

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: 24/01157/HYB

Highway Reference Number: 2024/1157/04/H/R1

Application Address: Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton Leicestershire CV13 0NP

Application Type: Hybrid

Description of Application: Re-consultation. Hybrid planning application seeking Full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works

GENERAL DETAILS

Planning Case Officer: Alex Jelley

Applicant: Mr G Denny

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 a hybrid planning application seeking full planning permission for the erection of a golf leisure and health spa and Outline planning permission (all matters reserved except for access) for the erection of up to 126 golf holiday lodges with associated works. The LHA previously advised within its observations dated 13th March 2025 that additional information was required in respect of the proposals, notably:

- Improvements to the site access in line with other recent developments at the Golf Club;
- Details of a proposed planning condition to restrict the use of the spa;
- Updated trip generation for the holiday lodges to consider both weekdays and weekends and exclude surveys undertaken during the Covid-19 pandemic;

- Potentially trip generation analysis in respect of the spa should this be available for public use and depending on the wording of any suggested planning condition;
- Capacity assessments of at least the site access depending on the level of trips generated by the proposals following the above;
- Clarity in respect of staff numbers and parking arrangements for staff, as well as how parking would be managed to avoid pressures on parking within the site; and
- Potentially provision of a car park for the spa as part of the full application, depending on how the use will be restricted.

The LHA has reviewed the following document submitted by the Applicant to resolve the above comments:

- Letter reference RS/2300432/250325, dated 30th April 2025 and authored by Ardent Consulting.

Site Access

The LHA previously advised that as part of application reference 24/00019/FUL, improvements to the site access were required to the width and radii. The LHA advised that given the scale of the proposals; similar improvements were put forward by the Applicant.

The Applicant has submitted HAS drawing number HAS/17-030/01 Rev. A, which details the same access proposals approved as part of application reference 24/00019/FUL. This is accepted by the LHA.

Highway Safety

The LHA previously advised under the site-specific circumstances, it did not require up to date Personal Injury Collision (PIC) analysis considering the most recent five-year period. The LHA has recently reviewed PIC records as part of several recent developments in the area and confirms that there are no existing highway safety issues identified in the area.

Given the Applicant is now proposing improvements to the site access as detailed above, the LHA consider the proposals are unlikely to create a highway safety issue on the network.

Trip Generation

The Applicant previously stated that the proposed health spa would be restricted for use by guests of the proposed and consented holiday lodges, as well as users of the consented hotel and members of the golf club only and would not be open to the public.

On this basis, the LHA previously advised that an appropriately worded planning condition will be required to restrict the use of the spa to prevent use by the public. It was advised the Applicant should liaise with the LPA in respect of a planning condition to restrict the use of the spa by the public and provide an appropriately worded condition which they would agree to in the event the LHA was mindful to provide positive advice in respect of the proposals in the future. The LHA also requested clarification if membership could be applied for sole use of the spa, without the use of other facilities at the golf club such as the golf course, holiday lodges, clubhouse or hotel.

The LHA previously advised that the trip rates for the holiday lodge use only (as opposed to the holiday lodge and the spa) would be appropriate given the restrictions on use of the proposed spa (subject to a planning condition restricting use). The LHA did not however accept the TRICs trip rates proposed given surveys were undertaken on a weekday and weekend and one survey was

undertaken during the Covid-19 pandemic, which the LHA would usually exclude. The LHA advised the Applicant may wish to use the trip rates accepted as part of live application reference: 25/00027/OUT (*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) | Land East of Bosworth Water Park, Wellsborough Road, Market Bosworth*).

The Applicant has subsequently proposed the same weekday trip rates which have been accepted as part of application 25/00027/OUT as detailed in Table 1 below.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rates (per unit)	0.019	0.040	-	0.091	0.051	-	0.856	0.744	-
Vehicle Trip Generation (126 units)	2	5	7	11	6	18	108	94	202

Table 1: Proposed vehicle trip rates and approximate level of vehicle trips (126 holiday lodges).

The weekday trip rates are accepted by the LHA.

The Applicant has not provided any weekend trip rates. Based on those used for application reference 25/00027/OUT, the LHA believe that at its peak approximately 53 two-way trips (consisting of 16 arrivals and 37 departures) could be generated between 13:00 – 14:00. The LHA would however accept under the site specific circumstances that several guests at the holiday lodges could be staying on-site to use the health spa/ golf club etc, subject to an appropriate condition being confirmed by the Applicant as per the below.

Whilst the Applicant has not provided condition wording in respect of restricting the use of the spa, they have stated they would agree to a condition to restrict the use and confirmed that no external membership for the spa only would be permitted.

