TRANSPORT STATEMENT

for

Redevelopment of Markfield Memorial and Miners Welfare Institute



AUGUST 2011

1.00 SITE

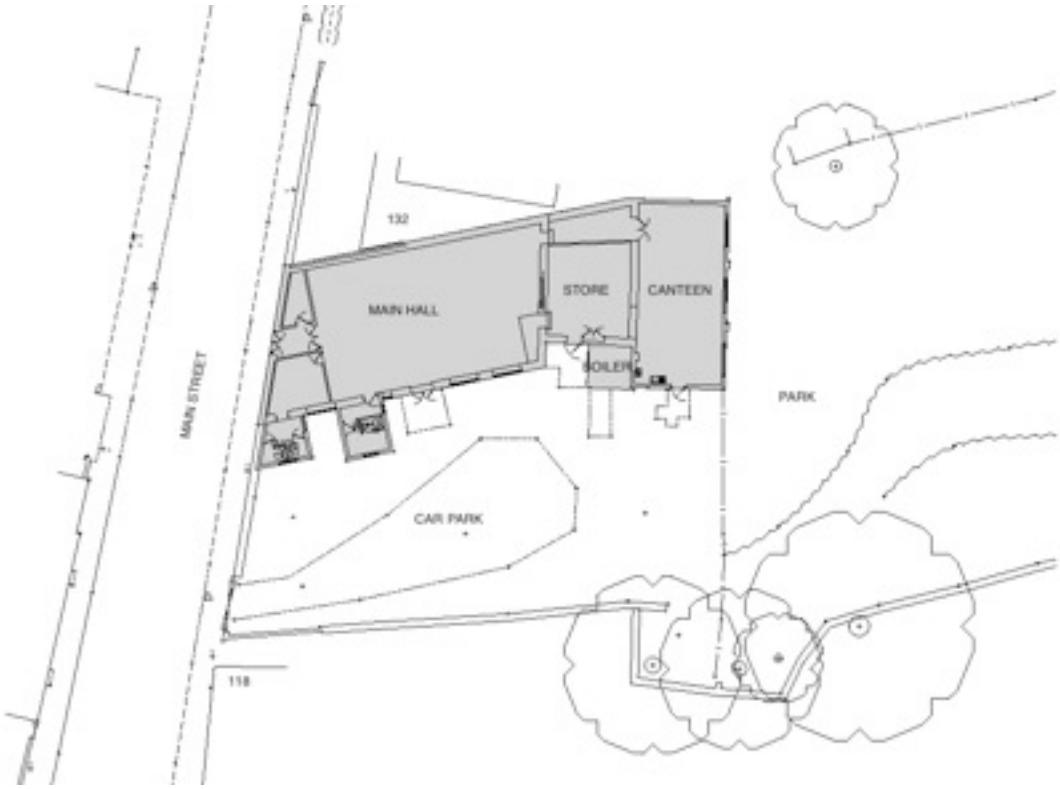
.01 The Memorial and Miners Welfare Institute site is situated on the east side of Main Street, Markfield. The site is approximately 760 sq.m. and is bounded to the north by the recently extended 132 Main Street; to the east by the Memorial Gardens; and to the south by 118 and 120 Main Street.



.02 The building fronts onto the back of footpath on Main Street and occupies the north part of the site, whilst a car park occupies the south. The car park lies behind a high stone wall and is accessed by a 3.3m wide timber gate.



.03 Stoned up hardstanding leads from the back of pavement to a stoned up turning area and car parking for a maximum of 8 cars (assuming no cars are double parked).



.04 The hall was once the focal point of the village, being a meeting place for all manner of activities. At various times it housed evacuees; the Home Guard; a picture house; summer fairs; concerts; boxing; keep fit; badminton; billiards; night school classes; a youth club; theatre group; Sunday School; wedding and birthday parties. The Leicester Morris Men still salute the building on Plough Sunday.

