

Hammonds Way, Hinckley

Transport Assessment

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Transport Assessment

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DN/RT/27339-01b Transport Assessment

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1.0 INTRODUCTION

- 1.1 DTA Transportation (DTA) have been commissioned by Hinckley Investment LLP to assess the transport implications of the development of an industrial unit for flexible B2/ B8 off Hammonds Way, Hinckley. The proposed site plan can be seen attached at **Appendix A**.
- 1.2 The site is located to the south-west of Hinckley. Hammonds Way is accessed from the A5 which forms part of the Strategic Road Network.
- 1.3 Access to the site will be off Hammonds Way via a new priority junction.
- 1.4 This TA is structured as follows:
- Chapter 2 – Policy Context
 - Chapter 3 – Existing Conditions
 - Chapter 4 – Development Proposals
 - Chapter 5 – Traffic Generation and Distribution
 - Chapter 6 - Conclusions
- 1.5 The TA considers the traffic impact of the development proposals on the adjacent highway network. The proposals would not result in a detrimental impact on the local highway network.



2.0 NATIONAL AND LOCAL POLICY CONTEXT

2.1 National Planning Policy Framework (NPPF)

2.1.1 In December 2024 (amended in February 2025) the Government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.

2.1.2 Paragraph 116 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.

2.1.3 Within this context, the NPPF identifies in Paragraph 117 that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*



2.1.4 Paragraph 118 of the NPPF goes on to state that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored"*.

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is *"...a presumption in favour of sustainable development"*.

2.2 Hinckley and Bosworth Local Plan 2006-2026

Core Strategy 2006-2026

2.2.1 A new local plan for Hinckley and Bosworth Borough Council is currently being worked on which will set out planning policies for the period 2024 to 2045. At the time of drafting this report, the 2006-2026 Core Strategy is the adopted plan.

2.2.2 The Core Strategy 2006-2026 provides the over-arching strategy and long-term vision for Hinckley and Bosworth Borough.

2.2.3 The relevant policy contained in the Core Strategy is 'Policy 5: Transport Infrastructure in the Sub-regional Centre' which is summarised below:

The following transport interventions (as detailed in the Hinckley Core Strategy Transport Review 2007) are proposed to support the additional development in and around the Hinckley sub-regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area:

- *Improvements to the A47/A5 'The Long Shoot' junction to provide for additional public transport priority measures*
- *Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas*



- *Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors*
- *New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas*
- *New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton*
- *Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell*
- *Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre*

Details of proposed schemes will be brought forward in the Barwell/Earl Shilton Area Action Plan and the Hinckley Town Centre Area Action Plan.

Developers will be required to contribute towards the implementation of these initiatives through developer contributions where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.

In addition, to the measures identified above, the council will:

- *Support the use of the canal system for cyclists, walkers and other leisure uses. Where appropriate, developers will be expected to provide developer contributions to improve path surfacing*
- *Support canal freight loading and unloading points along the Ashby Canal to encourage the use of canal based transport for business*
- *Support the reopening of the Elvesthorpe passenger railway station to serve Earl Shilton and Barwell*

Site Allocations and Development Policies DPD (2016)

2.2.4 The Site Allocations and Development Policies Document includes development management policies which apply across the borough, and which will be used when determining planning applications. The relevant policies for this TA are summarised below.



2.2.5 Policy DM17 – Highways and Transportation

"Development proposals will be supported where they:

- a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services; and cycling to services and facilities; significant movement;*
- b) Seek to ensure that there is convenient and safe access for walking*
- c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates*
- d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; of development on the transport network are not severe.*
- e) Where it can be demonstrated that the residual cumulative impacts*

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority."

2.2.6 Policy DM18 – Vehicle Parking Standards

"All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking."

2.2.7 The Site Allocations and Development Policies Document states that the parking standards are contained within the Leicestershire 6C's document, however, the standards are now contained within the Highway Design Guide.



2.3 Leicestershire County Council Local Transport Plan 4

2.3.1 The Leicestershire County Council (LCC) LTP4 was adopted in November 2024 and covers the period 2025-2040.

2.3.2 The long-term vision for the transport system over the course of LTP4 is for:

"Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity."