As per the previous advice, the LHA requests that the Applicant liaises with the LPA in terms of a suitably worded condition and confirms that such a condition would be possible and enforceable. Should this be confirmed, the suggested wording of the condition should be provided. In the event the LPA advises the condition would not be enforceable, the Applicant will need to consider the health spa with an element of public use as per the LHA's previous advice.

Trip Distribution

As previously advised, the Applicant has based their trip distribution on that which was accepted by the LHA for the proposed hotel development as part of application 24/00019/FUL. This is accepted by the LHA.

Junction Capacity Assessments

The LHA previously advised that should the proposals generate 30 or more two-way trips (e.g. 15 arrivals or 15 departures) in the AM or PM peaks following updated trip rates, a capacity assessment of the site access would be required. The LHA note that whilst a capacity assessment has been undertaken, which takes into consideration nearby developments, this has not been studied in detail given the level of traffic anticipated to be generated by the proposals. The LHA accept however that this would not currently be required. Further consideration may be required

however in the event a condition to restrict the use of the spa cannot be implemented as advised previously.

Internal Layout

Holiday Lodges & Health Spa

As advised previously, the internal layout of the holiday lodge development is not for consideration at this stage. The layout for the health spa is for consideration, however it is stated that no car parking would be required as part of the health spa development due to parking being provided as part of other planning applications in the wider site.

The LHA previously advised that it had concerns it could be difficult to prevent those staying in the holiday lodges from driving to the health spa/ golf clubhouse etc, given the distances between the lodges and the rest of the site. The Applicant has stated:

- There would be a half hourly mini electric buggy bus for those who do not want to walk between the lodges and the other site;
- The use of the timetabled mini electric buggy bus during busy seasons such as summer or school holidays would prevent visitors from having to walk long distances;
- The buggies would be scheduled during the opening hours of the spa facility and golf club is open and a suitable strategy would be in place so that guests can easily request a buggy;
- Monitoring would be in place to ensure that the above strategy is working effectively as it is in the operator's best interest to ensure that guests are not inconvenienced to encourage repeat business.

In addition to the above, it is stated high quality wayfinding would also be incorporated into the layout such as approved low-level lighting along paths and signposted routes to encourage walking between the lodges and the spa facility. The Applicant has also advised that a Car Parking Management Plan (CPMP) could be secured by condition to outline how the above strategy could be implemented and operated effectively.

The Applicant has also stated that as part of the 24/00019/FUL application for the erection of a 50x room Golf and leisure accommodation facility with associated work, the maximum car parking demand was 185 parking spaces at the site, meaning the proposed 202 spaces would be more than the predicted demand.

Further to this, the original assumptions were based on the hotel operating as a traditional hotel, whereas the proposals are ancillary to the golf course and its associated facilities. It is therefore considered by the Applicant that there would be sufficient capacity to accommodate an uplift in parking demand associated with staff members at the spa facility and guests during arrival and departure periods.

The LHA previously advised that given the proposed health spa has been proposed without a car park, it would not be able to accept a scenario where it opened prior to the golf club/ clubhouse/ hotel development or the lodges themselves. In addition, the use would need to be restricted to the use of the spa to the hotel/ lodges/ golf club members, so the spa could not open just with members of the public. The number of staff to be employed by the health spa, and number on-site at any one time was also requested.

The LHA request the Applicant to confirm the wording of any such condition for a CPMP with the LPA and, given that a car park for the health spa is not proposed as part of this specific development, that the condition would be enforceable. Furthermore, the LPA previously requested the Applicant to confirm the wording in respect of restricting the opening of the health spa until a car park was built and in operation. The wording of such a condition has not been provided. In the event the LPA are unable to accept a condition restricting first use of the health spa until the car parking as part of other planning applications has been completed, the Applicant will need to provide parking as part of this application.

The LPA also request confirmation in respect of the number of staff likely to be employed.

Public Rights of Way

As advised previously, the application site is crossed by Public Footpaths S68 and S70. The LHA has no further comments on rights of way and advises a condition could be advised in respect of treatment of the Public Rights of Way.

Closing

Based on the above, the following information should be submitted to the LPA for consideration by the LHA:

- Clarity in respect of staff numbers;
- Details of any proposed planning conditions to restrict the use of the spa, CPMP and occupation of the spa until the car park has been built, which have been discussed with the LPA;

The advice the Applicant receives from the LPA in respect of the planning conditions will inform the Applicant whether any additional work is required, such as:

- Potentially trip generation analysis in respect of the spa should this need to be considered as available for public use; and
- Potentially provision of a car park for the spa as part of the full application, depending on how the use will be restricted.

The LHA advise the LPA it will be difficult to provide any further observations, without additional information from the Applicant in respect of potential conditions restricting the use of the health spa, CPMP and car park.

Date Received
13 May 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
23 June 2025