green

Reviewer
AW

Date issued
9 February 2024