2.4 Leicestershire Highway Design Guide

2.4.1 The Leicestershire Highway Design Guide sets out LCC's development control policies in respect of transport issues.

2.4.2 The Highway Design Guide identifies that when supported by well-designed infrastructure, active travel has the opportunity to *"offer real alternatives to car journeys and provide benefits for health and wellbeing, the environment and the effectiveness of the road network"*.

2.4.3 New active travel proposals should enhance existing provision, reflecting Active Travel England's position regarding provision; the council will consider adoption of active travel facilities (including those independent from the road network) that:

- Offer high quality design that accords with the council's guidance and that fully considers the local context including the existing local network and nearby services such as transport hubs, health centres/doctors' surgeries, schools and other care establishments;
- Deliver significant additional, strategic community benefit to that which already exists; and
- Considers ease and affordability of maintenance.



2.5 Leicestershire Cycling and Walking Strategy (CaWS)

2.5.1 The council's Cycling and Walking Strategy (CaWS) sets out the vision for "Leicestershire to become a county where walking and cycling are safe, accessible and obvious choices for short journeys and a natural part of longer journeys".

2.5.2 The three main objectives of the strategy are:

- To enhance the infrastructure that supports cycling and walking in Leicestershire
- To enable people to cycle and walk in Leicestershire
- To inspire a step change in cycling and walking in Leicestershire

2.6 Leicester & Leicestershire 2050: Our Vision for Growth

2.6.1 The Leicester & Leicestershire 2050: Our Vision for Growth (Leicester 2050) sets out the broad scales of Leicester and Leicestershire. It identifies the strengths and weaknesses of the county. Strengths include being at the centre of the country with significant road, rail and air services, thriving market towns and a range of employment opportunities.



3.0 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is located to the north of Hammonds Way approximately 3km south-west of Hinckley Town Centre. It is bound by Nutts Lane to the north and west, industrial activities to the east and Hammonds Way to the south.

3.2 Local Highway Network

- 3.2.1 The site will be accessed off Hammonds Way. Hammonds Way is a single carriageway which measures approximately 8m in width. It is subject to a 30mph speed limit and has lit footways on both sides of the carriageway. It gives access to a number of industrial sites and units. Hammonds Way gives access to the A5 via a three-arm roundabout.
- 3.2.2 The A5 is part of the Strategic Road Network (SRN). In the locality of the site, the A5 Watling Street is a single carriageway road which measures approximately 7.5-9m in width. The road is subject to a 50mph speed limit and has a lit shared use footway/cycleway along the northern side of the carriageway. The A5 gives access to the M69 at junction 1 to the east and to the M42 at junction 10 to the west.
- 3.2.3 The M69 motorway runs between junction 21 of the M1 near Leicester and junction 2 of the M6 near Coventry.
- 3.2.4 The M42 motorway runs north-east from Bromsgrove in Worcestershire to just south-west of Ashby-de-la-Zouch in Leicestershire, passing Redditch, Solihull, the National Exhibition Centre and Tamworth.