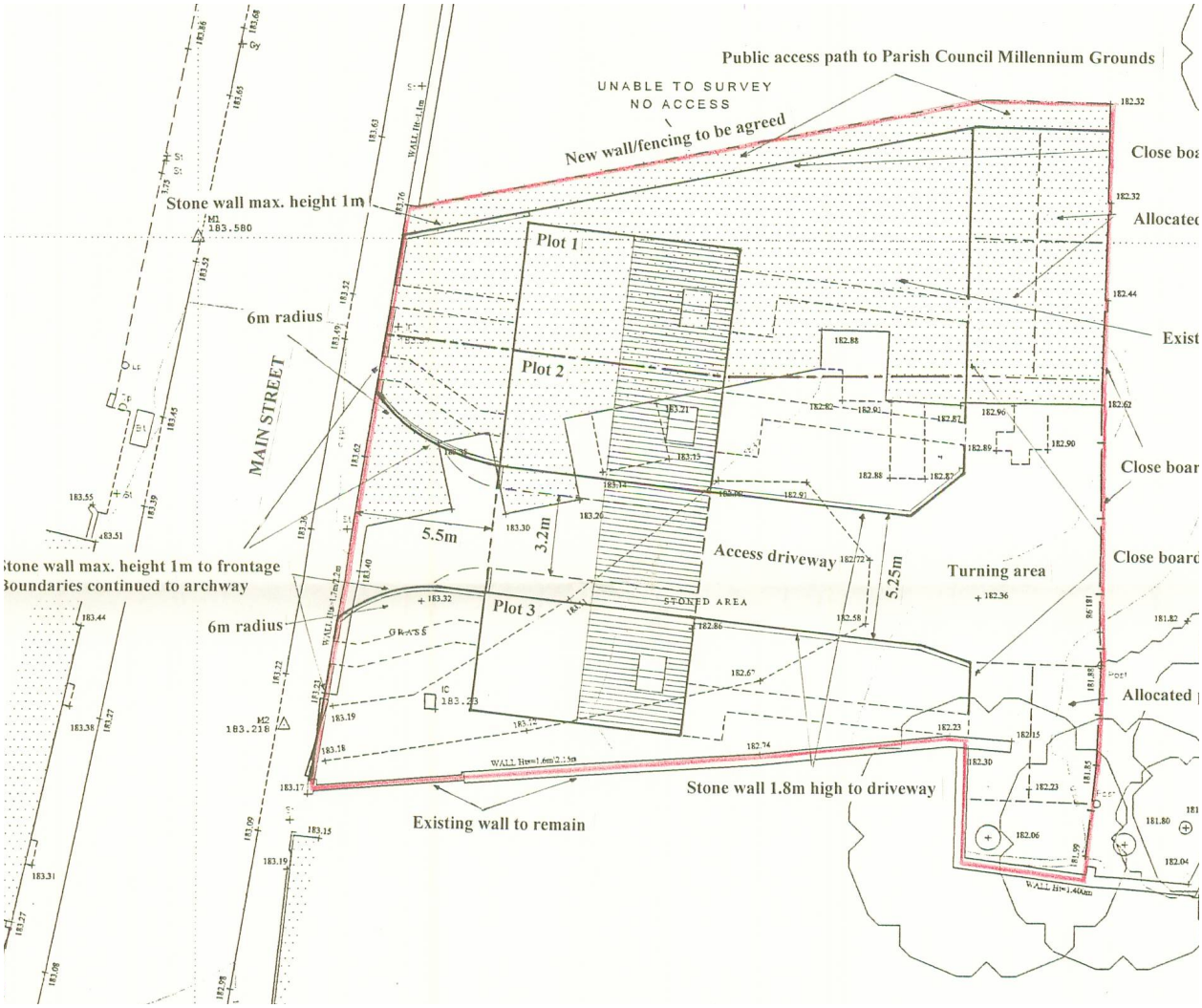
.05 However as the hall became older it struggled to continue to meet the needs of the growing village. A new community centre was opened in 1987 and the Memorial Hall became less and less used as many activities transferred to the new building with its modern hall, meeting and sports facilities.

.06 The Memorial Hall became redundant, finally closing in 2005.

2.00 PLANNING OVERVIEW

.01 A planning application (09/00945/FUL) and associated Conservation Area Consent application (09/00946/CON) for the building to be demolished and a terrace of three houses built on the site were approved in April 2010.

.02 The consent included provision for a 3.2 m wide access driveway under the terrace and 6 car parking spaces (2 of which are tandem spaces).



