

Transport Statement

TRANSPORT STATEMENT:

Luxury Car Resale Development, Altar Stones Lane, Markfield, Leicestershire

SITE: Altar Stones Lane, Markfield
CLIENT: Hillmoren Ltd
DATE: 27th September 2023
REFERENCE: VC0494 R1.3
PREPARED BY: **Matt Cleggett BEng (Hons) FCILT MCIHT**

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1 INTRODUCTION

Vectio Consulting Limited has been appointed by Hillmoren Ltd to prepare a Transport Statement in support of a modern luxury car reseller, buying and selling new and quality preowned luxury cars. The development is to be located on Altar Stones Lane, Markfield in Leicestershire. The site currently includes a three bedroom farm house with ancillary farm buildings set within 3.5 acres of land.

The proposals are to comprise of the redevelopment of the site to provide a purpose built, state of the art, facility for the sale of luxury cars.

The site will benefit from its accessible location being adjacent to the A50 and the M1. The site location is illustrated in Figure 1.



Figure 1: Site Location Plan

The content of this Transport Statement has been based on the Department for Transport's (DfT) guidance document "Transport Evidence bases in plan making" dated 10th October 2014, varied based on local guidance detailed in Leicestershire County Councils Highway Design Guide.

1.1 BACKGROUND AND SCOPING

This report assesses the transport impacts the proposed development will have on the adjacent public highway network, connectivity with its surroundings and assesses the developments access arrangements, internal layout and parking provision. Hinckley and Bosworth Borough Council is the Local Planning Authority (LPA) whilst Leicestershire County Council is the Local Highway Authority (LHA).

A site visit was undertaken on the morning of Wednesday 28th June 2023 to gain an appreciation of the adjacent adopted highway and existing access points.

1.2 REPORT STRUCTURE

The remainder of this report is structured as follows:

- Section 2 presents details of the existing transport considerations that prevail in the area of the development site.
- Section 3 presents details of the development proposals.
- Section 4 discusses travel forecasts associated with the proposed development.
- Section 5 includes a parking assessment.
- A review of recent road traffic accident records is presented in Section 6.
- The summary and conclusions of the assessment are presented in Section 7.



2 EXISTING TRANSPORT CONDITIONS

The site is located off Altar Stones Lane in Markfield. The location of the site, and adjacent highway network is shown in Figure 2.



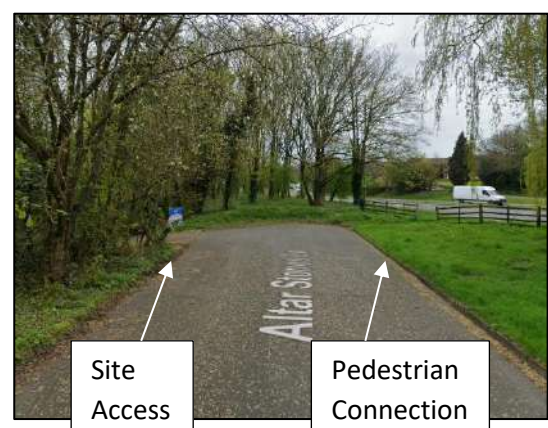
Figure 2: Location of Adjacent Highway Network

2.1 HIGHWAY NETWORK

2.1.1 Altar Stones Lane (north east)

Altar Stones Lane runs along the north east of the site in an east to west and north to south direction. A pedestrian connection is provided through to the bus stop on the A50 adjacent to the turning head which currently is used by services:29, 29A, 29B and X29.

The road is unlit and there are no footpaths on either side of the road. Adjacent to the Jubilee Playing Fields Altar Stones Lane becomes Ashby Road where the road then becomes street lit.



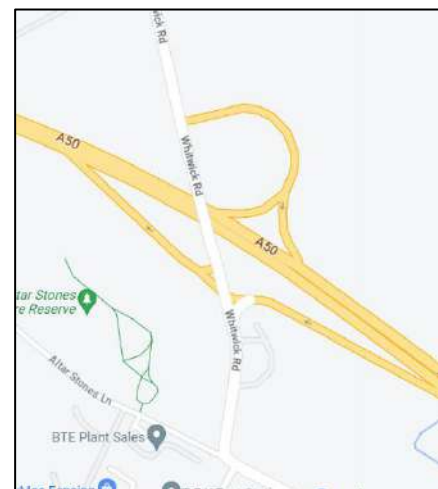
2.1.2 Altar Stones Lane (south east)

Altar Stone Lane to the south east of the site is part of the adopted highway network and is a single track road. The existing site access is located approximately 68m from the junction. This section of Altar Stones Lane is not a through road, is unlit, and does not include footpaths.



2.1.3 Whitwick Road

Whitwick Road interfaces with Ashby Road and provides direct access onto the A50 to the north east of the site as shown. Whitwick Road where it interfaces with Ashby Road is approximately 7m in width, is street lit, carries the national speed limit (although has street lighting and active frontages creating a slower speed environment) and has a footway on its western side.



2.1.4 A50

The A50 is part of the Strategic Road Network maintained by National Highways and is a dual carriageway road connecting to the M1 to the west and the A46 to the south east. Bus stops are located on both sides of the A50 adjacent to the site.



2.1.5 M1

The M1 forms the western boundary of the site and provides excellent highway links to the strategic trunk road network across the country. The M1 is accessed from the A50 via a signal controlled roundabout and carries the national speed limit.

3 DEVELOPMENT PROPOSALS

3.1 SITE LOCATION

The site is bound by Altar Stones Lane to the north east and south east, whilst the remaining boundaries are formed by the M1 and A50 as shown in Figure 3. The site is located in an accessible location by vehicles given to close proximity of the M1 and A50 strategic highway network via Altar Stones Lane and Whitwick Road.



Figure 3: Site Boundary Plan

3.2 DEVELOPMENT COMPOSITION

The development site is split across two buildings. Building A for car storage and offices, and Building B for preparation and detailing work for the cars.

Building A is to comprise a floor area of 1,330m² with storage for approximately 30-35 cars and ancillary office space. Building B will comprise of a floor area of 572 m² which is to be used for preparation and detailing. Externally there will be space to store an additional 40 cars for sale purposes adjacent to Building A, laid out in a chevron style, 22 staff parking spaces to the north of Building B, and an additional 4 parking spaces for visitors, one of which being to disability geometries, located on the entrance driveway leading from Altar Stones Lane.

The masterplans prepared in support of the planning application are presented in Appendix A. An extract from the masterplan drawings presenting the proposed development layout is shown in Figure 4.