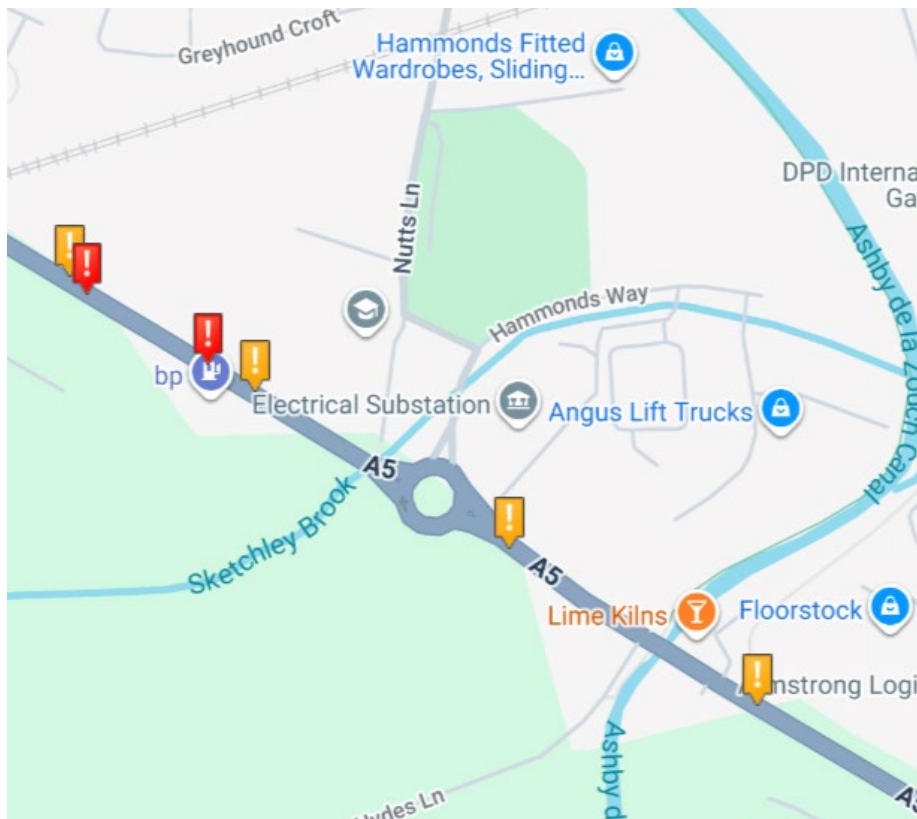
3.3 PIC Data

- 3.3.1 Publicly available Personal Injury Collision (PIC) data has been obtained for the most recently available five-year period for Hammonds Way and the A5, approximately 350m in each direction from the A5/ Hammonds Way junction. The full PIC data will be requested from the relevant parties when the full TA is drafted.



3.3.2 The publicly available data shows that no PICs have occurred on Hammonds Way and 6 PICs have occurred along the study area of the A5. Of these four were classed as 'slight' in severity and 2 were classed as 'serious' in severity. The locations of the PICs can be seen in **Figure 1** below.

Figure 1 - Personal Injury Collision Locations



3.3.3 No vulnerable road users were involved in any of the PICs shown above. Two of the PICs involved goods vehicles, both were classed as 'slight' in severity.

3.3.4 It is considered that there is currently no significant accident issue within the study area that would require intervention and that the proposed development will not be detrimental to the safe operation of the local highway network.



3.4 Public Transport

Bus

3.4.1 The nearest bus stops to the site are located on the B4666 Coventry Road approximately 800m north of the proposed site access point. These bus stops are serviced by the numbers 148 and 158.

3.4.2 A summary of the timetables for the bus services accessible from the site can be seen in **Table 1** below.

Table 1 - Summary of Bus Services

No.	Route	Frequency		
		Monday-Friday	Saturday	Sunday
148	Leicester – Coventry	30mins (05:47-22:26)	30mins (05:48-22:26)	Hourly (07:56-19:26)
158	Leicester – Nuneaton	30mins (06:02-22:45)	30mins (07:03-22:45)	Hourly (08:26-18:25)

Rail

3.4.3 The nearest railway station to the site is Hinckley Railway Station which is located approximately 2.6km north-east off the B590 Hawley Road. There are 16 sheltered cycle stands which are covered by CCTV and 63 pay and display car parking spaces available at the station located at the station.

3.4.4 CrossCountry services regularly call at Hinckley as part of its Birmingham New Street to Leicester service with one train in each direction every hour. Additional services operate during peak times on weekdays. A few services are extended beyond Leicester to Cambridge/ Stanstead Airport.

3.5 Walking and Cycling

3.5.1 All the local roads have lit footways present with dropped kerbs and tactile paving present at crossing points. A public footway is also located along the western side of the Ashby



de la Zouch Canal which can be accessed approximately 500m north of the proposed site access location.

- 3.5.2 A shared use footway/ cycleway is located along the northern side of the A5 which gives access to the southern side of Hinckley to the south and Nuneaton to the north.



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals are for an industrial unit for flexible B2/ B8 land use off Hammonds Way, Hinckley. The unit will have a GFA of 95,000sqft or circa 8,825sqm. The proposed site plans for B2 and B8 can be seen in **Appendix A**.

