

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: 25/00354/FUL

Highway Reference Number: 2025/0354/04/H

Application Address: Land Adj The Trinity Centre Marchant Road Hinckley Leicestershire LE10 0LQ

Application Type: Full

Description of Application: Erection of 72 bed residential care facility (C2) with associated access, car parking, ambulance drop off area and landscaping

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Tamsin Cottle

County Councillor: Cllr Stuart Bray

Parish:

Road Classification: Adopted Unclassified

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 a full application for the erection of a 72-bed residential care facility (C2) with associated access, car parking, ambulance drop off area and landscaping at, land adjacent to The Trinity Centre, Marchant Road, Hinckley.

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

- Transport Assessment ([TA] Rev. A, dated 28th March 2025 and authored by Encon Associates);
- Travel Plan (Dated 24th March 2025 and authored by Encon Associates);
- Construction Management Plan (Authored by Rasico Consulting);
- G4 Architects drawing number A400 (Proposed Bin Store & Cycle/Garden Store); and
- Construction Management Plan, authored by Rasico Consulting.

The LHA is aware of application reference 18/01237/FUL for the erection of 66 apartments within two apartment blocks and seven houses, including the provision of access, open space and associated infrastructure at the site. The proposed development would omit one apartment block changing the proposed site to 40 dwellings and implement a 72-bed care home.

Site Access

Details of the site access arrangements are provided on G4 Architects drawing number A002 available within Appendix A of the TA. The site would be accessed via the new development spine road permitted as part of application reference 18/01237/FUL, which links Marchant Road with Trinity Vicarage Road.

Swept path analysis of the site access is shown on Encon Associates drawing number 05 available within Appendix H of the TA.

The Applicant has not provided any details of the site access dimensions. The LHA would expect an access with a minimum width of 6.0m and a 6.0m junction radii. The proposed access measures approximately 5.0m wide. Visibility splays have also not been shown on the drawing and are therefore required for a design speed of 25mph as detailed within [Table 6](#) of the [Leicestershire Highway Design Guide](#) (LHDG). These will need to fall fully within the extents of the proposed public highway and/ or within land under the Applicants control. Furthermore, the LHA advises that the Applicant should demonstrate that junction spacing between the proposed care home access and the car park access to the west of the site is sufficient so that if a vehicle was waiting to exit each access, that the visibility splays are not restricted by the other vehicle.

In the event this development comes forward prior to the wider site, the Applicant will also need to construct the site access onto Marchant Road. This is detailed on Encon Associates drawing number A3907-05 Rev. H and included within Appendix D of the Transport Statement (Rev. J, dated 23rd September 2019) submitted as part of application reference 18/01237/FUL. As detailed within the highway observations dated 23rd and 27th September 2019 for that application, this would require removal of the existing turning head and the extinguishment of highway rights in the area. The LHA would advise that the area cannot be physically blocked off until the area is formally stopped up by the order; this would be illegal and would render the S247 process invalid.

Furthermore, footway widening would be required along Marchant Road, as detailed within Encon Associates drawing number A3907-05 Rev. H and Encon Associates drawing number A3907-08, which was submitted to the LPA on 24th September 2019 as part of that application. Within the LHA's observations dated 27th September 2019, it is stated that the footway improvements would require amendments to existing Traffic Regulation Orders (double yellow lines) on Marchant Road such as extending the length on the western side of the road. On this basis, the LHA advise a contribution of £7,500 will be required to enable the relocation of parking restrictions in association with the removal of the turning circle and widening the footway on Marchant Road.

The LHA advise that the appropriate drawings should be submitted at this stage and as part of this application to reflect the above.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Crashmap for between the start of 2019 and end of 2023. The Applicant has considered all PIC's within a 500m radius of the site within Part 4 of the TA. The LHA advises that the PIC analysis is considered out of date, given 2024 has not been considered. Nevertheless, the LHA is aware of one additional PIC which has

occurred within the close vicinity of the site, which occurred in June 2024 on Trinity Vicarage Road. This was recorded as slight in severity and involved a vehicle and a pedestrian.