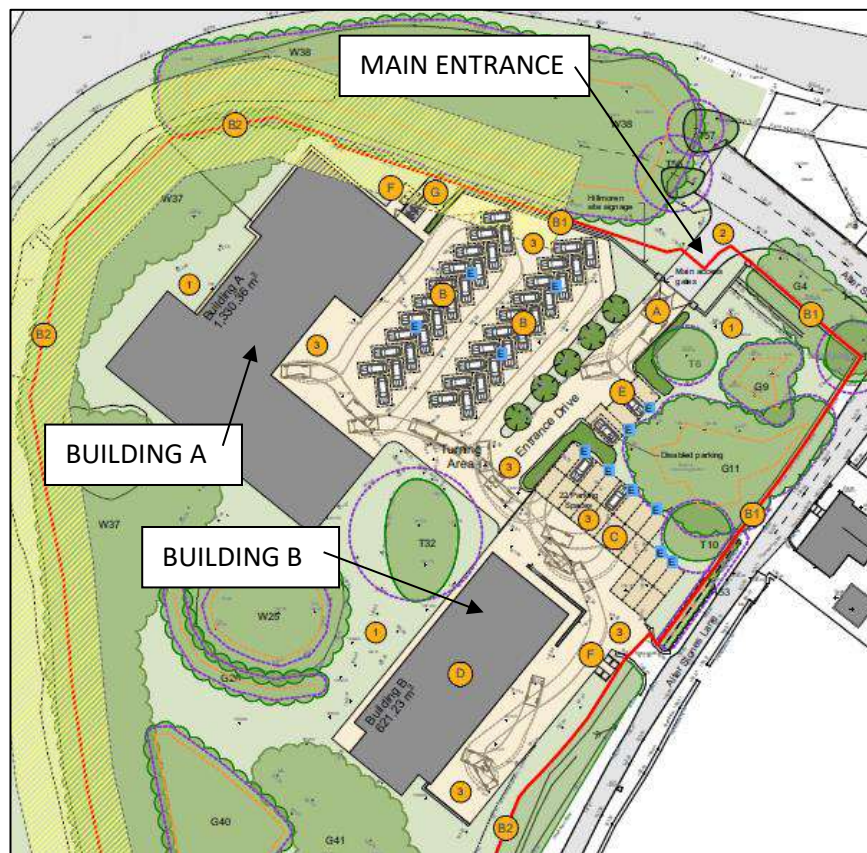


Figure 4: Proposed Layout

As shown in the masterplan a modified access is proposed along the northern frontage of the site, interfacing with Altar Stones Lane. The existing access is proposed to be widened to enable vehicles to pass at the access, and along the internal access driveway, along with enabling highway vehicles to turn at the end of Altar Stones Lane if the need arises. Within the site the internal roads and parking areas to proposed to be formed in a bound material. The proposed access arrangements are discussed in greater detail in the following section of this report.

3.3 PROPOSED DEVELOPMENT OPERATIONS

The proposed developments operations will be similar to their existing site on Shaw Lane in Markfield.

The proposed development is to operate weekdays between 8:30am to 5pm, and 8:30 to 3pm on Saturdays. The site will not be open on Sundays.

In terms of staff numbers initially there will be 10 staff, however it is forecast that a maximum number of staff that could operate out of the site would be 25. This quantum will be split across the two buildings approximately 50/50, with 50% in Building A relating to sales and marketing, and 50% in Building B, housing vehicle preparation staff.

In terms of deliveries, 1 to 2 new car deliveries per weekday are forecast. These will be driven to the site by staff, and not arrive on a transporter. In addition 1-2 deliveries per weekday will be received (general post and separate package deliveries) along with the 'preparation operations' deliveries on a monthly basis.

Waste collection will be undertaken by a private company, with the ability for a range of collection vehicles to be chosen from.

In terms of visitors, these will be strictly on an appointment basis only, with up to 2 appointments occurring at any one time.

3.4 PROPOSED SITE ACCESS

3.4.1 Vehicular

The development site is to include modifications to the existing access to the north off Altar Stones Lane for all site users (deliveries, servicing, staff and visitor).

The existing access will be increased in size to a formal bellmouth arrangement with 6m wide access road, 10m radius bellmouth to the east, and 3m radius to the west. Part of the existing frontage wall in private land will be set back to facilitate the changes. A drainage channel is proposed if required across the access at the interface between the private land and adopted highway, to prevent the discharge of private surface water onto the adopted highway. The need for this will be determined at the detailed design stage. A set of inward opening gates are proposed on the private access road, set back 6m from the adopted highway, and 15.5m from the access bellmouth giveway line.

The proposed bellmouth will form a turning head that can be used to facilitate the turning of general users of the highway, including large refuse vehicles. Owing to the widening of the access, the extent of the adopted highway requires normalising to include the widened access bellmouth. The area required for this is proposed to be dedicated as adopted highway as shown in the drawing presented in Appendix B, whilst an extract is shown in Figure 5.

Vehicle tracking has been undertaken to demonstrate the suitability of the revised access to accommodate cars passing through the access at the same time, and a large 11.2m long refuse vehicle turning into and out of the access. The tracking drawing is presented in Appendix C.

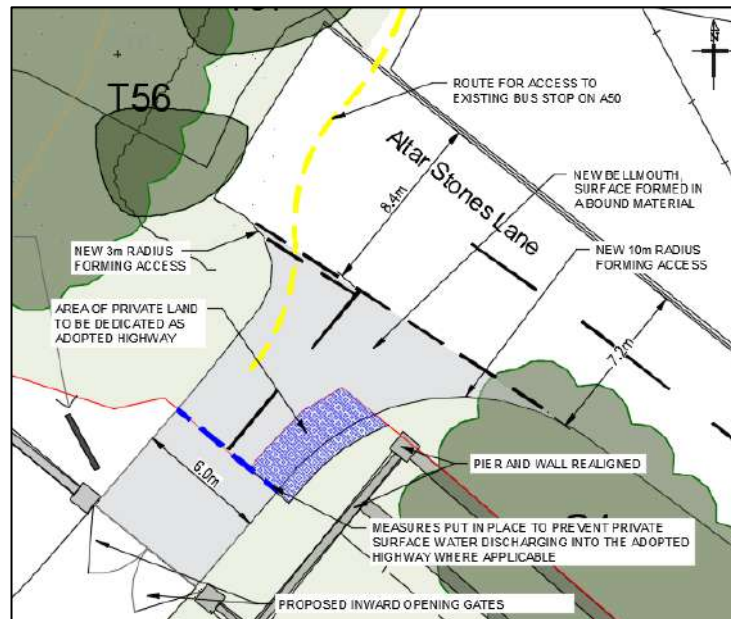


Figure 5: Proposed Access to the North East

The existing access to the south east will be maintained in its current form, other than the removal of vegetation, and potential replacement of security gates, with inward opening / sliding gates. The access is not proposed to be used primarily by staff, or visitors / customer. The access surface which sits in the adopted highway is currently formed in a granular material which is proposed to be retained. The existing vegetation to either side (and above) of the access is overgrown. As part of the proposals the vegetation that sits within the highway will be cut back / removed. A drainage channel is proposed if required across the access at the interface between the private land and adopted highway, to prevent the discharge of private surface water onto the adopted highway. The proposed access is shown in a drawing presented in Appendix B, whilst an extract is shown in Figure 6.

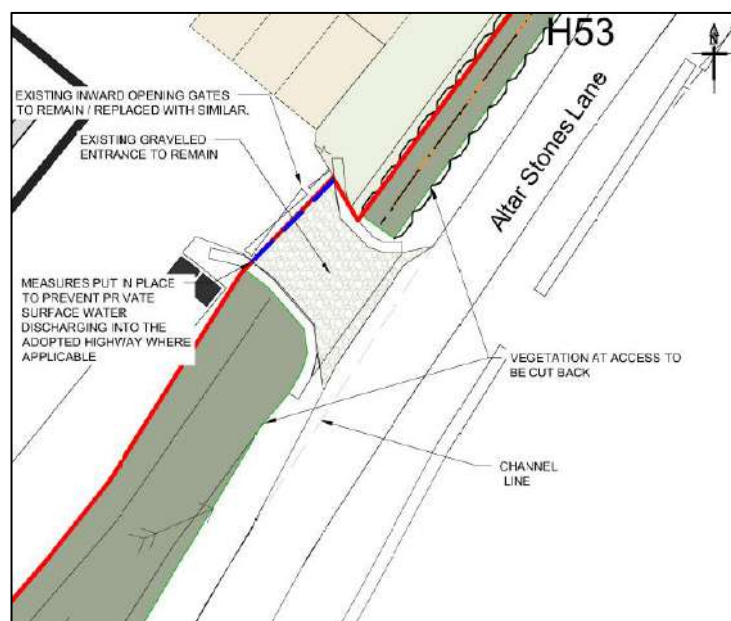


Figure 6: Proposed Access to the South East

3.4.2 Pedestrian and Cycle Access

Pedestrian and cycle access to the site is proposed to be via the northern vehicular entrance on Altar Stones Lane.

