
A4. TRANSPORT NOTE

Springfield Farm, Lutterworth

Transport Note

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CONTENTS

1.	EXECUTIVE SUMMARY	1
2.	INTRODUCTION	3
2.1	Preface	3
2.2	Structure	3
3.	REPRESENTATIONS ON THE DRAFT LOCAL PLAN (PROPOSED SUBMISSION DRAFT)	5
3.1	Introduction	5
3.2	Policy DS02: Creating Jobs and Diversifying the Economy	5
3.3	Policy DS03: Tacking Climate Change and Enhancing the Natural Environment	5
3.4	Policy DS05: Supporting Strategic Infrastructure	8
3.5	Policy DM06: Transport and Accessibility	8
4.	STRATEGIC TRANSPORT IMPACT ASSESSMENT	10
4.1	Introduction	10
4.2	Modelling	10
4.3	Site proformas	13
5.	LCC PROPOSED CONSULTATION COMMENTS ON THE HDC DRAFT LOCAL PLAN	19
6.	APPROVED MAGNA PARK TRIP RATES	21
6.1	Overview	21
6.2	Approved Trip Rates	21
7.	2025 TRAFFIC SURVEYS	27
7.1	Introduction	27
7.2	Hunter Boulevard (ATC 1)	28
7.3	Wellington Parkway (ATC 2)	29
7.4	Shackelton Way (ATC 3)	29
7.5	Magna Park North, north of Mere Lane (ATC 4)	30
7.6	Magna Park South, south of A4303 (ATC 5)	31
8.	2025 MAGNA PARK TRIP RATES	33
8.1	Approach and Methodology	33
8.2	Magna Park Study Areas Floorspace	36
8.3	Magna Park Site Specific Trip Rate	38
9.	MP1 AND MP2 DRAFT ALLOCATION SITE TRIP GENERATION	43
9.1	Overview	43
9.2	‘MP2 Land at Mere Lane, Magna Park’ (Northern Parcel)	43
9.3	‘MP1 Land south of George House, Coventry Road’ (Southern Parcel)	44
9.4	MP1 and MP2 Indicative Floorspace	44
9.5	‘MP2 Land at Mere Lane, Magna Park’ Trip Generation	44
9.6	‘MP1 Land south of George House, Coventry Road’ Trip Generation	45
9.7	Cumulative Trip Generation	46
10.	TRIP RATE COMPARISONS	47
10.1	Introduction	47
10.2	Consented and current day traffic flows	47
11.	SUMMARY AND CONCLUSIONS	49

11.1	Summary	49
11.2	Conclusions	50

Tables

Table 4.1: Trip rate comparison (two-way)	12
Table 4.2: Magna Park trip generation comparison (two-way)	12
Table 4.3: Magna Park trip generation percentage change	12
Table 4.4: A5 Gibbet Hill roundabout traffic survey comparison - AM peak hour	13
Table 4.5: A5 Gibbet Hill roundabout traffic survey comparison - PM peak hour	13
Table 4.6: STIA MP1 identified walking and cycling infrastructure upgrades and cost estimates	14
Table 4.7: STIA MP1 identified public transport infrastructure upgrades and cost estimates	14
Table 4.8: STIA MP1 identified travel plan cost estimates	14
Table 4.9: STIA MP1 primary impact location junction upgrades and cost estimates	15
Table 4.10: STIA MP1 additional primary impact location junction upgrades and cost estimates	15
Table 4.11: STIA MP1 secondary impact location junction upgrades and cost estimates	15
Table 4.12: STIA MP1 total junction upgrades and cost estimates	16
Table 4.13: STIA MP2 identified walking and cycling infrastructure upgrades and cost estimates	16
Table 4.14: STIA MP2 identified public transport infrastructure upgrades and cost estimates	16
Table 4.15: STIA MP2 identified travel plan cost estimates	17
Table 4.16: STIA MP2 primary impact location junction upgrades and cost estimates	17
Table 4.17: STIA MP2 additional primary impact location junction upgrades and cost estimates	17
Table 4.18: STIA MP2 secondary impact location junction upgrades and cost estimates	18
Table 4.19: STIA MP2 total junction upgrades and cost estimates	18
Table 4.20: STIA MP1 and MP2 total infrastructure upgrade cost estimates	18
Table 5.1: A5 Gibbet Hill roundabout - secured financial contributions	19
Table 6.1: 15/00919/FUL Magna Park Site Average Site Specific Trip Rate (per 100 sqm)	22
Table 6.2: Magna Park Site 85th Percentile Site Specific Trip Rate (per 100 sqm)	22
Table 6.3: 15/00865/OUT Site Specific Trip Rates for symmetry park, Lutterworth	26
Table 7.1: Summary of Traffic Survey Locations	27
Table 7.2: ATC 1 - Hunter Boulevard 5-day Average Total Vehicles Flows and HGV %	28
Table 7.3: ATC 2 – Wellington Parkway 5-day Average Total Vehicles Flows and HGV %	29
Table 7.4: ATC 3 – Shackelton Way 5-day Average Total Vehicles Flows and HGV %	30
Table 7.5: ATC 4 – Magna Park North, north of Mere Lane 5-day Average Total Vehicles Flows and HGV %	31
Table 7.6: ATC 5 – Magna Park South, south of A4303 5-day Average Total Vehicles Flows and HGV %	32
Table 8.1: Summary of Total Plots, Floorspace, Operator, Status and Location at Magna Park	34
Table 8.2: Overview of Plots Removed from Study Areas	35
Table 8.3: Magna Park Central Total Floorspace	36
Table 8.4: Magna Park Central – Total Operational and Non-Operational Floorspace	37
Table 8.5: Magna Park North Total Floorspace	37
Table 8.6: Magna Park North – Total Operational and Non-Operational Floorspace	37
Table 8.7: Magna Park South Total Floorspace	37
Table 8.8: Magna Park South – Total Operational and Non-Operational Floorspace	38
Table 8.9: Overview of Total Magna Park Operational Floorspace	38
Table 8.10: Summary of Magna Park Study Area and Operational Floorspace	38
Table 8.11: Magna Park Central Total Vehicle Movements	39
Table 8.12: Magna Park Central Trip Rates (per 100 sqm)	39
Table 8.13: Magna Park North Trip Rates (per 100 sqm)	40
Table 8.14: Magna Park South Trip Rates (per 100 sqm)	40
Table 8.15: Total Magna Park Vehicle Movements	41
Table 8.16: Total Magna Park Trip Rates (per 100 sqm)	42

Table 9.1: Indicative Allocation Floorspace	44
Table 9.2: MP2 Land at Mere Lane, Magna Park Trip Generation	45
Table 9.3: MP1 Land south of George House, Coventry Road Trip Generation	45
Table 9.4: MP1 Land and MP2 Land Total Trip Generation	46
Table 10.1: Comparison of previous and current day Magna Park trip rates (per 100m ²)	47
Table 10.2: Comparison of previous and current day Magna Park trip generation (952,464 sqm)	47
Table 10.3: Comparison of previous and current day Magna Park trip generation (952,464 sqm)	47
Table 10.4: Comparison of previous and current day Magna Park trip generation (952,464 sqm) percentage	48
Table 10.5: MP1 and MP2 cumulative trip generation (370,000 sqm)	48
Table 10.6: Comparison of previous and current day Magna Park + MP1 & MP2 trip generation	48

Figures

Figure 2.1: Indicative site locations	3
Figure 3.1: Magna Park bus stop locations	6
Figure 3.2: FoxConnect zone map	7
Figure 4.1: HDC draft local plan published transport evidence base (as of April 2025)	10
Figure 6.1: Planning Application 15/00919/FUL in Context to Allocations	21
Figure 6.2: Overview of Planning Application 15/01531/OUT in Context to Allocations	23
Figure 6.3: 15/01531/OUT Southern Parcel	24
Figure 6.4: Overview of Planning Application 15/00865/OUT in Context to Allocations	25
Figure 7.1: Overview of Traffic Survey Locations	27
Figure 8.1: Overview of Magna Park Study Area	33
Figure 8.2: Location of Plots Excluded from Study Areas	36
Figure 9.1: MP2 Land at Mere Lane, Magna Park Location	43
Figure 9.2: MP1 Land south of George House, Coventry Road Location	44

Appendices

Appendix A	MP1 Site 10595 STIA proforma
Appendix B	MP2 Site 12227 STIA proforma

1. EXECUTIVE SUMMARY

Introduction

This Transport Note, prepared by Apex Transport Planning on behalf of GLP, addresses transport considerations relating to the proposed employment allocations at Springfield Farm, Lutterworth, specifically, sites MP1 (Land south of George House, Coventry Road) and MP2 (Land at Mere Lane, Magna Park), as part of the Harborough District Council (HDC) Local Plan Submission Draft (Regulation 19). The assessment reviews local policies, strategic transport modelling, traffic surveys, and projected mitigation costs, while highlighting the need for evidence-led, flexible infrastructure planning.

Policy and strategic importance

Both proposed allocations are situated within the highly connected “Golden Triangle” logistics hub, in close proximity to the M1 and M6 motorways and the A5 trunk road. This aligns with Policy DS02’s emphasis on job creation and logistics growth, and Policy DS03’s focus on climate action through sustainable transport. The sites also fulfil requirements under Policies DS05 (Strategic Infrastructure) and DM06 (Transport and Accessibility), ensuring alignment with regional sustainability and accessibility goals.