Notwithstanding the above, the LHA consider the proposals are unlikely to exacerbate the existing situation.

Trip Generation

In Part 6 of the TA, the Applicant has compared the level of vehicle trips which could be generated by the permitted development against the level of trips which could be generated by the proposed development. Trip rates for the 40 dwellings were obtained from those agreed as part of application reference 18/01237/FUL. Trip rates for the proposed care home development were obtained from the TRICs database. A comparison of the approximate vehicular trips is provided below.

Time Period	Traffic Generation							
	Permitted		Proposed		Total		Change	
	Arrive	Depart	Arrive	Depart	Permitted	Proposed	Net	%
AM Peak 08:00-09:00	8	27	11	20	35	31	4	-11
PM Peak 17:00-18:00	24	12	17	12	36	29	7	-19
Total 00:00-24:00	148	150	144	147	298	291	7	-2

Table 1: Comparison of vehicular trip rates for 40 dwellings and a 72-bed care home (extracted from Table 13 within the Applicants TA).

The LHA has reviewed the Applicants TRICs output within Appendix E of the TA and advises that the trip rates include surveys from both weekdays and weekends. This does not make a fair comparison against the permitted residential trips which were based on weekday surveys only. This should be reviewed by the Applicant.

Furthermore, the LHA is having difficulty in calculating how the figures in Table 1 were derived. For example, Table 10 within the TA details the level of trips for 40 dwellings only, while Table 11 details the trips for a 72-bed care home only.

After a review of Tables 9 – 11 in the TA the LHA would advise the Applicant that the figures do not match those shown in Figure 13. The LHA requests these details are checked and amended where required.

Junction Capacity Assessments

Given the level of traffic which is anticipated to be generated by the proposals and the fact that the previous development generated a level of traffic, it is possible that junction capacity assessments would not be required by the LHA.

Off-Site Implications

As part of application reference 18/01237/FUL, Condition 31 states:

'No part of the development hereby permitted shall be occupied until such time as a 3m wide footway along the Coventry Road and Trinity Lane site frontage is implemented in full in accordance with details to be agreed in writing with the Local Planning Authority'.

The LHA advised the condition on the basis that there is an aspiration to provide a 3m wide footway cycleway along the north side of Coventry Road in the future. On this basis, given the site fronts Coventry Road, the LHA is likely to advise a similar condition as part of this application if it is mindful to advise approval of the proposals to the LPA in the future.

Alternatively, the Applicant can submit details of a scheme as part of this application, which would need to be accompanied by a Stage 1 Road Safety Audit and a Designer's Response to any problems raised and (if necessary) a revised drawing.

Internal Layout

Details of the internal layout of the site are provided on G4 Architects drawing number A003.

As part of the wider development, the spine road linking Marchant Road and Trinity Vicarage Road is to be put forward for adoption. The section of spine road within the red line boundary of this application site connects to Marchant Road only. The LHA strongly advises that this is constructed to adoptable standards however it should be noted that this would not be considered for adoption in isolation if it was just constructed to serve the residential care facility and the wider development did not come forward.

The Applicant has proposed a total of 21 car parking spaces, which includes three accessible and three electric car charging spaces. An ambulance parking space has also been provided.

The submitted application form details 20 full time and 18 part time members of staff would be employed because of the proposals. Parts 5.5 and 5.6 of the TA detail that at any one time there would be a total of 28 members of staff on-site.

[Table 29\(b\)](#) of the LHDG states that parking for a nursing home should be provided based on 1 space per three bedrooms plus 1 per staff member.

Therefore, a total of 52 car parking spaces should be provided within the site, which means there is a shortfall of 31 car parking spaces. The LHA note however that as part of application reference 18/01237/FUL, the developer is required to implement Traffic Regulation Orders along the new road linking Marchant Road and Trinity Vicarage Road to control inappropriate parking. Therefore, should the wider development come forwards parking restrictions would be implemented along the new road. In addition, there are multiple public car parks within the vicinity of the site. Lastly, the site is situated in a town centre location and can be accessed via public transport, walking and cycling.