4.2 Site Access

- 4.2.1 The site will be accessed off Hammonds Way via an access which will measure 7m with radii of 16m. The proposed access can be seen in the site plans attached at **Appendix A**.
- 4.2.2 The access has been tracked using a maximum legal articulated vehicle which shows that HGVs will be able to safely enter and exit the site onto Hammonds Way. The swept path analysis can be seen in **Drawing 27339-01**.
- 4.2.3 The Leicestershire Design Guide summarises the required visibility splays for priority junctions. For an industrial unit entering a 30mph speed limit road, visibility splays of 4.5m x 47m are required. These can be seen in **Drawing 27339-02**.
- 4.2.4 A Stage 1 Road Safety Audit brief is attached at **Appendix B** for LCC to sign off before the audit is undertaken.

4.3 Parking

- 4.3.1 The parking standards for the site are contained within Leicestershire Highway Design Guide. A summary of the relevant car parking standards are contained within **Table 2** below.



Table 2 - Summary of Car Parking Standards

Land Use Class	Threshold for applying the standard	Minimum Number of Parking Spaces		Requirements for Proposed Development
B2 General Industry	Up to 2,500sqm	1/50sqm		165 spaces
	Above 2,500sqm	1/130sqm	Urban town centre, edge of town centre	
		1/80sqm	Rest of urban town	
		1/90sqm	Rural town, edge of town centre	
		1/65sqm	Rest of rural town	
		1/55sqm	Out of town	
B8 Storage and Distribution	Up to 2,500sqm	1/100sqm		78 spaces
	Above 2,500sqm	1/300sqm	Urban town centre, edge of town centre	
		1/180sqm	Rest of urban town	
		1/200sqm	Rural town, edge of town centre	
		1/150sqm	Rest of rural town	
		1/120sqm	Out of town	

4.3.2 The parking standards for vehicles other than cars are contained within **Table 3** below.

Table 3 - Summary of Parking Standards

Parking Type	Standard	Requirements for Proposed Development
Accessible	Up to 200 spaces: A minimum number of accessible bays for each disabled employee that drives to work plus 5% of total parking spaces should be provided. A further 4% should consist of enlarged standard spaces. Over 200 spaces: Six accessible bays plus 2% of total parking spaces.	B2 – 8 spaces plus 6 enlarged spaces B8 – 4 spaces plus 3 enlarged spaces
Cycle	One long stay space per 500m ² GFA for staff and operational use, parking to be secure and under cover. One short stay space per 1,000m ² GFA for customer use to be in the form as shown in Figure 43, parking to be located in a prominent and convenient location.	Long stay – 18 spaces Short stay – 9 spaces
Motorcycles	One space, plus an additional space for every 10 car parking spaces.	B2 – 17 spaces B8 – 8 spaces
EVCP	All new non-residential buildings with more than 10 parking spaces must have a minimum of one chargepoint and cable routes for one in five (20%) of the total number of spaces.	B2 – 32 spaces B8 – 15 spaces
Lorry/Operational	One lorry space (articulated vehicle) for every 400sqm	22 spaces



- 4.3.3 Each site plan shows a different level of parking based on the land use class. The B2 plan shows a total of 150 car parking spaces of which 6 are accessible, 12 are car share, and 12 are EVCP. The B8 plan shows a total of 85 car parking spaces of which 6 are accessible, 12 are car share, and 12 are EVCP. Both site plans show a total of 24 cycle parking spaces.
- 4.3.4 A parking accumulation exercise has been carried out to confirm if the proposed car parking spaces are appropriate for the development. This has been done using the TRICs rates attached at **Appendix C**. The parking accumulation for B2 can be seen in **Table 4** below. The parking accumulation for B8 can be seen in **Table 5** below.