.03 This proposal differs from the existing consent in that it is the intention to retain the main hall and convert into small office units; demolish one of the two rear extensions and refurbish the other as a bungalow; and build a detached house on the remainder of the site.

3.0 PROPOSED DEVELOPMENT

.01 This proposal retains the Main Hall and converts it into three small office units. To the rear the Store (former Billiard Room) extension is demolished. The Canteen is retained and converted into a 2 bedroom bungalow. A new three bedroom house is located to the south of the site.



.02 The existing high stone wall (and gates) will be demolished and the stone reused to form the low front garden wall to the new house. The intention is to retain the existing Hall which has contributed to the street scene of Main Street since the 1920s and to position the new house as near to Main Street as possible to satisfy the Planners aspirations for 'street frontage' whilst respecting the Highways requirements.



.03 Given the small scale of development - basically creating a small parking courtyard with the 5 units clustered around - the access has been designed following the guidance in the 6Cs Design Guide for two to five dwellings. The access is 4.25m wide and extends into the site as tarmacadam for 5m from the back of footpath. 4.00m radius kerbs form the bellmouth junction to Main Street. The access would be unadopted and maintained by a management company with each office having one share, the bungalow having one share and the house having two shares (to reflect the allocated car parking). The access has been designed to slope away from the back of footpath so that no surface water runs off onto the adopted highway. The existing internal site levels are such that the courtyard slopes gently away from Main Street, ensuring that even in flood conditions no water will run off onto Main Street.

.04 1m x 1m pedestrian visibility splays have been provided.

.05 With a 2.4m set back the visibility splay to the back of footpath is approximately 14m. To a line 1m into the roadway this increases to approximately 20m. This compares to 6m and 9m respectively for the existing gated access.

.06 With a 2m set back the visibility splay improves to 23m at the gutter line and 35m 1m into the roadway.

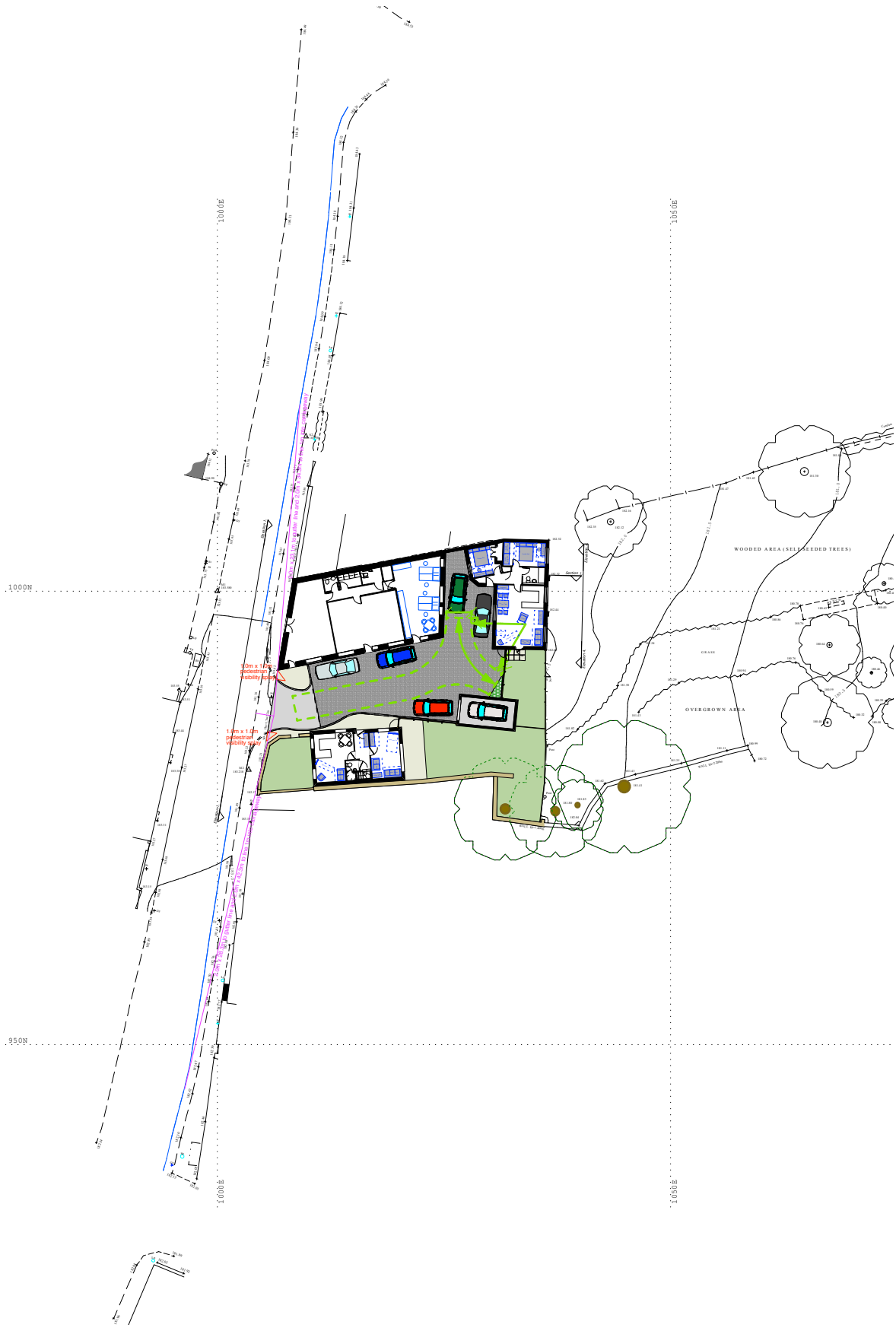
.07 Traffic passing along this section of Main Street is effectively one way at a time as there are marked parking bays on the opposite side of the road. Furthermore traffic slows as it waits for its chance to pass the oncoming traffic. The picture below also illustrates the change in direction of Main Street as you look north. The road curves to the west, improving visibilty for a long way up Main Street.