Magna Park, as an established logistics cluster, already supports sustainable modes through infrastructure such as shared cycleways, bus routes (e.g. X45, X84), the FoxConnect on-demand transport service, and a Liftshare scheme. These provisions support modal shift and emissions reduction, demonstrating compliance with sustainable transport hierarchies.

In locating the proposed MP1 and MP2 allocation sites within Magna Park Lutterworth, the sites would leverage existing sustainable transport infrastructure while also contributing to its enhancement, benefiting the new and current operations.

Furthermore, co-locating distribution and commercial operations within established hubs like Magna Park enables economies of scale. Operators commonly coordinate full-capacity deliveries, reducing trips, efficiencies that are lost when operations are dispersed more widely.

Traffic survey findings & trip generation trends

Traffic surveys conducted in April 2025 reveal a notable decrease in Magna Park trip generation over the past decade. Compared to surveys from 2013 and 2014, current daily vehicle trips have dropped by approximately 6,000 (23%) to 7,000 (26%) trips, with peak hour reductions between 400 (25%) and 600 (41%) trips. This decline is attributed to:

- Improved route optimisation technology
- Higher vehicle load capacities
- Shipment consolidation strategies
- Sustainability efforts
- Post-COVID behavioural changes

This trend suggests future trip rate assumptions should remain conservative and scenario led.

Strategic Transport Impact Assessment (STIA) and Modelling

The Strategic Transport Impact Assessment (STIA) prepared by AECOM, which supports the draft Local Plan, uses the Leicestershire Pan Regional Transport Model (PRTM). However, it relies on 2019 base data, which may be overly robust due to post-pandemic traffic changes. The STIA identifies junctions of concern and

outlines indicative mitigation schemes, but detailed assessments including vision-led future scenario testing at the planning application stage will be essential for accurately defining infrastructure needs.

Notwithstanding, the STIA offers a robust high-level framework from which to establish the potential implications of the proposed allocation sites. It includes possible mitigation solutions, with cost estimates totalling £14.2 million across MP1 and MP2, including walking, cycling, public transport, and highway improvements.

Infrastructure and mitigation contributions

The following key infrastructure contributions are identified:

- **MP1:** £2.17 million (including £1.83 million for junction improvements)
- **MP2:** £12.03 million (including £9.58 million for junction improvements)

Some mitigation cost apportionments appear overlapping, particularly for active and public transport upgrades. Clarification is needed to avoid double-counting and ensure transparent cost attribution.

Addressing Leicestershire County Council concerns

Leicestershire County Council (LCC) has expressed concern over the lack of strategic infrastructure funding, particularly at the A5 Gibbet Hill roundabout. However, more than £5.2 million in contributions have already been secured and pooled for improvements to this junction, with the STIA estimating upgrade costs at £4.2 million indicating a potential funding surplus.

Additionally, traffic at A5 Gibbet Hill roundabout has significantly decreased or changed compared to pre-COVID forecasts used in earlier modelling. New assessments using current conditions and vision-led future scenarios are therefore necessary before to establish the impacts of development and any mitigation strategies.

Recommendations and conclusion

Detailed transport assessments must accompany any planning applications for MP1 and MP2, using up-to-date traffic data, modern junction modelling tools, and vision-led scenario planning.

Flexibility must be retained in policy to allow detailed assessments undertaken at the planning stage to define actual mitigation requirements and any associated financial contributions.

Existing financial contributions should be acknowledged in all funding considerations.

A clear, transparent framework is needed to apportion infrastructure costs fairly across developments.

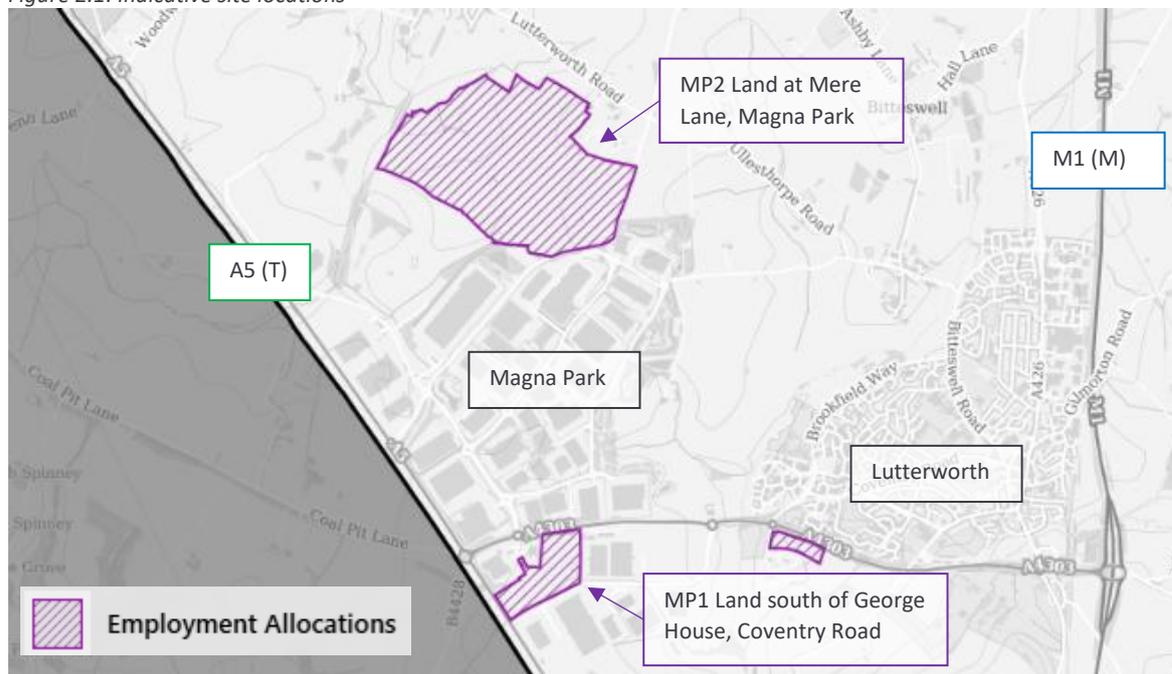
In conclusion, while the STIA provides a robust basis from which to understand the possible implications of the proposed allocation sites, the dynamic nature of logistics operations and evolving traffic patterns necessitate ongoing, evidence-based transport assessments to ensure infrastructure investments are both necessary and directly related to the respective sites at planning application stage.

2. INTRODUCTION

2.1 Preface

- 2.1.1 This Transport Note (TN) has been prepared by Apex TP on behalf of GLP in support of two development proposals within or adjacent to Magna Park Lutterworth, Leicestershire.
- 2.1.2 This note has been prepared to make transport representations to Harborough District Council's (HDC) consultation on its Local Plan Submission Draft (Regulation 19) March 2025 document.
- 2.1.3 The two site locations are identified as 'MP1 Land south of George House, Coventry Road' and 'MP2 Land at Mere Lane, Magna Park' within the draft Local Plan respectively, and are shown indicatively in Figure 2.1.

Figure 2.1: Indicative site locations



Source: HDC Local Plan online map

- 2.1.4 In support of any future planning applications, comprehensive transport assessments will be required in support of each site. In addition, the draft local plan also requires that development clusters (which MP1 and MP2 are) are required to prepare further evidence in the form of a Joint Infrastructure Framework in support of planning applications to ensure that a coordinated approach is developed for delivering strategic transport improvements. These will be developed as required at the point that a planning application is being prepared.
- 2.1.5 At this stage of the local plan process, we have undertaken a review of numerous sources of information, and have commissioned traffic surveys which provides a current and up to date baseline. The resulting analysis has demonstrated that a suitable strategy to deliver the necessary strategic infrastructure can be developed to serve the two proposed allocation sites.

2.2 Structure

2.2.1 The structure of this report is as follows:

- Section 1: **Executive Summary**
- Section 2: **Introduction**

- Section 3: provides a commentary of the **draft local plan (proposed submission draft)**
- Section 4: undertakes a review of the **strategic transport impact assessment** prepared by AECOM
- Section 5: provides a response to **LCC's proposed consultation comments**
- Section 6: presents the **approved/historic Magna Park trip rates**
- Section 7: summarises the **2025 Magna Park traffic surveys**
- Section 8: presents the **2025 Magna Park trip rates** derived from the above traffic surveys
- Section 9: provides **trip generation estimates for MP1 and MP2**, using the 2025 Magna Park traffic surveys
- Section 10: provides trip **generation scenario comparisons**
- Section 11: Provides a **summary and conclusions**

3. REPRESENTATIONS ON THE DRAFT LOCAL PLAN (PROPOSED SUBMISSION DRAFT)

3.1 Introduction

3.1.1 The draft local plan proposes the following policies that are relevant from a transport and highways perspective, and particularly in the context of the MP1 and MP2 employment proposals:

- Policy DS02: Creating Jobs and Diversifying the Economy
- Policy DS03: Tacking Climate Change and Enhancing the Natural Environment
- Policy DS05: Supporting Strategic Infrastructure
- Policy DM06: Transport and Accessibility

3.1.2 All are discussed in the following sections.

3.2 Policy DS02: Creating Jobs and Diversifying the Economy

3.2.1 Policy DS02 (paragraph 4.26) recognises the strategic importance of Magna Park for its location within the 'Golden Triangle', a region that is pivotal to the UK's supply chain and distribution networks due to its central location and connectivity to the strategic road network (SRN).