Owing to the very low vehicular use of the access junction, pedestrians would use the private drive and access junction to gain access to the site, as opposed to a segregated footway.

To gain access to the nearest bus stop on the A50 (opposite the site access), pedestrians will leave the site from the primary access road, cross Altar Stones Lane, and use the path leading to the bus stop as shown in Figure 7.

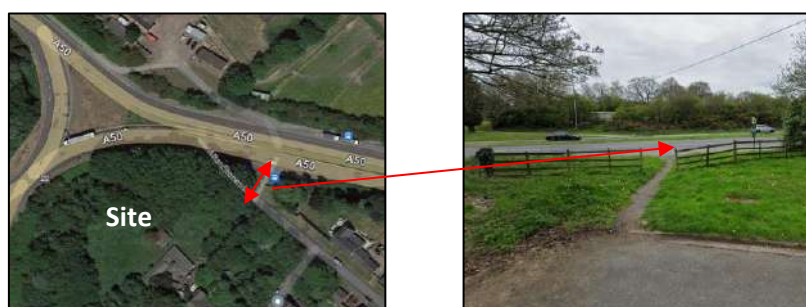


Figure 7: Pedestrian Connection to Bus Stop from Altar Stones Lane

3.4.3 Internal Parking Operations

With regard to the proposed car park, three external parking areas are proposed, along with parking for vehicles in both buildings as previously discussed. The parking area adjacent to Building A will facilitate parking for 40 cars to be stored / displayed, being parked by site staff. The parking area adjacent to Building B will be for staff comprising of 22 tandem spaces, whilst the 4 parking bays on the entrance drive will be for visitors.

The use of tandem spaces for staff parking is considered reasonable as these can be easily managed by site occupiers.

A swept path analysis exercise has been undertaken to demonstrate the ability for cars to enter and exit the site, along with manoeuvring into and out of parking spaces. The analysis undertaken is presented in a drawing contained in Appendix C.

A sheltered cycle store has been shown to be located to the north of building A.

3.4.4 Refuse Collections

Refuse collection will be undertaken via the northern access on Altar Stones Lane. Refuse vehicles will turn and collect waste to the north of Building B. Although the private waste collection is likely to be undertaken by small to medium sized vehicles, the site has been designed to accommodate a large 11.2m long refuse vehicle as shown in the tracking drawings.

3.4.5 Servicing & Deliveries

Similar to waste collection, servicing and deliveries will be undertaken via the northern access on Altar Stones Lane.

As part of any planning consent it is recommended that a servicing and deliveries management plan is conditioned.



4 TRAVEL FORECASTS

This section considers the likely quantum of trip generation that will be created by the development site.

4.1 VEHICULAR TRIP GENERATIONS

The proposed development is of a specialist nature and as such vehicular trip generations have been based on a first principles basis.

In terms of impacts on the External Highway Network, weekday AM and PM peak hours have been considered. As a worst case scenario these have been assumed to correlate with the sites opening and closing hours.

The site has an optimum capacity for 25 staff and as such this could generate 25 arrival movements between 8:30 and 9:30 during the AM peak hour, then 25 departure movements between 16:30 and 17:30 during the PM peak hour. No other movements would occur during these periods, so the maximum impact on the highway network would be 25 vehicular movements. This level of traffic is low and would not warrant any detail junction capacity modelling, especially noting the proximity of the site to the strategic road network.

In practice the level of trips during a peak hour would be less when considering flexible working hours for staff, and that staff will not always be on site, owing to collecting / delivering cars.

As discussed earlier in this report, standard deliveries are expected, such as from the post person, who will be making deliveries on Altar Stone Lane in any event (and would have to the existing farm), irrespective of the proposed development, then infrequent monthly supply deliveries to the preparations team.

In conclusion the level of traffic would be low and as such a severe impact as defined in the NPPF upon the safe operation of the highway network would not be created.

When considering trips by alternative modes, the operators will promote staff to car share, and travel to site by walking, bus and cycling where viable, however the specific siting of the proposed development is to take advantage of the strategic road network, to take deliveries of luxury vehicles, and limit detrimental impacts on more built up environments. It is considered reasonable however for the operator of the site to manage a Staff Travel Plan to promote the use of more sustainable transport modes. This could easily be conditioned as part of any planning consent.

5 PARKING ASSESSMENT

A review of Leicestershire County Councils parking standards has been undertaken to determine the required level of car and cycle parking needed to serve the development. This has been undertaken in parallel to the specific requirements of the operator. The quantum of parking provision offered as part of the development proposals include:

- Car sales: 35 Internal
40 External
- Staff: 22 External
- Visitors: 4 External (including 1 disabled)
- Cycle: 8 External (secure and sheltered)

No specific guidance is provided in LCC's highway design guide for the ratio of car parking for the specific Sui Generis land use. As such a first principles bases has been considered.

With regard to an area for car sales, this very much comes down to the requirement of the operator, therefore the provision of up to 75 spaces is considered appropriate.

When considering staff parking, 22 spaces have been proposed, whereas there could be a maximum of 25 staff on site. This equates to a parking space ratio of 88%. The operator will manage a Staff Travel Plan and encourage travel to and from the site by alternative modes to that of single occupancy private cars.

In addition it is acknowledged that this figure includes part time staff, and does not account for staff that will not be on site when collecting / delivering vehicles. Therefore the level of parking proposed is considered adequate to meet the demands of the site.

Regarding visitor parking, up to two customer appointments will be allowed at any one time. Therefore the four parking spaces proposed should cater for any demand that would be created, including disabled users.

5.1 ELECTRIC VEHICLE EV CHARGING

In terms of EV charging facilities, the site is to include 12 chargers, 6 for staff, 2 for visitors, and 4 for external forecourt vehicles. This is considered to be suitable to cater for any future demand.

5.2 CYCLE PARKING

No specific guidance is provided for Sui Generis operations, being that of the proposed planning use. LCC's guidance does however include minimum cycle parking provision for A2, B1, B2 and B8 Land uses, being: 1 space per 400sqm, and parking for visitors on merit.

The site has a GFA of: 1,902 sqm, which would equate to the need to provide a minimum of 5 cycle parking spaces for staff. Eight spaces are proposed. Noting that only two customer appointments will be permitted at any one time, the provision is considered to be more than adequate to accommodate by staff and customers.

6 ACCIDENT ANALYSIS

6.1 PERSONAL INJURY ACCIDENT DATA ANALYSIS

Accident data has been obtained from the publicly available website: www.crashmap.co.uk to identify the recent level of accidents that have occurred adjacent to the site.

A screen shot of the study area from the www.crashmap.co.uk website is presented in Figure 8, with the study area denoted by the red line boundary.