The LHA notes that immediately to the north of the site, previously a car park with 13 unallocated spaces was proposed. The access to the car park also served an underground car park to the block of flats with 33 allocated parking spaces, which would be removed as part of these current proposals. Whilst the remaining 13 space car park falls outside the Applicants red line boundary of this application, it is unclear whether that car park is to remain or what the intention of its use would be.

Transport Sustainability

The LHA have reviewed the submitted Travel Plan (TP), where it is acknowledged the level of parking provision within the site is low. However, the TP highlights the availability of other modes of transport and access to alternative public car parks in the vicinity of the site.

The site has allocated eight cycle parking spaces and a cycle store. As the Applicant is suggesting limiting parking spaces to encourage sustainable travel modes, the Applicant should look to increase the number of covered and secure cycle parking spaces available to residents, staff and visitors. The LHA would advise this as a condition should additional information on cycle parking not be provided at this stage.

It is noted that the closest bus stop to the site is 130m walking distance away on B4666 Coventry Road and is served by multiple services on a regular frequency. The closest bus stop is equipped with a pole, flag, timetable case and raised kerb.

There are also plenty of local amenities within walking and cycling distance of the site.

The TP commits to having a Travel Plan Coordinator (TPC) for the site, appointed prior to occupation for five years. Budget will be set aside to provide materials and a travel plan noticeboard, as well as purchasing relevant items, such as umbrellas and cycle repair kits. Walking buddies, Bike User Groups and guaranteed ride's home are also mentioned as ways to encourage sustainable travel to the site. The Applicant has considered marketing and communications which are appropriate to the various audiences of the site.

Travel Packs are mentioned as an option for site staff and visitors, these can be produced by the Applicant but will incur a proofreading fee of £500.00 to Leicestershire County Council. Alternatively, these can be created by Leicestershire County Council at a cost of £52.85 per pack. A range of website and information links have been included to provide residents, visitors and staff with a knowledge base on how to travel more sustainably. To encourage the use of public transport, employees at the care home should be provided with a six-month bus pass, the cost of which would be approximately £510 per pass for an Arriva bus service.

A suitable action plan has been created. SMART targets have been identified and are suitable for the site's location and local sustainable transport options. The Applicant has committed to completing travel surveys and audits within three months of first occupation, and annually thereafter.

Given all the above, the LHA accepts the submitted TP. A monitoring fee of £6,000.00 is required for the site for which using Modeshift STARS is advised. This would be requested by the LHA as part of a Section 106 agreement.

Construction Management Plan (CMP)

The submitted Construction Management Plan (CMP) states the following:

- Construction traffic would access the site via Coventry Road (B4666) and Marchant Road. This is accepted by the LHA.
- Part 50/100 of the CMP details that loading and unloading will occur within the site, however it would be beneficial for the area to be highlighted on a drawing, as the location is unclear.

- Part 50/200 of the CMP provides the location of construction staff parking, which is shown to be the proposed site car park. This is welcomed by the LHA.
- Part 60/120 of the CTMP details that wheel washing facilities will be provided at the exit of the site, however this refers to an incorrect road name (Lodge Hill) instead of Marchant Road.

The Applicant should update the CMP to reflect the correct road names. The wheel wash facility should be situated a minimum of 10m back from the public highway and provided at the start of construction, remaining on site for the duration.

The LHA advises that an updated CMP could be conditioned if it was not updated as part of the additional information provided by the Applicant.

Closing

The LHA requests the following additional information is submitted by the Applicant to the LPA for review by the LHA:

- Further drawings in respect of the site access arrangements onto Marchant Road to reflect those required as part of application 18/01237/FUL;
- Additional information in respect of the proposed access including a 6.0m radii and access width, along with visibility splays;
- Updated trip rates to exclude surveys undertaken at weekends and clarity as to how the comparison between the trips generated by application reference 18/01237/FUL and the current proposals have been derived;
- It is suggested a footway widening scheme along Coventry Road is provided as part of the application; and
- An updated CMP.

Date Received
10 April 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
30 May 2025