3.2.2 The Golden Triangle area is within a four-hour drive of 90% of the British population, and specifically in the context of Magna Park, has good access to the SRN including the M1 and M6 motorways, and the A5 trunk road, all of which provides for efficient transportation and logistics operations.

3.2.3 Paragraph 4.26 states that *'the need for strategic warehousing and distribution continues to grow'* and *'more and larger strategic distribution spaces are required to support Leicester and Leicestershire's growing logistics sector'*. HDC attributes the success of Magna Park to its connectivity to the SRN, and we agree strongly with the principle that future logistics developments should be located where *'established infrastructure and public transport networks'* exist.

3.3 Policy DS03: Tacking Climate Change and Enhancing the Natural Environment

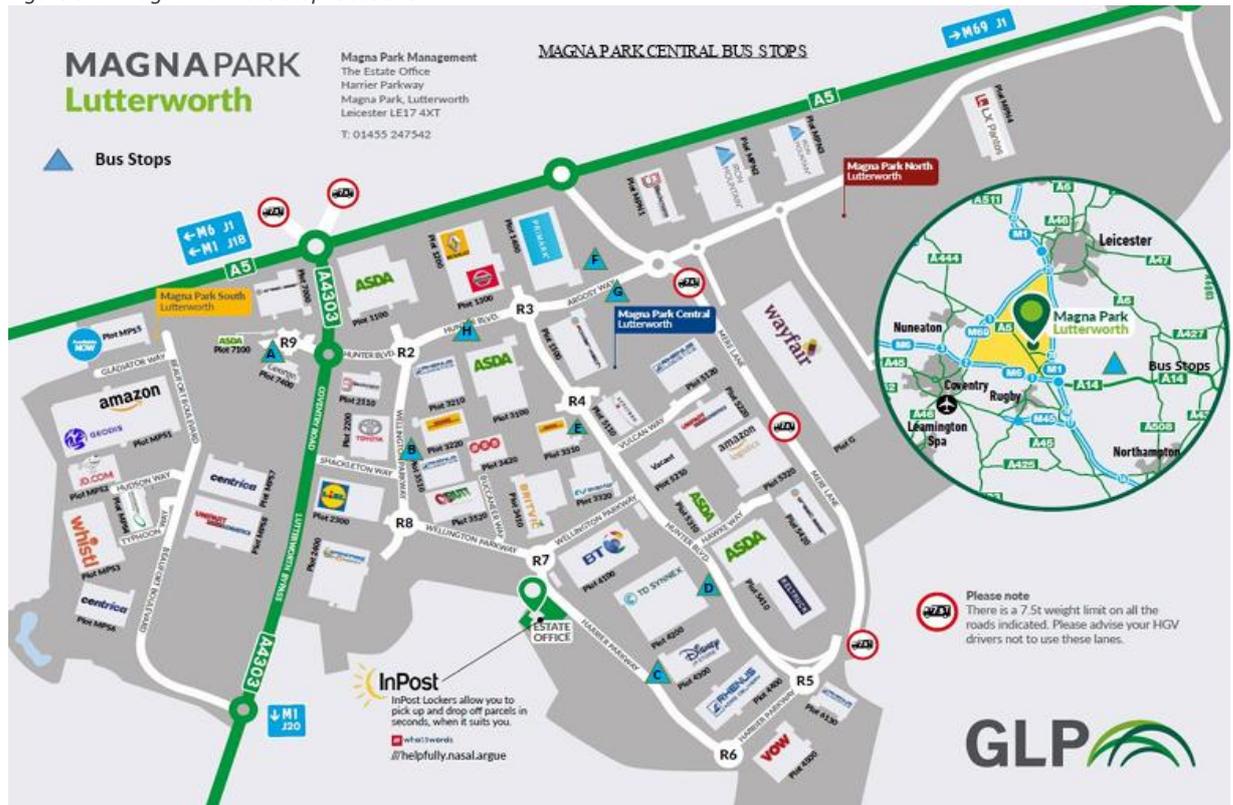
3.3.1 Part 1 (a) states that development will be permitted where it *'prioritises sustainable active travel modes such as walking, cycling, or public transport above use of the private car'*. This accords with wider national climate objections, and which we fully support.

3.3.2 Magna Park already has an extensive network of infrastructure catering for sustainable transport modes, including a shared pedestrian/cycleway connecting Magna Park to Lutterworth, and regular bus services from across the area. The bus stop locations within Magna Park are shown in Figure 3.1.

3.3.3 The services travelling to Magna Park include:

- Leicester: Services X45 & X84, every hour Monday to Sunday including early morning and late-night buses on Weekday
- Lutterworth: Services 8, X45 & X84, every hour Monday to Saturday including early morning and late-night buses on Weekdays
- Hinckley: Service 8, every hour Monday to Saturday including early mornings
- Rugby: Service X84, every hour Monday to Saturday

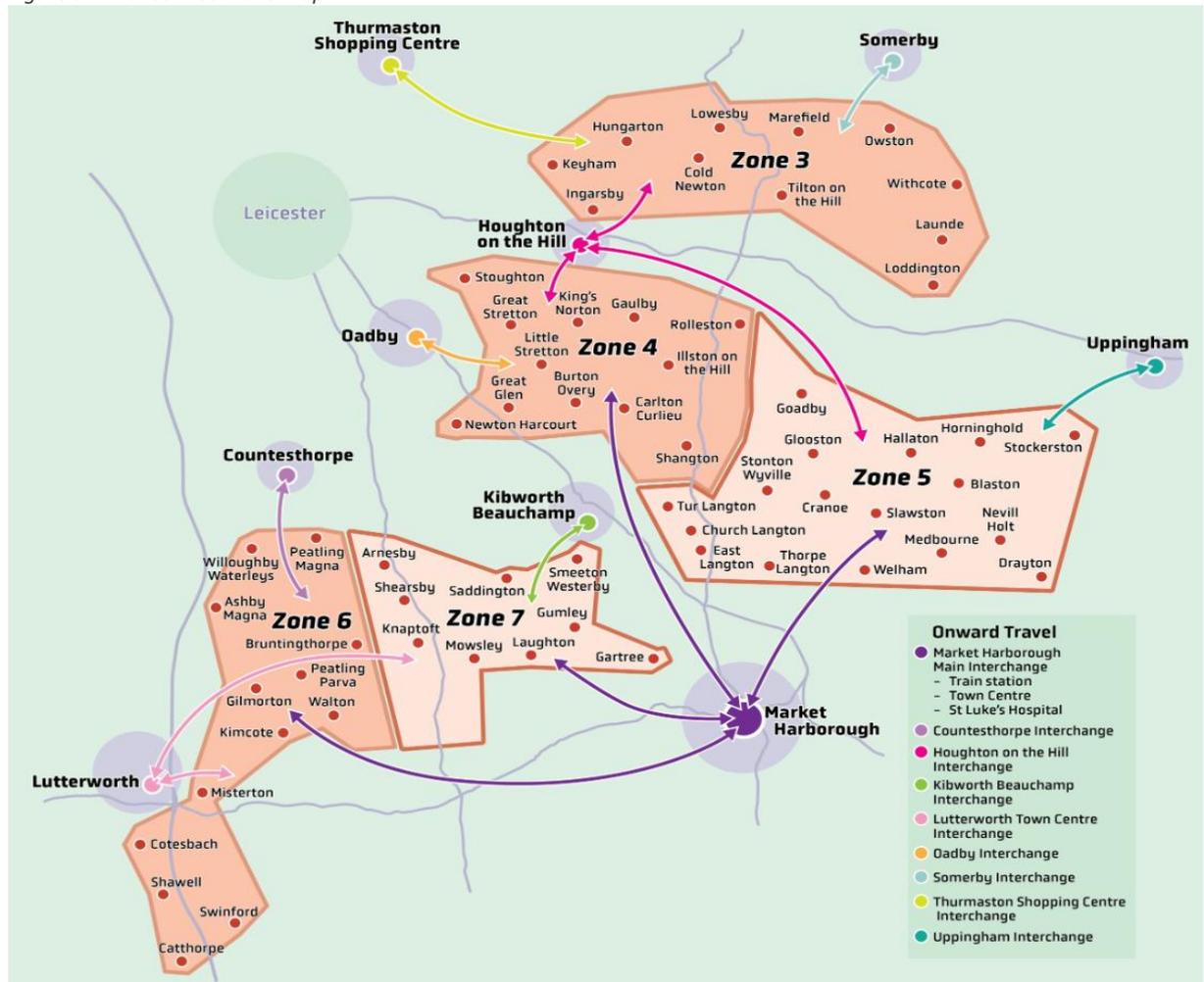
Figure 3.1: Magna Park bus stop locations



Source: GLP

- 3.3.4 Additionally, Magna Park has a [club members travel scheme](#) administered by Arriva, where members can benefit from reduced price tickets and convenient access through direct debit payments.
- 3.3.5 Magna Park is also served by the [Market Harborough FoxConnect](#) scheme, which is a new on-demand transport service which launched in March 2025. The FoxConnect scheme connects rural communities to Market Harborough’s town centre and neighbouring villages, including Lutterworth. The service is app based, where the user can choose where they want to get picked-up and dropped-off, meaning it’s a convenient and flexible public transport option for travelling to Magna Park. The FoxConnect zone map is provided at Figure 3.2.
- 3.3.6 In addition, a [Liftshare](#) scheme is operational at Magna Park, and currently has over 500 members. It is estimated that the scheme has removed 335,525 miles off the local roads and reduced 73 tonnes of CO² emissions as a result.
- 3.3.7 It is therefore demonstrated that Magna Park is committed to promoting a sustainable transport hierarchy in accordance with the aims of the policy.