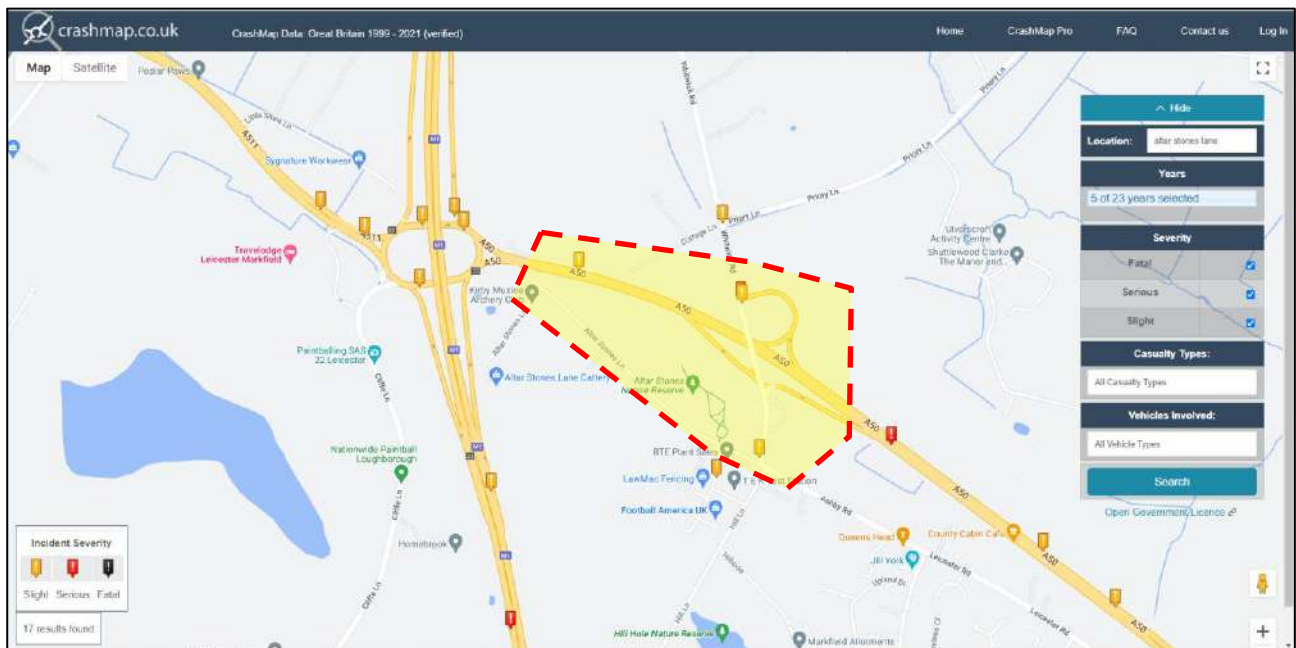


Figure 8: Extent of Accident Data and Collision Assessment

Over a period between 2017 and 2021, 3 slight severity rating incidents and 1 serious incident were recorded in the study area.

A breakdown of the total number of PIA's within the area is shown in Tables 1 and 2.

Table 1: Total Number of Accidents and Casualties

Year	Total		Pedestrian		Pedal Cycle		Motorcycle	
	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties	Accidents	Casualties
2017	0	0	-	-	-	-	-	-
2018	1	1	-	-	-	-	-	-
2019	0	0	-	-	-	-	-	-
2020	2	3	-	-	-	-	-	-
2021	1	1	-	-	-	-	-	-
Totals	4	5	-	-	-	-	-	-

Table 2: Casualty Severity

Year	Fatal	Serious	Slight	Total
2017	-	-	-	-
2018	-	-	1	1
2019	-	-	-	-
2020	-	1	1	2
2021	-	-	1	1
Totals	-	1	3	4

With regard to the type of incidents that occurred, the first incident occurred in 2018 on the A50, between the M1 and Whitwick Road junctions. The incident occurred during the hours of daylight in dry weather conditions. The single vehicle that was involved (van) was changing lanes and struck a tree off carriageway. The accident resulted in a slight severity casualty rating. No other information was available regarding the cause of the incident.

The second incident occurred in 2019 during the hours of daylight in wet weather conditions. The incident involved a car waiting to turn right at the Whitwick Road / A50 Northbound on / off links junction when another car impacted the rear of the waiting vehicle, resulting in a shunt type incident occurring. The accident resulted in a slight severity casualty rating.

The third incident occurred in 2020 (January) during the hours of daylight in wet weather conditions and involved a car undertaking a U-turn manoeuvre at the Whitwick Road / A50 Northbound on / off link junction. The car undertaking the U-turn collided head on with the side of another car that was proceeding normally along the road carriageway. The accident resulted in two slight severity casualty ratings. Driver behaviour undertaking a U-turn would appear to be the cause of the incident.

The last incident also occurred in 2020 (October) during the hours of darkness in wet weather conditions, and involved a car colliding with another parked car adjacent to the Whitwick Road / Ashby Road junction. The accident resulted in a slight severity casualty rating. No clear reason why the incident occurred is apparent.

None of the accidents that were recorded involved pedestrians, cyclists, motorcyclists or child casualties, and none of them were recorded as being fatal.

Based on a review of the accident records, there does not appear to be any significant correlation between the type of incidents occurring that would represent a significant trend in accidents.

The number of incidents recorded has been found to be low considering the environment and road network involved. As such it is not considered that the road environment itself is a cause for the incidents to have taken place.

7 SUMMARY & CONCLUSIONS

Vectio Consulting Limited has been appointed by Hillmoren Ltd to prepare a Transport Statement in support of a modern luxury car reseller, buying and selling new and quality preowned luxury cars. The development is to be located on Altar Stones Lane, Markfield in Leicestershire. The site currently a three bedroom farm house with ancillary farm buildings set within 3.5 acres of land.

The proposals are to comprise of the redevelopment of the site to provide a purpose built, state of the art, facility.

7.1 SUMMARY

This report has appraised key transport aspects with the findings summarised as follows:

- The development proposals have been discussed in context with the local environment. Measures to accommodate all modes of access have been considered.
- A revised access layout has been proposed to enhance the operation of the existing adopted highway, and the operations of the proposed development site. Measures have been proposed where required to prevent the discharge of private surface water onto the adopted highway. It has been recommended that this could also be conditioned.
- Vehicular travel forecasts have been appraised, concluding that a low level of vehicular movements are forecast to be generated during peak hour periods, and as such a severe impact to the safe and functional operation of the adopted highway will not be created.
- A swept path analysis exercise has been undertaken concluding that the proposed accesses off Altar Stones Lane will be suitable for the intended vehicles that will access the site. Vehicle tracking has also been undertaken to demonstrate the ability for vehicles to enter, turn, park, and exit the site in a forward gear, including cars and a large 11.2m long refuse vehicle.
- The report has included the recommendation of a servicing and deliveries management plan to cater for such operations.
- The report has included a parking assessment, identifying that the proposed level of car and cycle parking will be adequate to serve the requirements of the site. Noting the location of the site, the operator will also operate a Travel Plan to promote the use of alternative modes of travel to the site other than single occupancy car borne trips.
- An appraisal of the most recent 5-years' worth of recorded road traffic accident data has been undertaken. The appraisal has not identified any patterns or trends that are likely to be detrimentally impacted by the operations of the proposed development.