Table 4 - Parking Accumulation for B2 Land Use

	Light Vehicle Trip Rates		Traffic Generation		Parking Accumulation
	In	Out	In	Out	
05:00-06:00	0.057	0.017	5	2	4
06:00-07:00	0.119	0.043	11	4	10
07:00-08:00	0.295	0.076	26	7	30
08:00-09:00	0.38	0.139	34	12	51
09:00-10:00	0.273	0.179	24	16	59
10:00-11:00	0.227	0.188	20	17	63
11:00-12:00	0.222	0.212	20	19	63
12:00-13:00	0.220	0.260	19	23	60
13:00-14:00	0.265	0.243	23	21	62
14:00-15:00	0.196	0.265	17	23	56
15:00-16:00	0.170	0.235	15	21	50
16:00-17:00	0.178	0.316	16	28	38
17:00-18:00	0.111	0.358	10	32	16
18:00-19:00	0.071	0.145	6	13	10
19:00-20:00	0.074	0.111	7	10	6
20:00-21:00	0.022	0.056	2	5	3



Table 5 - Parking Accumulation for B8 Land Use

	Light Vehicle Trip Rates		Traffic Generation		Parking Accumulation
	In	Out	In	Out	
05:00-06:00	0.055	0.022	5	2	3
06:00-07:00	0.060	0.020	5	2	6
07:00-08:00	0.114	0.035	10	3	13
08:00-09:00	0.075	0.027	7	2	18
09:00-10:00	0.057	0.028	5	2	20
10:00-11:00	0.031	0.031	3	3	20
11:00-12:00	0.035	0.034	3	3	20
12:00-13:00	0.036	0.035	3	3	20
13:00-14:00	0.059	0.044	5	4	22
14:00-15:00	0.035	0.073	3	6	18
15:00-16:00	0.032	0.068	3	6	15
16:00-17:00	0.033	0.095	3	8	10
17:00-18:00	0.026	0.091	2	8	4
18:00-19:00	0.013	0.048	1	4	1
19:00-20:00	0.018	0.026	2	2	0
20:00-21:00	0.013	0.012	1	1	0

4.3.5 As can be seen above, in either layout, the proposals will be overproviding for the expected number of light vehicles accessing the site. The number of parking spaces can therefore be considered appropriate and there will be no overspill onto the local highway network.



5.0 PROPOSED TRAFFIC GENERATION AND IMPACT

5.1 Proposed Traffic Generation

5.1.1 To assess the proposed traffic movements from the development, the TRICS database was interrogated (TRICS v8.25.6 online). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal vehicular surveys for 'Land Use 02 – Employment/D – Industrial Estate', with sites in London, Scotland, Ireland and Wales manually excluded. This is due to B2 land uses generating higher traffic flows than B8 land uses. The TRICS printouts are attached at **Appendix C**. The trip rates for the site are summarised in **Table 6** below.

Table 6 - TRICS Trip Rates (B2)

	Total Vehicles			OGVs		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.406	0.16	0.566	0.026	0.021	0.047
17:00-18:00	0.123	0.369	0.492	0.012	0.011	0.023
07:00-19:00	2.878	2.874	5.752	0.27	0.258	0.528

5.1.2 The proposed industrial unit has a GIA of 8825.79sqm. The traffic generation can be seen in **Table 7** below.

Table 7 - Proposed Traffic Generation

	Total Vehicles			OGVs		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	36	14	50	2	2	4
17:00-18:00	11	33	43	1	1	2
07:00-19:00	254	254	508	24	23	47

5.1.3 As shown in the table above, the proposed development is predicted to generate in the order of 50 two-way vehicle movements in the AM peak period and 43 two-way vehicle movements in the PM peak period. This equates to, on average, an additional vehicle every 1-2 minutes, which would have an indiscernible impact on the local and wider network.



5.2 Traffic Distribution and Assignment

Light Vehicles

5.2.1 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Hinckley and Bosworth 011 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to residential destinations is summarised in **Table 8**.

Table 8 - Journey to Work Data for Hinckley and Bosworth 011 MSOA

Residence	Proportion
Hinckley and Bosworth (Hinckley and Bosworth 011)	44.9% (8.8%)
Nuneaton and Bedworth	19.6%
Blaby	5.0%
Coventry	4.3%
North Warwickshire	3.3%
Leicester	2.2%
Harborough	2.2%
Rugby	2.1%
Tamworth	1.7%
North West Leicestershire	1.7%
Charnwood	1.5%
Birmingham	1.1%
<i>Other</i>	<i>10.5%</i>

5.2.2 Based on the census data and using the most direct route to residential destinations, it shows that around 9% of people live within Hinckley and Bosworth 011, 36% in the rest of Hinckley and Bosworth, 20% in Nuneaton and Bedworth, 5% travel from Blaby, 4% from Coventry, with the remaining trips being distributed to the other main settlements beyond those above.