Figure 3.2: FoxConnect zone map



Source: FoxConnect

- 3.3.8 Paragraph 4.34 states that the policy ‘embeds a sustainable transport hierarchy which aims to reduce high carbon travel modes in favour of more sustainable alternatives like walking and cycling. This contributes to our broader objectives to lower emissions and reduces car dependency’.
- 3.3.9 Magna Park’s evidential commitment to promoting sustainable transport modes, including walking, cycling, and public transport, as set out at paragraphs 3.3.2 to 3.3.7 aligns with Policy DS03. The park’s initiatives, such as the site-wide car sharing program and improved public transport links, reduce reliance on private vehicles, thereby lowering greenhouse gas emissions.
- 3.3.10 In addition, its location within the Golden Triangle and connectivity to the SRN means that heavy goods vehicles use appropriate routes, and that significant mileage and emissions savings are achieved. This aligns with the broader objectives of the plan.
- 3.3.11 There are also economies of scale in respect of co-locating distribution and commercial operations adjacent to and within established commercial hubs such as Magna Park. It is now common place for business operators to coordinate shipments and deliveries, ensuring that vehicles travel at full capacity and minimising the number of trips that take place. This happens at a significant scale in Magna Park currently. These efficiencies are lost if such operations are spread more thinly across the district or county.

3.4 Policy DS05: Supporting Strategic Infrastructure

- 3.4.1 Policy DS05 focuses on ensuring that appropriate infrastructure is identified and delivered in order to accommodate growth and development within the district. It emphasises the importance of securing financial contributions from developers to fund necessary infrastructure improvements, ensuring that new developments are sustainable and well-integrated into the existing transport network. The policy aims to enhance connectivity, reduce congestion, and support economic growth by prioritising investments in key infrastructure projects.
- 3.4.2 The proposed allocation sites are clearly well positioned within the Magna Park area to benefit from the existing good access opportunities, and the basis for development of this type is already established. Further enhancements to accommodate the development will be informed by the findings of a future transport assessment and appropriate mechanisms for their delivery agreed. Therefore, the premise of this policy is agreed, which is that it will be determined whether the highway infrastructure is appropriate to accommodate the development, and if required, infrastructure upgrades will be provided to mitigate its impacts.
- 3.4.3 As is normal practice for any transport assessment, it will be necessary to assess the impacts of a development proposal upon a baseline inclusive of committed developments. In accordance with national planning practice guidance (NPPG) on transport assessments, the definition of committed developments are those that are *'consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years'*. Accordingly, the guidance goes on to state that *'this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval'*.
- 3.4.4 As such, it is agreed that the cumulative impacts of MP1 and MP2 and any other committed developments should be assessed within any transport assessment accompanying a planning application for either site, providing that there is a reasonable degree of certainty that each could come forward within the following three year period.
- 3.4.5 We agree entirely that any mitigation should be informed by a comprehensive transport assessment, utilising updated data and appropriate traffic models. The scope and methodology of any assessment will be discussed with the respective highway authorities (National Highways (NH), Leicestershire County Council (LCC) and/or Warwickshire County Council (WCC) as appropriate) and ongoing liaison throughout. We agree also that the package of measures should prioritise sustainable travel in accordance with the sustainable transport hierarchy set out within the draft local plan.

3.5 Policy DM06: Transport and Accessibility

- 3.5.1 Policy DM06: Transport and Accessibility aims to ensure that new developments provide safe, connected, and convenient movement across the transport network for all users, including bus passengers, cyclists, pedestrians, and horse riders. It mandates safe access, servicing, and parking arrangements in line with Highway Authority standards, and requires that additional traffic movements do not compromise highway safety or result in severe cumulative impacts on the road network.
- 3.5.2 For major developments, a Transport Assessment is required to evaluate the impact on the transport network and identify necessary mitigation measures. The policy also emphasises the importance of facilitating safe access by cycle and on foot, providing accessible cycle parking, enhancing public transport, catering to the transport needs of specific community groups, ensuring adequate car

parking, and incorporating Car Club spaces and EV charging points. Additionally, it requires mitigation of any adverse impacts on residential amenity and air quality, particularly in Air Quality Management Areas.

- 3.5.3 It is agreed that a detailed transport assessment should be undertaken at the planning application stage. At this point the movement strategy, potential impacts, and mitigation solutions will be presented for the MP1 and MP2 sites.

4. STRATEGIC TRANSPORT IMPACT ASSESSMENT

4.1 Introduction

4.1.1 A strategic transport impact assessment (STIA) has been prepared by AECOM (January 2025) to assess the potential impacts of the HDC draft local plan proposed allocations, and to provide a strategy and evidence base for infrastructure requirements. AECOM states at paragraph 1.1.1 of the STIA that they were commissioned by LCC on behalf of HDC to prepare the STIA.

4.1.2 AECOM are also appointed to prepare the Joint Transport Evidence (JTE) for local plan reviews for the following authorities:

- Harborough District Council
- Blaby District Council
- Hinckley and Bosworth Borough Council
- Oadby and Wigston Borough Council

4.1.3 The rationale for developing a holistic JTE relates to the cumulative cross-boundary impacts, and the performance of the SRN and its potential to create wider impacts on the surrounding local network.

4.1.4 The STIA undertakes modelling and prepares high-level movement strategies for all sites within the draft local plan. This note focuses specifically on the strategies for MP1 and MP2, which have the following STIA ID reference numbers:

- MP1: 10595
- MP2: 12227

4.1.5 A third site has also been ‘clustered’ with MP1 and MP2 for the purposes of apportioning shared infrastructure costs: ‘L3 Land north of Fairacres, Lutterworth’. This note focuses on the transport strategy and implications of MP1 and MP2.

4.2 Modelling

PRTM

4.2.1 The JTE modelling has been undertaken using LCC’s Pan Regional Transport Model (PRTM), and the STIA (prepared for HDC) uses the modelling outputs from the JTE (Stage 2) work.

4.2.2 At the time of writing (April 2025), the Stage 2 assessment report has not been published, with only the Stage 1 report being available. We have therefore not been able to review this document, other than those elements that have been presented (we assume correctly/accurately) in the STIA. The only documents that have been published on the HDC draft local plan evidence base are provided below:

Figure 4.1: HDC draft local plan published transport evidence base (as of April 2025)



Source: HDC website

4.2.3 Paragraph 3.5.9 of the STIA states ‘Further information regarding the detail of the PRTM modelling approach is available within the JTE Stage 1 reporting and is not replicated in this STIA. This detail

includes the approach to COVID19...', however, there is no mention within the JTE Stage 1 report of the approach to dealing with COVID19. A footnote contained at Appendix A (page 84) of the JTE (Stage 1) report refers to another document: South Leics JTE – Base Model Review v1.1 (January 2024), however this document has not been published and as such we have not been able to review its content.

- 4.2.4 Notwithstanding, the latest version of the PRTM base model is 2019, and we understand that 2018 traffic surveys informed this version of the model. An update to the model, incorporating new traffic surveys, is planned for later in 2025. That update isn't yet available, and we would express caution about drawing definitive conclusions from any datasets relying on pre-pandemic traffic flows.
- 4.2.5 AECOM states at paragraph 1.1.3 of the STIA that detailed modelling of specific sites, nor detailed design, have not been undertaken. This is because the PRTM does not have the capability to model detailed junction performance, and neither is it its purpose. The application of the PRTM is to determine future link flows, and to highlight junctions that may be approaching or exceeding theoretical capacity in a future assessment year. This provides areas of focus, for which more detailed modelling would then be necessary to determine an accurate assessment of junction performance and development impact. At application stage, it would be expected that new turning count surveys and junction capacity modelling will be undertaken using detailed modelling packages such as Junctions 10, Linsig v3, or microsimulation software such as VISSIM. The PRTM outputs will help to inform which locations require a more detailed analysis.
- 4.2.6 It is entirely reasonable that a detailed transport assessment, accompanied by detailed junction capacity modelling and mitigation design is undertaken at the planning application stage. The PRTM provides a robust indicator at this draft local plan stage of the potential implications of the proposed development allocations, but it cannot provide a definitive or detailed analysis. For this reason, whilst the STIA is very helpful in identifying where the impacts *may* occur and *possible* mitigation solutions/costs, flexibility must exist in the plan to allow the correct solutions to be informed by the findings of detailed assessments.
- 4.2.7 The plan must also allow the detailed assessments to determine whether or not the impacts of the development at a specific location would be considered 'severe' in 'all reasonable future scenarios' (including vision-led assessments) as per the requirements of the NPPF (paragraph 116).
- 4.2.8 In this regard, financial contributions have been apportioned to allocation sites where mitigation solutions might be required. In some cases, the STIA seeks contributions where a development represents 0.1% of the additional traffic passing through a potentially congested junction generated by the local plan allocation sites, and this figure would be yet a fraction of the total junction traffic movements. It is highly unlikely that this scale of impact could be considered severe, and therefore it's questionable how implementable this is. In practice, development contributions are likely to be focussed where its percentage impacts are higher.