7.2 CONCLUSIONS

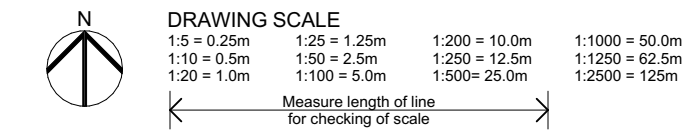
In conclusion, having due regard to Paragraphs 110 and 111 of the NPPF, this Transport Statement has clearly demonstrated that subject to the recommendations outlined in this report being implemented, all impacts created by the proposed development would have been adequately mitigated to remove any

significant issues that could be created. It is therefore considered that the proposed development would comply with both national and local planning policy guidance and industry best practice.

In view of the assessments and analysis undertaken in this Transport Statement, in transportation and highway safety terms, it is considered that there should be no overriding objections to the development proposals that would prevent the granting of planning permission, subject to the recommendations detailed within this report being implemented.

APPENDIX A: MASTERPLAN





GENERAL NOTES

All works to comply with the Building Regulations and completed to the satisfaction of Building Control. All works must be completed to the minimum standard required by Building Control & NHBC except where the standards required on these drawings are higher, in this case the specification on these drawings should be followed.

All works to comply with relevant British Standards and codes of practice including BS 8000. Works to be undertaken in accordance with relevant health and safety legislation, adopting safe methods of working and in accordance with manufacturers' product literature and H&S data sheets.

Drawing should be read in conjunction with relevant Structural and M&E design information, and Contractor to check all levels, dimensions and heights on site before commencing.

- A Site entrance
- B External vehicle storage
- C Staff parking, with EV charging
- D Detailing / Prep building, 10 cars. Small office and WC etc...
- E Customer parking - with EV charging
- F Refuse / bins
- G Covered secure cycle parking
- E EV Charging
- Easement to watercourse

TREE SURVEY KEY

- Root Protection Areas
- Category C Trees
- Category B Trees
- Category U Trees
- Tree Canopy
- T40 Tree Tag - refer to tree survey
- W40 Woodland Tag - refer to tree survey
- G40 Mixed Group - refer to tree survey
- H40 Hedgerow Tag - refer to tree survey

SURFACE MATERIALS KEY

- 1 Grass / Landscaping
- 2 Tarmac
- 3 Permeable Block Paving

BOUNDARY TREATMENTS

- B1 Stone wall
- B2 Mixed hedgerow

CHANGE MANAGER

Change	Description	By
Ch-029	Surface and Boundary key added	JM
Ch-030	Site labels amended for planning submission	JM
Ch-031	General key updated	JM

P08	For Comment	05/09/2023	JM	JH
P07	For Comment	14/08/2023	JM	JH
P06	For Comment	10/08/2023	JM	JH
P05	For Comment	08/08/2023	JM	JH
P04	For Comment	03/08/2023	JM	JH
P03	For Comment	24/07/2023	JM	JH
P02	Feasibility	14/07/2023	JM	JH
P01	Feasibility	04/07/2023	JM	JH
Rev	Issue Status	Date	By	CHK

Thinking Buildings

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www.thinking-buildings.co.uk

Client Name:	Ravi and Rishi Dhir
Project Name:	Hillmoren
Site Address:	Halls Farm Altar Stones Lane Markfield
Drawing Name:	Proposed Site Plan
CDE File Name:	2237 - THB - ZZ - ZZ - DR - A - 0050 - P08
Project Code:	2237
Original:	0050
Zone:	S0
Level:	P08
Type:	
Rev:	
Drawn By:	
Checked By:	
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Checked Date:	

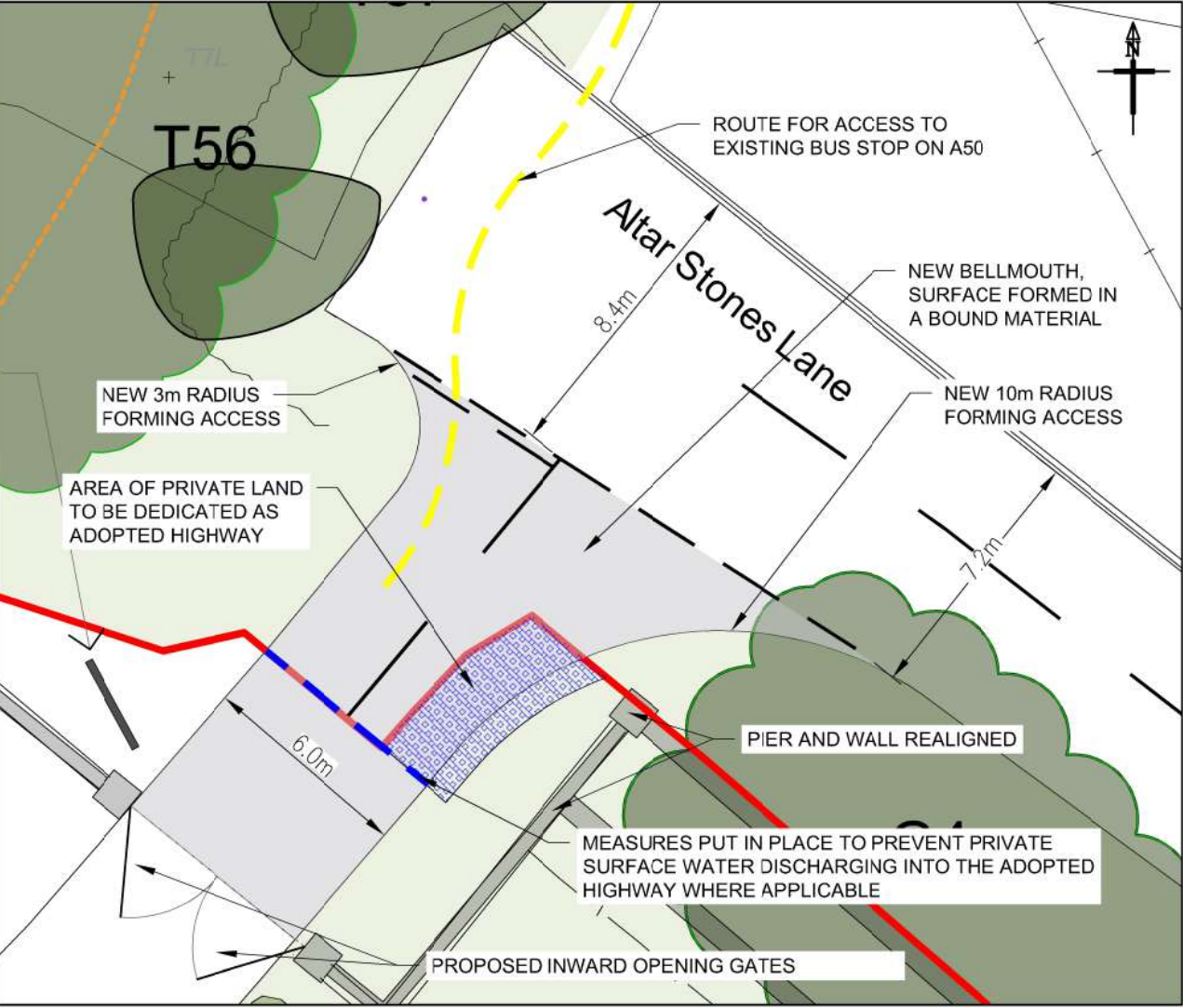
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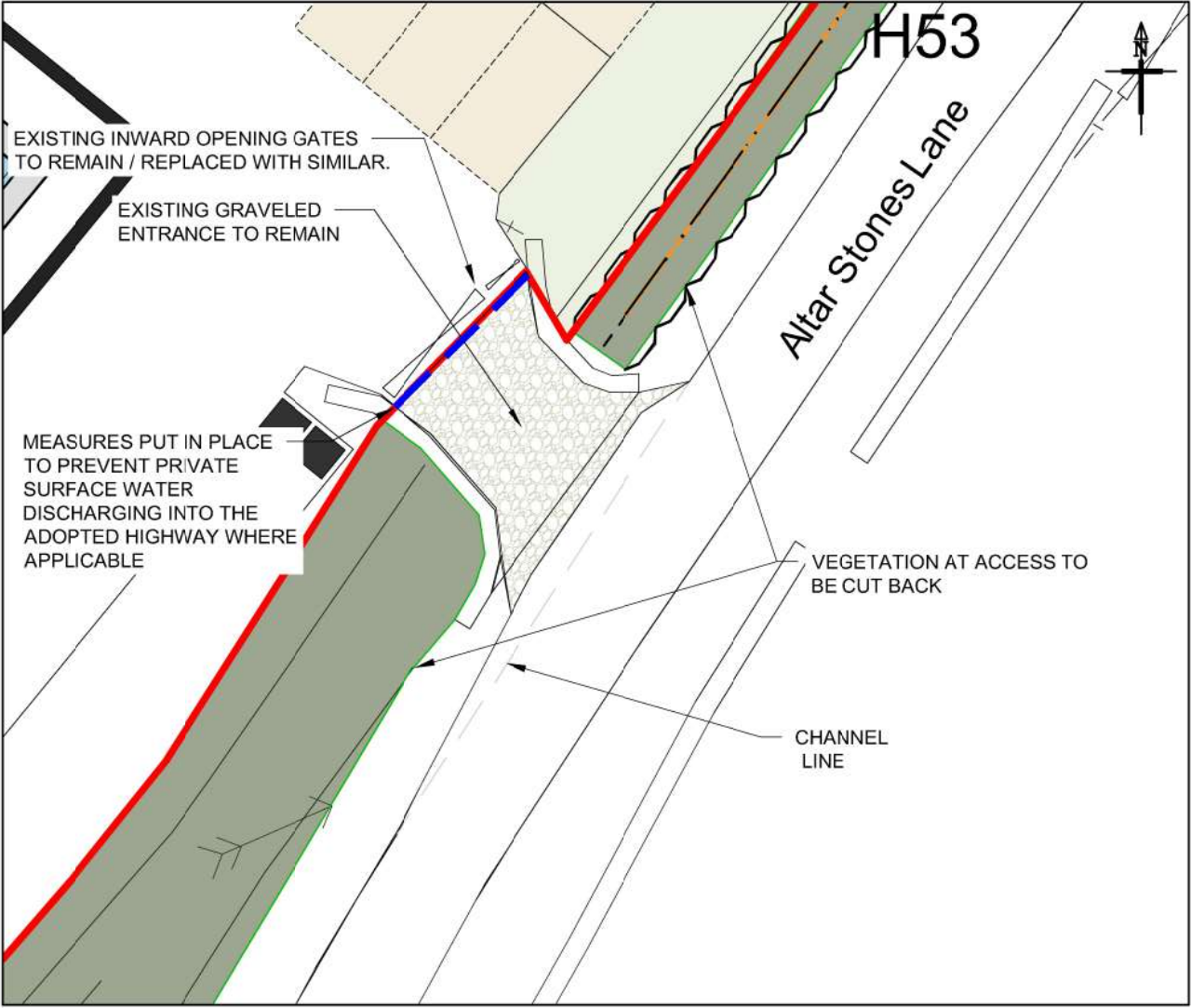
APPENDIX B: ACCESS ARRANGEMENTS DRAWING