5.2.3 The assignment of traffic onto the local highway network shows that around 80% of traffic will route towards the A5 from the site with approximately 39% routeing east along the A5 and 41% routeing west along the A5.



Heavy Vehicles

5.2.4 All the HGVs will route to the A5. It has then been assumed that the HGVs will split evenly east and west.

5.3 Traffic Impact

5.3.1 As part of the planning application for Padge Hall Farm (ref: 21/01191/HYB) the A5/ Hammonds Way was assessed. It assessed a base and sensitivity scenario; the sensitivity scenario includes an uplift in HGV traffic for when the A5 under the railway bridge is lowered. This TA has therefore reassessed the junction with the proposed traffic generation and uses the agreed 'with development (sensitivity)' flows as a base.

5.3.2 The summary of the junction assessment can be seen in **Table 9** below with the full output attached in **Appendix D**.

Table 9 - Summary of A5/ Hammonds Way Roundabout Assessment

	AM Peak			PM Peak		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2023 Base + All Committed (Sensitivity)						
A5 W	1.5	4.58	0.56	2.6	7.00	0.71
Hammonds Way	0.6	6.17	0.38	0.3	6.03	0.25
A5 E	3.1	7.07	0.72	2.6	6.05	0.69
2023 Base + All Committed + Proposed Development (Sensitivity)						
A5 W	1.6	4.72	0.57	2.7	7.21	0.71
Hammonds Way	0.6	6.37	0.39	0.4	6.34	0.29
A5 E	3.2	7.32	0.73	2.7	6.29	0.71
2031 Base + All Committed (Sensitivity)						
A5 W	1.8	5.05	0.61	3.1	8.03	0.74
Hammonds Way	0.6	6.55	0.38	0.4	6.28	0.27
A5 E	2.9	6.86	0.70	4.8	9.84	0.81
2031 Base + All Committed + Proposed Development (Sensitivity)						
A5 W	1.9	5.22	0.62	3.2	8.30	0.74
Hammonds Way	0.6	6.77	0.39	0.4	6.64	0.30
A5 E	3.0	7.08	0.71	5.2	10.50	0.82