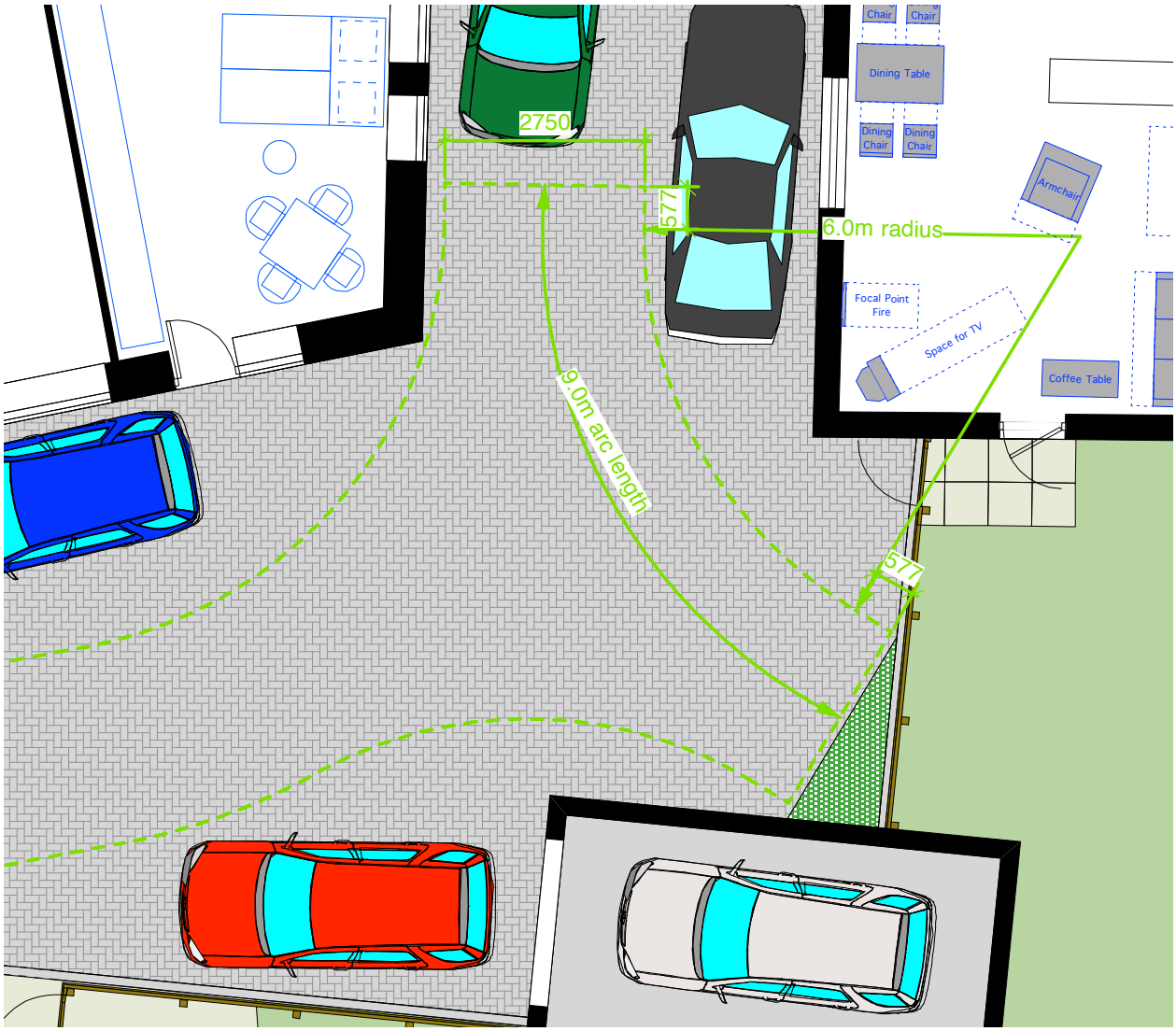
.08 The picture below also illustrates the change in direction of Main Street as you look south. Again the road curves to the west, improving visibilty for a long way up Main Street.