Traffic flow trends and trip generation

- 4.2.9 To inform these transportation representations, traffic surveys have been undertaken at Magna Park and at the A5 Gibbet Hill roundabout. Traffic surveys were undertaken at Magna Park for seven days commencing 1 April 2025 (during school term time) to establish the current trip generation and an associated trip rate. Using the traffic surveys, a trip rate has been calculated and compared against the B8 trip rates applied in the PRTM modelling to assess the MP1 and MP2 proposed allocation sites. These are presented in Table 4.1.

Table 4.1: Trip rate comparison (two-way)

	AM Peak	PM Peak
PRTM	0.120	0.100
2025 traffic surveys	0.131	0.092

4.2.10 As can be seen, the trip rates applied in the PRTM modelling are a good match for the current day surveyed operations.

4.2.11 The total site traffic flows have also been compared with previous comparable surveys undertaken in 2013 and 2014 in support of planning applications and Magna Park north and south respectively, and this comparison is shown in Table 4.2.

Table 4.2: Magna Park trip generation comparison (two-way)

	AM Peak	PM Peak	Daily
2013 traffic surveys	1,800	1,495	27,221
2014 traffic surveys	1,657	1,486	26,345
2025 traffic surveys	1,244	879	20,268

4.2.12 The percentage change, relative to the 2013/14 surveys, is shown in Table 4.4.

Table 4.3: Magna Park trip generation percentage change

	AM Peak	PM Peak	Daily
Compared to 2013 traffic surveys	-30.89%	-41.20%	-25.54%
Compared to 2014 traffic surveys	-24.92%	-40.85%	-23.07%

4.2.13 As shown in Table 4.2 and Table 4.3, traffic flows have reduced significantly between the period 2013/14 to 2025, by up to nearly 7,000 (26%) trips per day, and around 600 (30%-40%) trips in the each of the peak hours. The reason for this change is thought to be:

- **Covid-19:** the pandemic has resulted in permanent changes to traffic behaviours, either in how frequent trips are made, or how they are now made (e.g. mode share shift).
- **Route optimisation:** Advances in technology have enabled better route planning and optimisation, reducing the number of trips needed to deliver goods.
- **Increased vehicle capacity:** Improvements in vehicle design and logistics strategies have allowed for larger loads, meaning fewer trips are needed to transport the same amount of goods.
- **Consolidation of shipments:** Companies are increasingly consolidating shipments to maximize efficiency, reducing the frequency of trips.
- **Sustainability initiatives:** There is a growing emphasis on reducing carbon footprints, leading to more efficient use of vehicles and fewer trips.
- **Economic factors:** Rising fuel costs and other economic pressures have incentivized companies to find ways to reduce transportation costs, including minimising the number of trips.

4.2.14 It is anticipated that this trend will continue, meaning that current day trip rates applied to future assessment scenarios will be very robust. As stated in Section 3 of the STIA, transport assessments are now required to undertake a vision-led assessment, whereby various scenarios are considered. The STIA has not done this, and so when this takes place within a detailed transport assessment supporting a planning application, it can be expected that the assessment scenarios will forecast the continued downward trend in trips.

4.2.15 In addition to the Magna Park traffic surveys, a peak period junction turning count survey was also undertaken at the A5 Gibbet Hill roundabout junction. This has been compared to traffic data

contained in the East Lutterworth transport assessment which was prepared in 2019, and forecast to 2026, as this represents a pre-Covid baseline. The comparison is presented in Table 4.4 and Table 4.5.

Table 4.4: A5 Gibbet Hill roundabout traffic survey comparison - AM peak hour

PCU	Arm A A5 North	Arm B Rugby Road	Arm C Gibbet Lane	Arm D A5 South	Arm E A426 SW	Total
Lutterworth East - 2026 without dev	985	711	140	893	1091	3820
2025 traffic survey	838	684	96	748	863	3229
	-147	-27	-44	-145	-228	-591
	-17.54%	-3.95%	-45.83%	-19.39%	-26.42%	-18.30%

Table 4.5: A5 Gibbet Hill roundabout traffic survey comparison - PM peak hour

PCU	Arm A A5 North	Arm B Rugby Road	Arm C Gibbet Lane	Arm D A5 South	Arm E A426 SW	Total
Lutterworth East - 2026 without dev	763	616	95	953	1066	3493
2025 traffic survey	624	806	96	1001	856	3383
	-139	190	1	48	-210	-110
	-22.28%	+23.57%	+1.04%	+4.80%	-24.53%	-3.25%

- 4.2.16 As can be seen in Table 4.4 and Table 4.5 there are some significant differences between the respective data sets. The 2025 surveys show that traffic flows have reduced significantly in the AM peak hour across all arms and in total. During the PM peak hour, whilst the total traffic flows across the junction is broadly consistent (albeit, have reduced nonetheless), there are significant variations across the arms.
- 4.2.17 As such, any junction capacity modelling undertaken using old data, especially pre-Covid traffic data, should be treated with caution. New modelling should be undertaken using current day flows, with future forecasts including a vision-led approach that accounts for future traffic trends.

4.3 Site proformas

10595 Land south of George House, Coventry Road (MP1)

- 4.3.1 The proforma (included at Appendix A) states the following:
'A4303 Coventry Road/Lutterworth Road is a dual-carriageway, subject to the national speed limit. There are no footways on either side of the carriageway, and no street lighting is present.'
- 4.3.2 It is not correct to state that there are no footways or street lighting. There is a segregated 3.0m wide shared foot/cycleway on the northern side of the carriageway, which provides a continuous link between Magna Park and Lutterworth. Street lighting is present at junctions on the western extent, and then continuously east of Beaufort Blvd roundabout.
- 4.3.3 Notwithstanding the above, the proforma does then go on to present a more detailed description of the walking/cycling infrastructure, and which then acknowledges the presence of the shared foot/cycle way.

Walking and cycling

- 4.3.4 The STIA recommends the following walking and cycling improvements:
'A shared footway/cycleway is in place along Coventry Road; however, this is non continuous in places, with some junction upgrades required to create a continuous link between the site and the town centre. Potential mitigation measures could therefore include upgrading the existing route (approx. 0.5km of upgrades/improvements required). This could be supported by continuous cycle signage. In addition, the

Coventry Road/Brookfield Way/Blakenhall Drive junction would benefit from an upgrade to provide a cycle crossing facility.'

4.3.5 The STIA estimates the following costs associated with walking and cycling improvements:

Table 4.6: STIA MP1 identified walking and cycling infrastructure upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Walking and cycling	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road/Brookfield Way/Blakenhall Drive)	£107,000

4.3.6 We agree that walking and cycling will form a significant part of the movement strategy, and that upgrades will be delivered as part of the development proposal. This will be subject to a walking and cycling infrastructure assessment at application stage, and the appropriate measures identified then.

Public transport

4.3.7 The STIA recommends the following public transport improvements:

'To support public transport use at the site, as well as the wider Magna Park site the frequency of the X84 could potentially be increased from hourly to every 30 minutes (supported by 2 additional services, owing to the long distance nature of the service). Additional infrastructure could include the provision of real time information at the 'George Building' bus stop.'

4.3.8 The STIA estimates the following costs for public transport improvements::

Table 4.7: STIA MP1 identified public transport infrastructure upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Public transport	Increased bus service frequency Bus Stop upgrades (George Building)	£207,000

4.3.9 We agree that public transport will form a significant part of the movement strategy. An assessment of the services and associated infrastructure would be undertaken at application stage, and appropriate upgrades identified at that stage, in liaison with the public transport operators.

Travel planning

4.3.10 The STIA recommends the following travel planning measures:

'Travel Planning measures (including travel packs, bus taster tickets, monitoring etc.) would also likely be required at the site.'

4.3.11 The STIA estimates the following costs for travel planning initiatives:

Table 4.8: STIA MP1 identified travel plan cost estimates

Mode	Potential infrastructure	Cost estimate
Travel plan	Implementation	£24,000

4.3.12 We agree that a travel plan will be prepared in support of future planning applications, and these have proven to be an effective solution for existing Magna Park operations, with significant mileage and CO² savings already achieved as a result of its travel planning initiatives (see paragraph 3.3.6). Further contributions from additional developments will help this to continue.

Junction mitigation

4.3.13 The STIA identifies junctions that are either approaching capacity in the future assessment year of 2041, with a VoC (volume over capacity) value of >85% <100%, or are anticipated to be over capacity, with a VoC value of >100%.