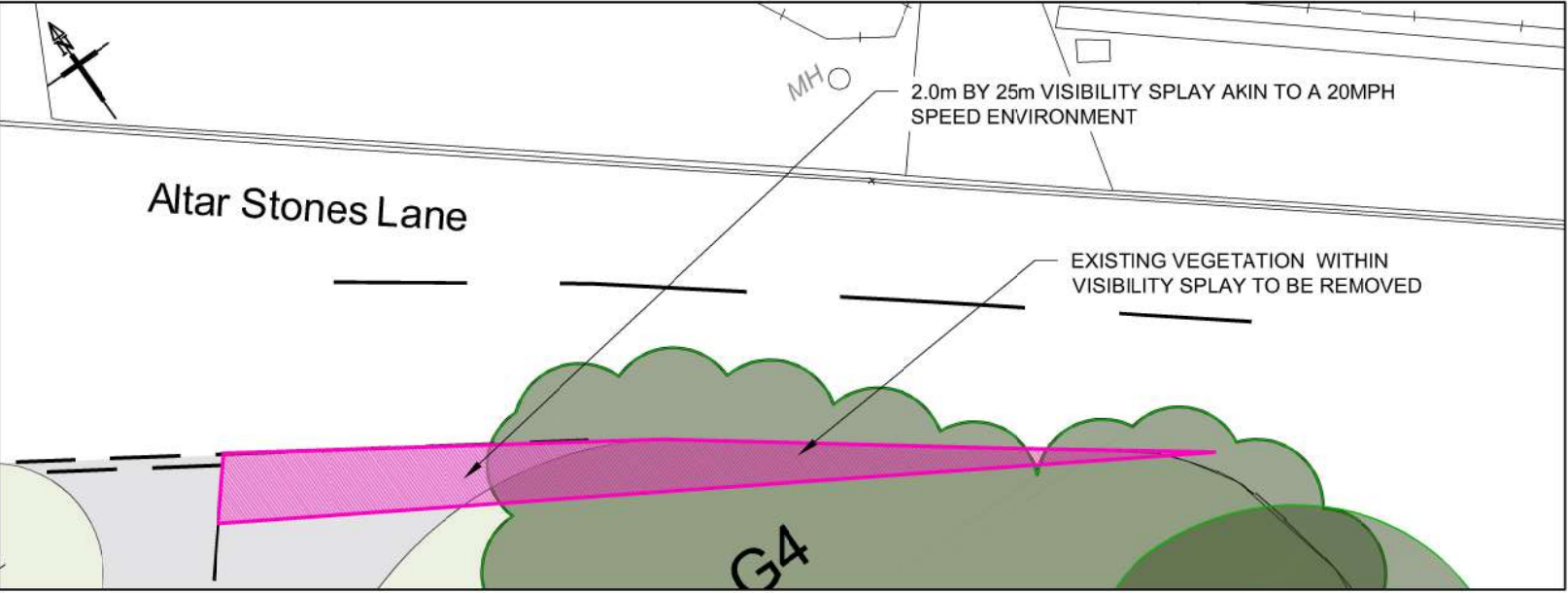
PROPOSED NORTHERN ACCESS ARRANGEMENTS



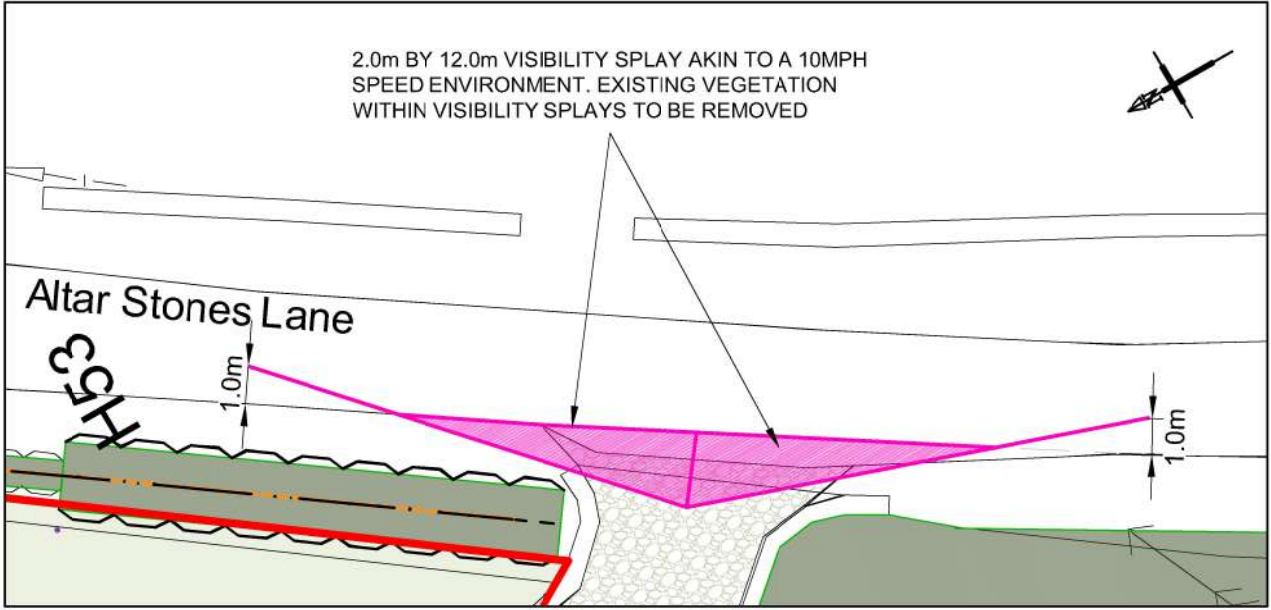
PROPOSED SOUTH EASTERN ACCESS ARRANGEMENTS



PROPOSED NORTHERN ACCESS VISIBILITY SPLAY



PROPOSED SOUTH EASTERN ACCESS VISIBILITY SPLAY



Revision	Amendment	Approved	Revision Date
A	Minor alterations	MC	21-8-2023



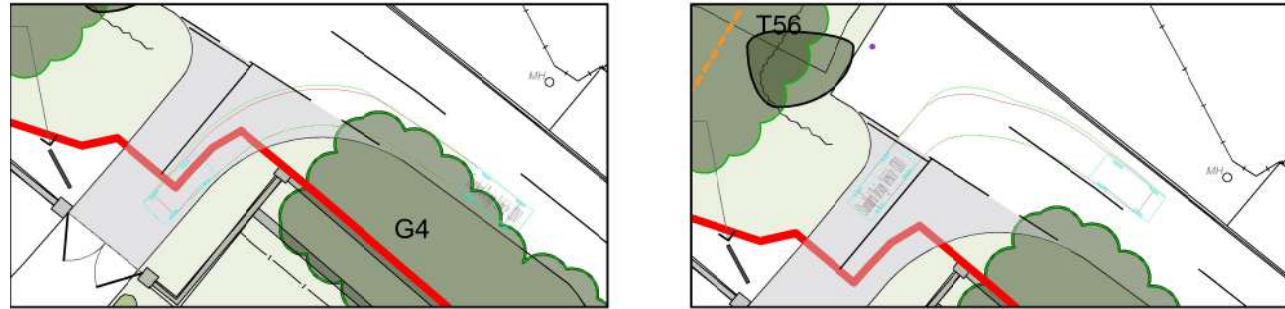