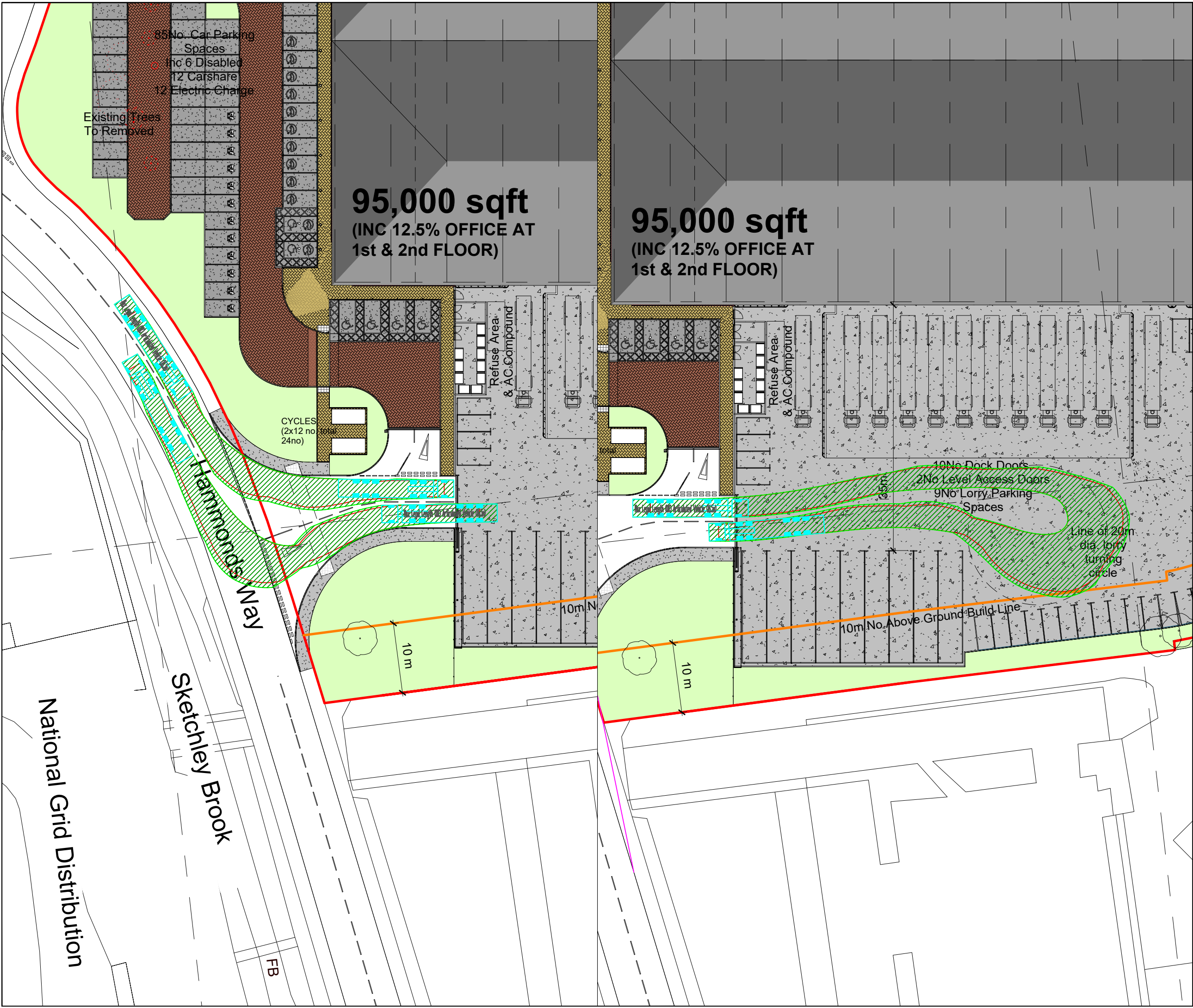
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- 5.3.3 As can be seen above, the junction is expected to be within capacity following the proposed development with a maximum RFC of 0.82 in the PM peak in the 2031 future year, an increase of 0.01 from the '2031 Base + All Committed' scenario.
- 5.3.4 In accordance with the relevant tests of the NPPF this increase in traffic cannot be considered likely to result in a severe cumulative impact on junction capacity or safety.



6.0 CONCLUSIONS

- 6.1 DTA Transportation (DTA) have been commissioned by Hinckley Investment LLP to assess the transport implications of the development of an industrial unit for flexible B2/ B8 off Hammonds Way, Hinckley.
- 6.2 A review of the latest five-year personal injury collision data for the surrounding area has been undertaken and does not indicate any existing highway safety issues within the study area.
- 6.3 Following the parking accumulation exercise, it is shown that the proposed level of parking on site is appropriate for the development.
- 6.4 A new site access onto Hammonds Way will be provided which will allow HGVs to safely access and egress the site.
- 6.5 The A5/ Hammonds Way roundabout has been assessed and this shows there is not a material change in capacity following the proposed development.
- 6.6 Overall, it is clear the development would not result in a severe impact on highway safety or capacity and would meet the relevant tests as set out in the NPPF.

Drawings



Based upon the ORDANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	DESCRIPTION	INITIALS



Forester House, Doctors Lane
Hinckley in Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
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Transport Planning Consultants