- 4.3.14 The site proformas state that a meaningful deterioration in V/C is just 1%, and applying this has then led to identification of junctions that are impacted by the local plan developments, with those experiencing a more ‘substantial deterioration’ identified as ‘primary impact locations’, and others classified as ‘secondary impact locations’.
- 4.3.15 Whilst the PRTM is a useful tool for identifying areas of focus and further analysis within future transport assessments, a 1% impact is unlikely to be considered severe in the context of NPPF. Further, it is not clear what the threshold difference is between primary and secondary impacts, and this should be clarified. In all respects, actual development impacts upon junction performance should be determined by detailed assessments at the transport assessment stage, with the PRTM outputs identifying which junctions *might* be affected and assisting in developing future year traffic flows.
- 4.3.16 Notwithstanding the above, the STIA ‘Primary Impact Location’ junctions for MP1, and identified mitigation measures and costs, are set out in Table 4.9:

Table 4.9: STIA MP1 primary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
A4303 Coventry Road/Hunter Boulevard	Lane widening to introduce a left-turn lane on western arm (A4303 Coventry Road)	£500,000	17.4%	£87,000
A4303 Coventry Road/A5 Watling Street	Full signalisation and widening to introduce a left-turn lane on eastern arm (A4303 Coventry Road)	£4,800,000	9.7%	£467,000
A4303 Coventry Road/A4303 Lutterworth Road/Coventry Road/Fairacres Coventry Road	Full signalisation and widening to introduce a left-turn lane on western arm (A4303 Coventry Road)	£4,300,000	7.0%	£301,000
A5/A426 Rugby Road/Gibbet Lane/A426	Full signalisation and additional lane on A5 north arm	£4,200,000	6.8%	£285,000
M1/A4303	Full signalisation, widening of off-slips, eastern arm, western arm, and circulatory carriageway. All to be delivered as part of the Lutterworth east project	£5,800,000	5.7%	£331,000
M6/A426	Lane widening on northeastern arm to provide two lanes in both directions	£1,300,000	5.7%	£75,000

- 4.3.17 We assume the following junctions have been omitted from the above list in error, and should be included given the scale of contribution that has been attributed to the site:

Table 4.10: STIA MP1 additional primary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
A4303 Lutterworth Road/A426 Rugby Road	Full signalisation	£3,900,000	5.2%	£204,000
A426 Lutterworth Road/Gilmorton Lane	Full signalisation and new lane on western arm	£2,700,000	1.6%	£44,000

- 4.3.18 The STIA ‘Secondary Impact Location’ junctions, and identified mitigation measures and costs, are set out in Table 4.11:

Table 4.11: STIA MP1 secondary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
B4114 Coventry Road/B581 Coventry Road	Details unknown	-	0.4%	£5,000
A581 Broughton Way/Cosby Road	Details unknown	-	0.4%	£5,000

4.3.19 The total STIA junction mitigation costs for MP1 are provided in Table 4.12:

Table 4.12: STIA MP1 total junction upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Highway mitigation	As detailed above	£1,833,000

4.3.20 The STIA and the PRTM modelling helpfully identifies locations where impacts may occur, and potential mitigation solutions. All impacts and mitigation solutions will however be determined by a detailed transport assessment at the planning application stage, and so there needs to be flexibility in the policy to allow the more detailed assessments to inform the highway works necessary to accommodate the development proposals at that future stage.

12227 Land at Mere Lane (MP2)

Walking and cycling

4.3.21 The STIA proforma (included at Appendix B) recommends the following walking and cycling improvements:

‘A shared footway / cycleway is in place along Coventry Road; however, this is non continuous in places, with some junction upgrades required to create a continuous link between the site and the town centre. Potential mitigation measures could therefore include upgrading the existing route (approx. 0.5km of upgrades / improvements required). This could be supported by continuous cycle signage. In addition, the Coventry Road / Brookfield Way / Blakenhall Drive junction would benefit from an upgrade to provide a cycle crossing facility.’

4.3.22 The STIA estimates the following costs associated with walking and cycling improvements:

Table 4.13: STIA MP2 identified walking and cycling infrastructure upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Walking and cycling	Cycle route upgrades	£823,000
	Cycle Signage	
	Crossing upgrade (Coventry Road/Brookfield Way/Blakenhall Drive)	

4.3.23 We agree that walking and cycling will form a significant part of the movement strategy, and that upgrades will be delivered as part of the development proposal. This will be subject to a walking and cycling infrastructure assessment at application stage, and the appropriate measures identified then.

Public transport

4.3.24 The STIA recommends the following public transport improvements:

‘To support public transport use at the site, as well as the wider Magna Park site the frequency of the X84 could potentially be increased from hourly to every 30 minutes (supported by 2 additional services, owing to the long distance nature of the service). Given the size of the proposed site, there is potential to divert the service into the site via Mere Lane.’

4.3.25 The STIA estimates the following costs for public transport improvements::

Table 4.14: STIA MP2 identified public transport infrastructure upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Public transport	Increased bus service frequency	£1,483,000
	Bus service diversion (Via Mere Lane)	

4.3.26 We agree that public transport will form a significant part of the movement strategy. An assessment of the services and associated infrastructure would be undertaken at application stage, and appropriate upgrades identified at that stage, in liaison with the public transport operators.

Travel planning

4.3.27 The STIA recommends the following travel planning measures:

‘Travel Planning measures (including travel packs, bus taster tickets, monitoring etc.) would also likely be required at the site.’

4.3.28 The STIA estimates the following costs for travel planning initiatives:

Table 4.15: STIA MP2 identified travel plan cost estimates

Mode	Potential infrastructure	Cost estimate
Travel plan	Implementation	£141,000

4.3.29 We agree that a travel plan will be prepared in support of future planning applications, and these have proven to be an effective solution for existing Magna Park operations, with significant mileage and CO² savings already achieved as a result of its travel planning initiatives (see paragraph 3.3.6). Further contributions from additional developments will help this to continue.

Junction mitigation

4.3.30 The STIA ‘Primary Impact Location’ junctions for MP2, and identified mitigation measures and costs, are set out in Table 4.16. The comments provided at 4.3.13 to 4.3.15 apply equally here.

Table 4.16: STIA MP2 primary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
A4303 Coventry Road/Hunter Boulevard	Lane widening to introduce a left-turn lane on western arm (A4303 Coventry Road)	£500,000	48.0%	£240,000
A4303 Coventry Road/A5 Watling Street	Full signalisation and widening to introduce a left-turn lane on eastern arm (A4303 Coventry Road)	£4,800,000	62.5%	£2,998,000
A4303 Coventry Road/A4303 Lutterworth Road/Coventry Road/Fairacres Coventry Road	Full signalisation and widening to introduce a left-turn lane on western arm (A4303 Coventry Road)	£4,300,000	32.8%	£1,412,000
A4303 Lutterworth Road/A426 Rugby Road	Full signalisation	£3,900,000	30.1%	£1,175,000
A5/A426 Rugby Road/Gibbet Lane/A426	Full signalisation and additional lane on A5 north arm	£4,200,000	28.3%	£1,190,000
M1/A4303	Full signalisation, widening of off-slips, eastern arm, western arm, and circulatory carriageway. All to be delivered as part of the Lutterworth east project	£5,800,000	28.5%	£1,656,000

4.3.31 We assume the following junctions have been omitted from the above list in error, and should be included given the scale of contribution that has been attributed to the site:

Table 4.17: STIA MP2 additional primary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
A508 Saint Mary's Road/A508 Springfield Street/A4304			7.7%	£116,000
A426 Lutterworth Road/Gilmorton Lane	Full signalisation and new lane on western arm	£2,700,000	12.0%	£324,000

M6/A426	Lane widening on northeastern arm to provide two lanes in both directions	£1,300,000	8.5%	£111,000
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4.3.32 The STIA ‘Secondary Impact Location’ junctions, and identified mitigation measures and costs, are set out in Table 4.18:

Table 4.18: STIA MP2 secondary impact location junction upgrades and cost estimates

Junction	Mitigation measure	Estimated total cost	MP1 proportional impact	MP1 contribution
B4114 Coventry Road/B581 Coventry Road	Details unknown	-	11.2%	£119,000
A581 Broughton Way/Cosby Road	Details unknown	-	2.0%	£21,000

4.3.33 The total STIA junction mitigation costs for MP2 are provided in Table 4.19:

Table 4.19: STIA MP2 total junction upgrades and cost estimates

Mode	Potential infrastructure	Cost estimate
Highway mitigation	As detailed above	£12,026,000

4.3.34 The STIA and the PRTM modelling helpfully identifies locations where impacts may occur, and potential mitigation solutions. All impacts and mitigation solutions will however be determined by a detailed transport assessment at the planning application stage, and so there needs to be flexibility in the policy to allow the more detailed assessments to inform the necessary highway works to accommodate the development proposals at that future stage.

Summary

4.3.35 The total sum of contribution requests towards the transport and movement strategy for each of MP1 and MP2 is provided in Table 4.20.