.09 The survey below illustrates the vis splays discussed above.



.10 The illustration below illustrates the turning head.



.11 The location is taken as 'rural town centre' being 150m from Markfield's Co-op and considerably closer to the sandwich shop, the newsagents and a variety of takeaways. Car parking has been provided on the basis of 2 spaces for the three bedroom house. One of these spaces is a garage with internal dimensions of 3m x 6m. For the 2 bedroom bungalow 1 space has been allocated. Each of the office units is allocated 1 space.

.12 All spaces are a minimum of 2.4m wide by 5.5m long. The two spaces in front of the office units are large enough to be used as disabled parking spaces (3.6m wide by 6.0m long). The levels of the courtyard have been designed to facilitate level access from these bays into the office units.

.13 The net office space of Unit 1 is 36 sq.m; office unit 2 is 42 sq.m; and office 3 is 38 sq.m. The gross internal floorspace of the three units is 142 sq.m. The 6Cs Design Guide has maximum car parking standards of one space for every 40 sq.m. of gross floorspace - suggesting a maximum overall provision of 4 spaces for the office block. Given that the office is divided into three roughly equal units it was decided to offer one space per unit.

.14 From the 6Cs design guide the guidance on developments of 1 to 5 houses was followed. One space is provided for the bungalow as car ownership is assessed as low and services on Main Street can easily be reached by walking; other services in Markfield easily reached by cycling and

there are frequent bus services linking to Coalville and Leicester. Two spaces are provided for the three bedroom dwelling as it is located in a rural village with good links to services as explained above.

.15 Given the courtyard nature of the development and the mixed use it is considered that there would be ample space for visitors to the bungalow and house to park in the evening and at weekends in the spaces used by the office units during the working week. This would in effect be a very small scale example of tidal parking.

.16 On the occasion of high demand for parking for the office units there would also be the opportunity to benefit from the 'tidal parking' afforded by the residential parking spaces.

.17 There is also a nearby public car park that could be utilised by visitors if required. An informal appraisal of local parking suggests that the on street spaces and the public car park are busiest during non core working hours – which is what would be expected in a village. The proposed office use is aimed at local business (indeed one of the units will be occupied by the applicant) and would dovetail neatly with existing parking patterns. The experience of the applicant from occupying business premises previously is that an office of a similar size might generate a couple of meetings per week and the associated car parking requirement.

.18 Secure cycle parking is provided between the office and the bungalow, where it is under casual surveillance from the occupants of both the office and the bungalow.