

Our Ref: 25-21545

Date: 27 April 2026

Transport Statement Addendum

Response to Local Highway Authority Comments on Coach Movements

This note responds to the Local Highway Authority's comments regarding the ability of a coach to enter and leave the site and negotiate the proposed internal mini-roundabout.

The proposed access arrangement is consistent with the access previously considered by the Planning Inspector under appeal reference APP/K2420/W/23/3327377. In that appeal, the Inspector acknowledged that larger vehicles, including coaches, may need to partly cross the opposing side of the carriageway when entering or leaving the site. However, the Inspector concluded that this would not result in an unacceptable highway safety impact, having regard to the available forward visibility and the limited number of such movements.

The current proposal is materially smaller than the previous appeal scheme. It is for a 49-bedroom hotel and does not include the wider conference, function, wedding, dining, leisure or spa facilities previously proposed. As such, the likelihood and frequency of coach movements would be low. Coach visits, where they occur, would be occasional and pre-arranged.

The applicant acknowledges the Local Highway Authority's request for swept path analysis and will provide a revised drawing showing coach ingress and egress from Markfield Lane, together with movements through the proposed internal mini-roundabout. The applicant is also willing to make minor amendments to the internal layout if required to assist safe movement within the private site.

However, it is not considered necessary or proportionate to substantially over-design the site access to allow a coach to undertake all movements without any encroachment across the centre line. Such a requirement would be disproportionate to the scale of the proposed development, the rural context of the site, and the very limited frequency of coach movements anticipated. This is consistent with the Inspector's previous conclusion that occasional larger vehicle movements would not give rise to an unacceptable highway safety impact.

To address the Local Highway Authority's concerns, the applicant proposes that coach arrivals and departures are managed through an operational Coach Management Plan, secured by condition if necessary. This would require:

- coach visits to be pre-arranged;
- staff to be notified in advance of arrival and departure times;
- vehicle movements within the private site to be temporarily held where necessary;
- no coach to be released from the site until the access road is clear; and
- all traffic management to take place within the private site, not on Markfield Lane.

This would ensure that, on the rare occasions when a coach visits the site, movements can be managed safely and without vehicles queuing back onto the public highway.

Accordingly, subject to the submission of swept path analysis and the use of a Coach Management Plan, the proposed access and internal layout would provide a safe and suitable arrangement for the scale and nature of the development. The proposal would not result in an unacceptable highway safety impact or severe residual cumulative impact on the highway network, in accordance with national policy and the findings of the previous appeal decision.