Table 4.20: STIA MP1 and MP2 total infrastructure upgrade cost estimates

Site	Cost estimate
MP1 Land south of George House, Coventry Road	£2,170,000
MP2 Land at Mere Lane, Magna Park	£12,026,000
Total	£14,196,000

4.3.36 As stated, the STIA and PRTM provides a very useful starting position from which to focus detailed analysis at the planning application stage. A detailed transport assessment would determine the extent of impacts, and the appropriate mitigation measures.

4.3.37 In addition, there is overlap between the sites in respect of the mitigation measures. The process for apportioning junction improvement costs has been clarified, but it isn’t clear whether a process for apportioning walking, cycling and public transport improvement costs has also been undertaken, or whether there is an element of double-counting. This should be clarified.

5. LCC PROPOSED CONSULTATION COMMENTS ON THE HDC DRAFT LOCAL PLAN

- 5.1.1 LCC has prepared a draft consultation response and has presented this to its Cabinet on 18 March 2025. It is assumed that this same response has been approved and will be submitted formally as LCC's consultation response to HDC's draft local plan.
- 5.1.2 Paragraphs 61 to 69 sets out LCC's concerns with the proposed allocation sites at Magna Park. LCC is concerned about the draft local plan's proposal to allocate additional land for strategic logistics warehousing in the Magna Park area due to the significant traffic impacts on the Strategic Road Network (SRN), particularly at the A5 Gibbet Hill roundabout junction. LCC argues that without substantial improvements, the increased traffic will divert to lower-order roads, negatively affecting local communities. They emphasise that the necessary infrastructure improvements are beyond what developers can deliver and are unlikely to be funded and completed within the plan's timeframe, posing a risk to the plan's effective delivery.
- 5.1.3 This is a surprising statement from LCC given the scale of financial contributions that have already been secured from developers to mitigate development impacts at the A5 Gibbet Hill roundabout junction. As set out at Table 5.1, at least £5.2mil of contributions that have been paid and are currently pooled for the purpose of delivering junction improvements at A5 Gibbet Hill roundabout.

Table 5.1: A5 Gibbet Hill roundabout - secured financial contributions

Reference	Site	Agreed financial contribution	Notes
Rugby Borough Council			
R20/0787	Coton Park East, Central Park Drive, Rugby	£569,455.55	Towards improvements to the A5/A426 Gibbet Hill Junction. To be paid in 3 instalments based on prior to occupation of 100, 200 and 300 dwelling. Payable to WCC.
R20/0272	Land Northeast of Castle Mound Way, Rugby	£207,700	Towards improvements at A5/A426 Gibbet Hill roundabout. Payable prior to first occupation. Payable to WCC.
R22/0551	Land Northeast of Castle Mound Way, Rugby	£207,700	Towards improvements at A5/A426 Gibbet Hill roundabout. Payable prior to first occupation. Payable to WCC.
R20/0336	Land off Long Hassocks, Rugby	£222,826	Towards improvements at A5/A426 Gibbet Hill roundabout. To be paid in 3 instalments based on prior to occupation of 50, 100, 150 dwelling. Payable to WCC.
Harborough District Council			
19/00250/OUT	Land East of Lutterworth Gilmorton Road Lutterworth	£1,214,490.24	For highways improvement works at the A5/A426 Gibbet Lane Roundabout. To be paid to Leicestershire County Council prior to commencement.
15/00865/OUT	Magna Park South	£2,751,164.10	For improvements to Gibbet Hill junction (GLP contribution to WCC)
Total		£5,173,335.89	

- 5.1.4 Of these contributions, £1.2mil has been paid to LCC, with the remainder paid to Warwickshire County Council (WCC). There may be others, and our client has sought to clarify this position.
- 5.1.5 We can only assume that LCC is not aware of the contributions that have been paid and is available to the authorities to deliver enhancements at the junction.
- 5.1.6 The STIA has identified the A5 Gibbet Hill roundabout is likely to be negatively impacted by the proposed allocation sites at Magna Park, and other allocation sites within the draft local plan. As such, a mitigation scheme consisting of full signalisation and lane widening on the A5 north arm has been presented as a possible solution, with an estimated cost of £4.2mil for its delivery, of which a combined total of £1,475,000 (35%) has been apportioned to MP1 and MP2.

- 5.1.7 Given that £5.2mil has already been secured, it appears that funding is already in place to deliver the recommended junction improvement, with a surplus of £1mil. If additional funding is needed beyond the £1mil surplus, developer contributions could be secured, depending on the scale of impact to be determined at application stage.
- 5.1.8 On this basis, LCCs statements that funding hasn't been secured, neither can it be to deliver the scale of improvement necessary appear to be incorrect.
- 5.1.9 Notwithstanding the above, we have undertaken a trip generation analysis of Magna Park, which has identified a downward trend of trips since 2013/2014 to the current day. Traffic surveys were undertaken in 2014 to inform the Magna Park South planning application (15/00865/OUT), and £2.8mil was paid to WCC for improvements to A5 Gibbet Hill roundabout as mitigation for the development impacts.
- 5.1.10 Our analysis, as shown in Section 10, demonstrates that the number of daily trips generated by Magna Park now has reduced by 6,953 (26%) when compared to 2013, and 6,077 (23%) trips compared to 2014. It is estimated that MP1 and MP2 could generate 7,873 daily trips, therefore the current day flows plus the proposed allocation sites is comparable to the volume of trips that were consented in 2015 and for which mitigation contributions have already been paid.
- 5.1.11 Furthermore, a comparable analysis of traffic flows at A5 Gibbet Hill roundabout has also been undertaken (see Table 4.4 and Table 4.5), which shows that traffic flows have reduced by up to 20% at the junction since pre-Covid conditions, and the distribution around the junction has also changed significantly. As such, any modelling undertaken previously using pre-Covid traffic flows is no longer current, and we recommend that new detailed modelling is undertaken at the planning application stage, using current day traffic conditions, reflecting the current Magna Park trip rates, and including vision-led scenario testing for future year assessments.

6. APPROVED MAGNA PARK TRIP RATES

6.1 Overview

6.1.1 The Magna Park complex has been subject to extensive planning history dating back to c.1985, which on review of the HDC planning portal contains limited information. However, more recently (c.10 year period) there are several planning applications, which are pertinent when considering baseline traffic flows, trip rates, traffic analysis, modelling and mitigation. At a high level these have been considered below.

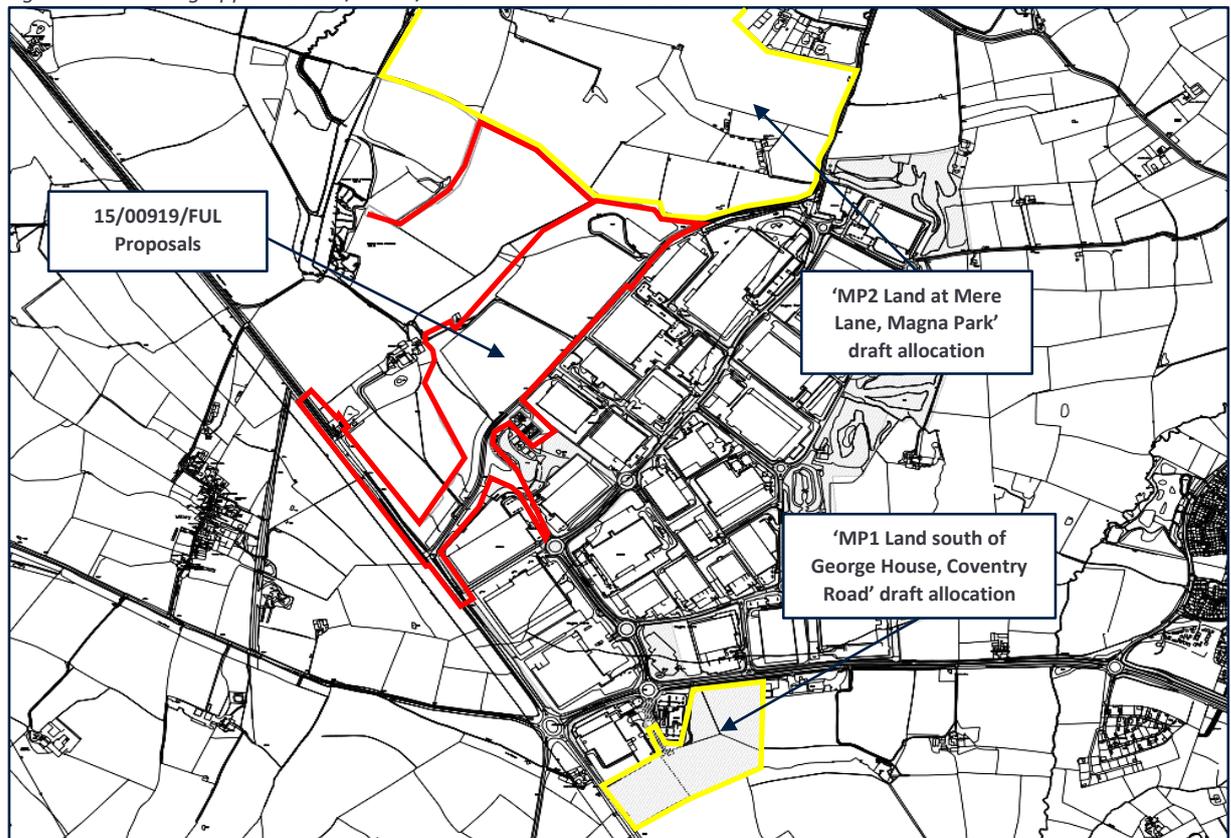
6.2 Approved Trip Rates

Planning Application: 15/00919/FUL

6.2.1 In June 2015 a planning application was submitted to HDC seeking approval for the “erection of 100,844 sqm Storage and Distribution centre (B8) with ancillary B1(a) offices on land adjoining and linked to Magna Park, including formation of access road from Magna Park, erection of gatehouse, creation of roundabouts, partial realignment of Mere Lane and upgrading of A5 to dual carriageway”.