Drawn MC	Designed MC	Approved LC	Drawing Date 03/08/2023
Project No. VC0494	Scale 1:200@A3		

Project PROPOSED DEVELOPMENT, ALTAR STONES LANE	
Sheet PROPOSED ACCESS ARRANGEMENTS	
Drawing No. 001	Sheet No. 001
	Revision A

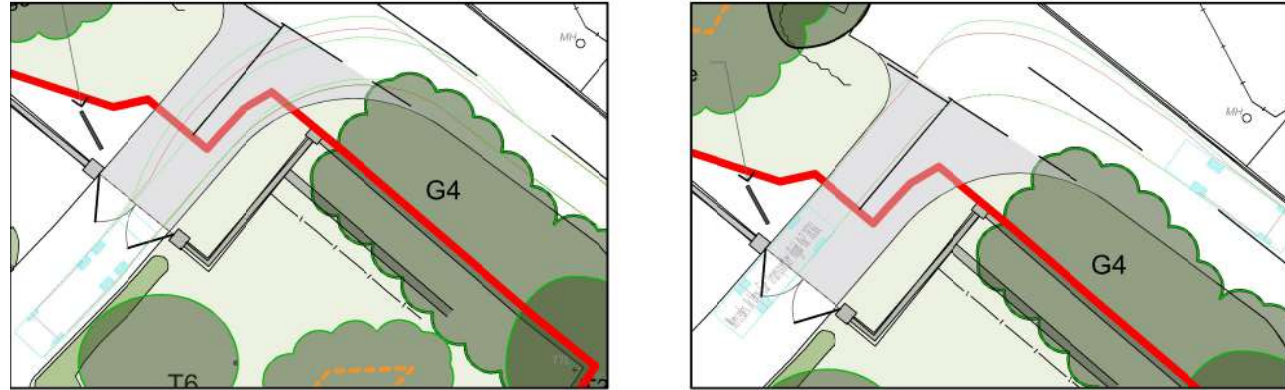
APPENDIX C: VEHICLE TRACKING DRAWING



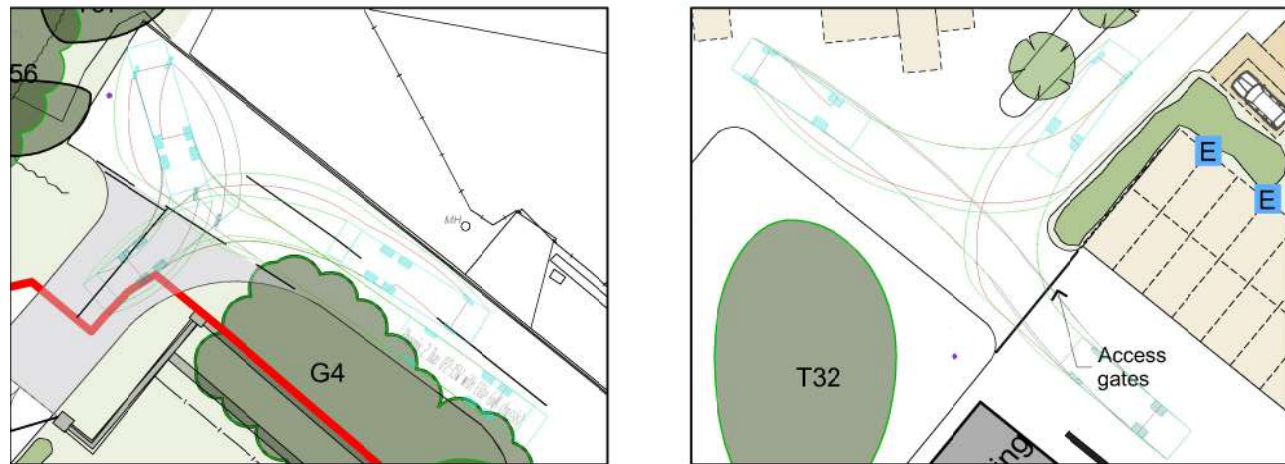
NORTHERN ACCESS VEHICLE TRACKING
STANDARD DESIGN VEHICLE (CAR) ACCESS MANOEUVRES