JOB TITLE
Land at Hammonds Lane, Hinckley

CLIENT
Hinckley Investment LLP

DRAWING TITLE
Swept Path Analysis
Max Legal Articulated Vehicle

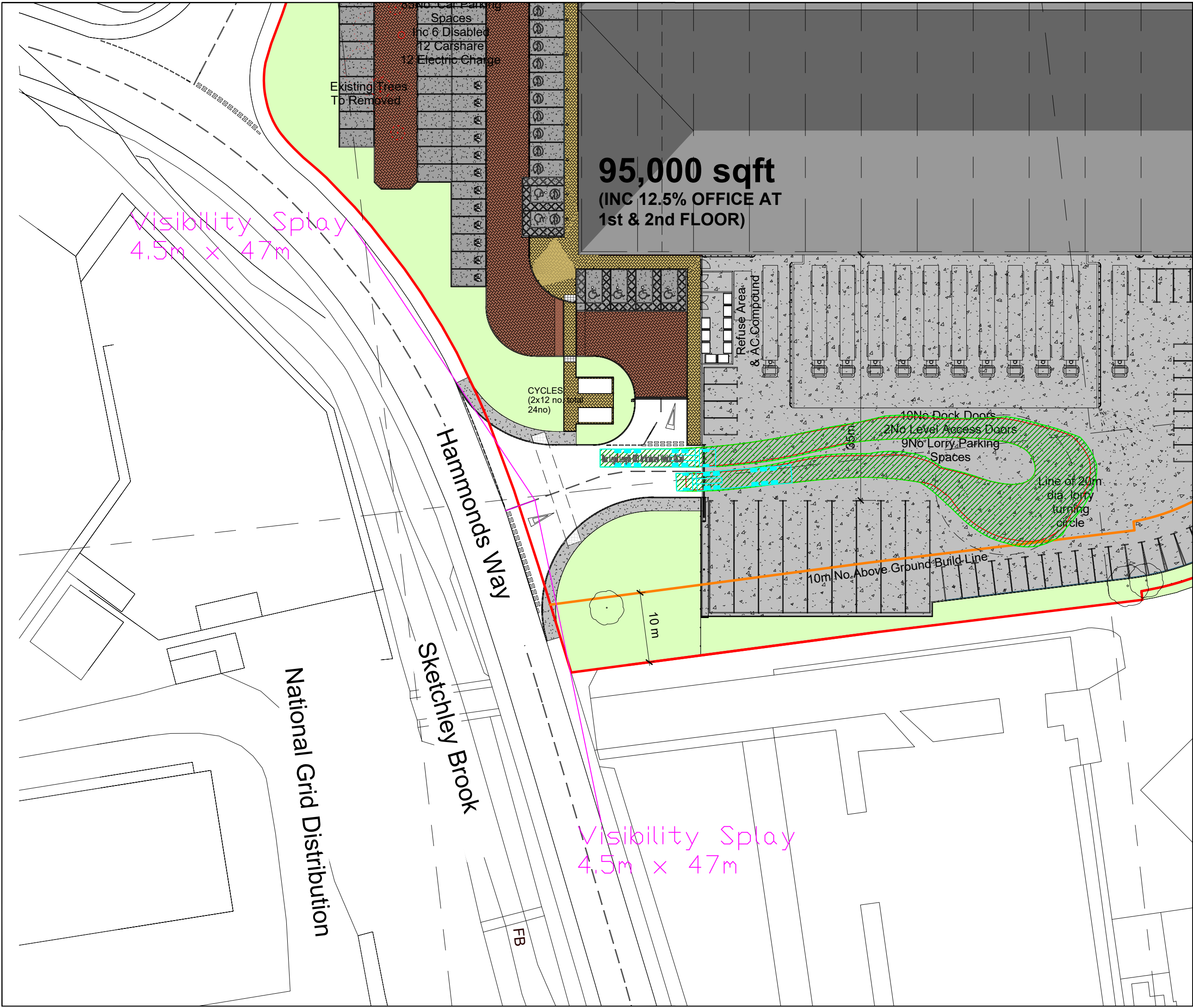
SCALE AT A3
1/500

DRAWN BY
RT

DATE
Oct' 2025

DRAWING NO
27339-01

REVISION



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REV	DATE	DESCRIPTION	INITIALS
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JOB TITLE	CLIENT
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Land at Hammonds Lane, Hinckley	Hinckley Investment LLP
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DRAWING TITLE

Visibility Splays

SCALE AT A3	DRAWN BY	DATE	DRAWING NO	REVISION
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1/500 A3	RT	Oct' 2025	27339-02	
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Appendix A