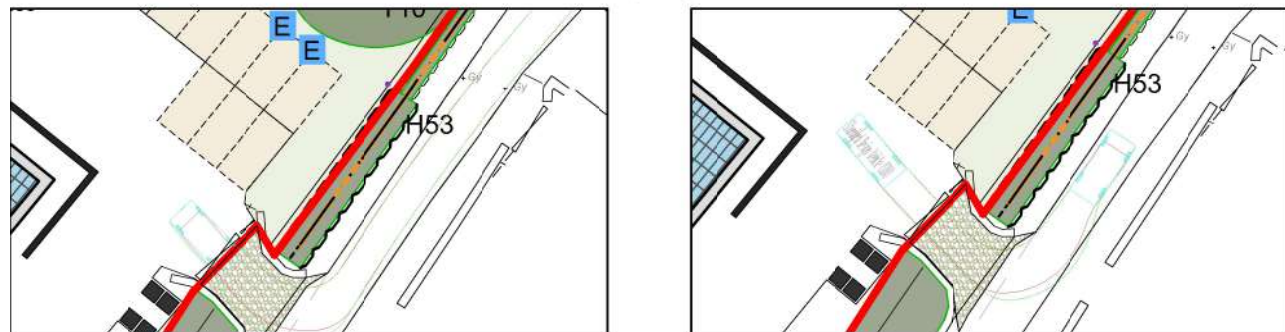
LARGE REFUSE VEHICLE ACCESS MANEUVRES



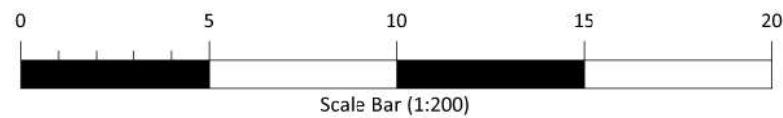
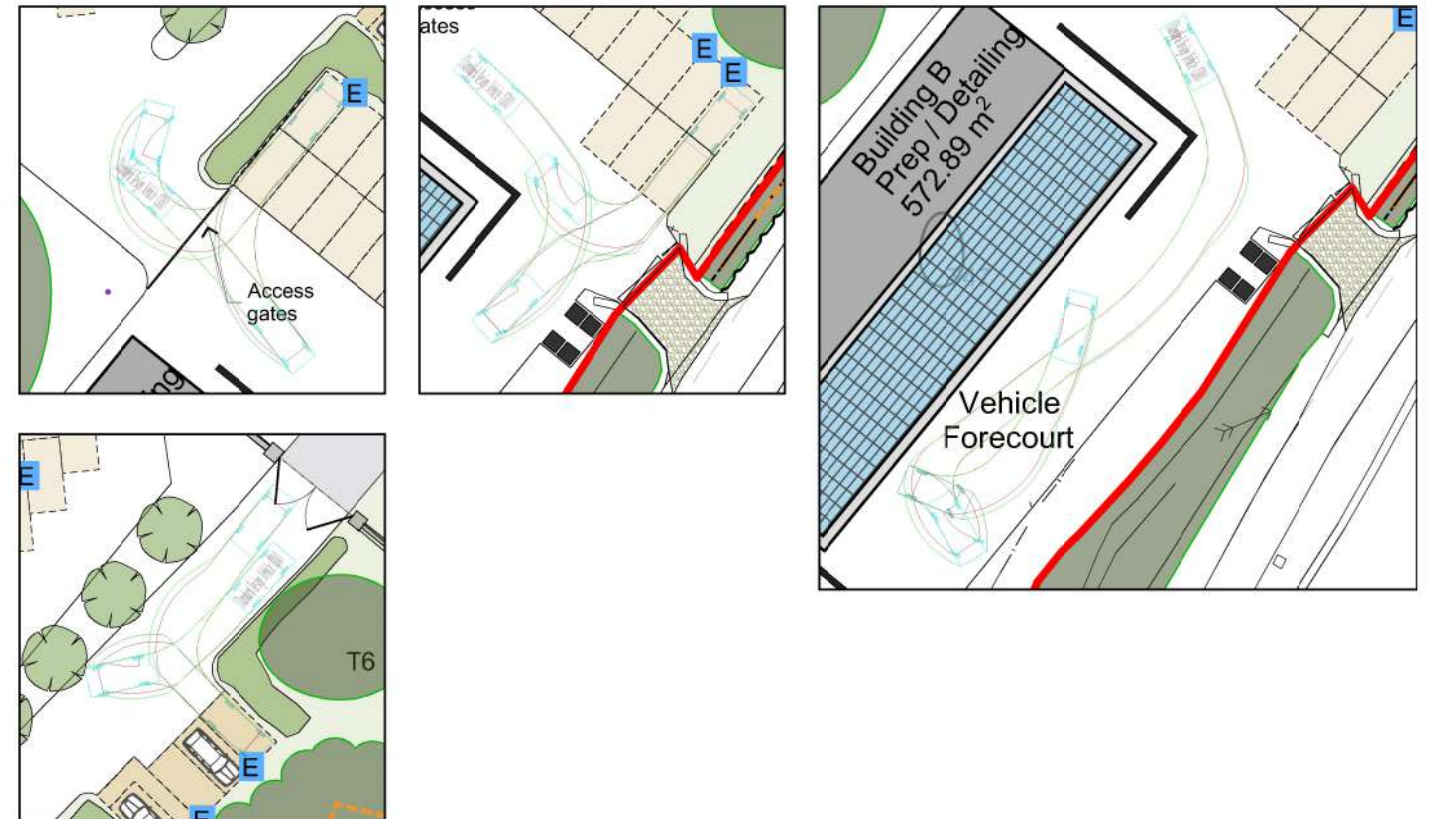
LARGE REFUSE VEHICLE TURNING MANEUVRES



SOUTH EASTERN ACCESS VEHICLE TRACKING
STANDARD DESIGN VEHICLE (CAR) ACCESS MANOEUVRES



STANDARD DESIGN VEHICLE (CAR) INTERNAL PARKING MANOEUVRES



Original Sheet Size A3

Revision	Amendment	Approved	Revision Date

VEHICLE PROFILES

Standard Design Vehicle (SDV)	Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 4.800m	Overall Length 11.100m
Overall Width 2.000m	Overall Width 2.450m
Overall Height 1.800m	Overall Height 3.750m
Min Body Ground Clearance 0.100m	Min Body Ground Clearance 0.500m
Track Width 2.000m	Track Width 2.000m
Lock to lock time 4.000s	Lock to lock time 4.000s
Wall to Wall Turning Radius 6.000m	Kerb to Kerb Turning Radius 9.500m



Drawn MC	Designed MC	Approved LC	Drawing Date 10/08/2023
Project No. VC0494	Scale 1:500@A3	Drawing No. 002	Sheet No. 001

Project
PROPOSED DEVELOPMENT, ALTAR STONES LANE

Sheet
VEHICLE TRACKING DRAWING

Revision
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