6.2.2 The application was approved in October 2016, is constructed and has been operational for a number of years. The site is Plot G (100,843 sqm) and operated by Wayfair (UK) Ltd with its location shown at Figure 6.1 in context to the draft Local Plan Allocations.

Figure 6.1: Planning Application 15/00919/FUL in Context to Allocations



Source: Drawing No. 3662-16 prepared by Chetwood Architects

6.2.3 In support of the proposal a Transport Assessment (TA) (dated June 2015) was prepared by IDI Gazeley, which forecast the development traffic generation, which were based upon site specific trip rates from Magna Park. Appendix P of the TA provided a ‘Trip Generation Report’ for Magna Park.

- 6.2.4 To obtain site specific trip rates IDI Gazeley commissioned URS Infrastructure & Environment UK Limited ('URS') (now part of AECOM group) to produce a 'Magna Park Trip Generation Report'.
- 6.2.5 The report produced in August 2013 was to provide trip rate information for Magna Park as a whole, which was based on Automatic Traffic Counters (ATC) at Magna Park, which at the time had c.750,000 sqm of floorspace over c.30 units and providing c.6,000 jobs.
- 6.2.6 The report was produced to provide information as an alternative to the TRICS Database, which for floor areas above 20,000 sqm has limited sites available. The trip rates established from the report were used as the basis for the trip generation calculations for distribution sites that were (at the time) being brought forward within Magna Park. This approach and range of occupiers and unit sizes reinforced the reliability of site specific data and provided, at that time a robust estimate of trip generation at units involved in B8 distribution.
- 6.2.7 Whilst the report indicates that Appendix B shows the exact location of the surveys the report does not include this information, however, paragraph 3.1.2 states that the ATCs were installed on Hunter Boulevard and located "north of the main access roundabout and therefore recorded all traffic entering and leaving the Park by this route." The second ATC was "Shackelton Way was located to the north of the access to the Toyota building and therefore this has been excluded from the trip generation calculation."
- 6.2.8 The report confirms that both June 2013 survey flows (now 12 years old) were combined in order to establish the arrivals and departures for the entire Magna Park. As such, to derive site specific trip rates the total surveyed flows were calculated using the 757,018 sqm floorspace within Magna Park at the time of the surveys. The resulting average trip rates (per 100 sqm) are shown at Table 6.1.

Table 6.1: 15/00919/FUL Magna Park Site Average Site Specific Trip Rate (per 100 sqm)

Vehicle Class.	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Light Vehicles	0.129	0.032	0.161	0.036	0.100	0.136	1.290	1.058	2.348
HGVs	0.012	0.016	0.028	0.009	0.012	0.021	0.218	0.292	0.510
Magna Park Total	0.141	0.048	0.189	0.045	0.112	0.157	1.508	1.350	2.858

- 6.2.9 The report indicates that the average trip rates obtained reflect the entire Magna Park operation, which would be suitable to be applied to more than one unit, which maybe brought forward. However, additional analysis was also undertaken to confirm 85th percentile trip rates, as shown at Table 6.2 which would be more applicable should a single unit seek to be delivered.

Table 6.2: Magna Park Site 85th Percentile Site Specific Trip Rate (per 100 sqm)

Vehicle Class.	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Light Vehicles	0.140	0.042	0.182	0.043	0.104	0.147	1.440	1.160	2.60
HGVs	0.015	0.021	0.036	0.01	0.013	0.023	0.264	0.326	0.59
Magna Park Total	0.155	0.063	0.218	0.053	0.117	0.170	1.704	1.486	3.190

- 6.2.10 It should be noted that the report does not provide trip rates per hour over a 24-hour period.
- 6.2.11 Paragraph 6.5 of the TA confirms that the site-specific trip rates were agreed with both the Local Highway Authority, Leicestershire County Council and National Highways for the purpose of furcating development traffic generation.

Planning Application: 15/01531/OUT

- 6.2.12 In October 2015 a hybrid planning application was submitted to HGC seeking approval for the following elements:

- 6.2.13 The outline element the “erection of up to 419,800 sqm Storage and Distribution (B8) with ancillary offices (B1a), up to 3,700 sqm for a Logistics Institute of Technology (D1) with associated playing field, up to 9,000 sqm small business space (B1a, B1b), change of use of Bittesby House barns to exhibition centre (D1), the creation of a Country Park, other open space and landscaping works on land to the north of Mere Lane”. Additionally, the outline elements also included the formation of an access road “from Magna Park, creation of roundabouts, partial realignment of Mere Lane, upgrading of A5 to dual carriageway, creation of roundabout access on A5” along with associated drainage and landscaping works on land north of Mere Lane.
- 6.2.14 The detailed elements of the submission were to consider the creation of “a 137 space HGV parking facility, associated gatehouse and HGV Driver Training Centre, vehicle wash and fuelling facilities, and a rail freight shuttle terminal” with associated landscaping works and drainage requirements on land adjacent to Asda George Headquarters (Plot 7400) south of the A4303 Coventry Road. This detailed element for part of the draft Local Plan allocation ‘MP1 Land south of George House, Coventry Road’.
- 6.2.15 The application was refused by HDC in June 2018, which resulted in a planning appeal (inquiry), which was allowed, subject to conditions in April 2019. The appeal was not subject to a transport related reason.
- 6.2.16 The location(s) of land parcels which consist of application 15/01531/OUT are shown at Figure 6.2 along with its context to the draft Local Plan employment allocations.

Figure 6.2: Overview of Planning Application 15/01531/OUT in Context to Allocations



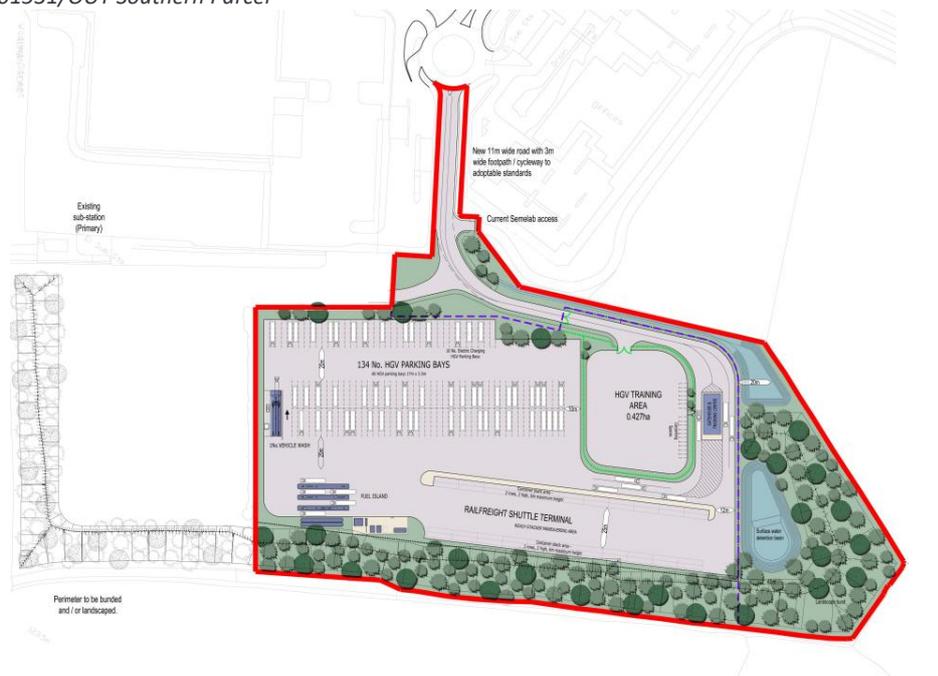
Source: IDI Gazeley Transport Statement

- 6.2.17 In support of the proposals a Transport Assessment was prepared by IDI Gazeley (dated September 2015), which for forecasting vehicle trip generation for distribution uses utilised the trip rates agreed from planning application 15/00919/FUL, as set out at Table 6.1.

6.2.18 Considering the detailed elements of the Hybrid submission (southern parcel), as shown at Figure 6.3 these consisted of:

- a Railfreight shuttle terminal
- 134 HGV parking spaces
- HGV driver training centre
- LPG or GNP fuel island and vehicle wash facility

Figure 6.3: 15/01531/OUT Southern Parcel



Source: Drawing No. 3657-91 prepared by Chetwoods Architects

6.2.19 Section 6 of the TA set out that this facility, bespoke to Magna Park would only be permitted access by existing occupiers, as such would not generate any additional HGV movements. However, states that there would be a “small increase in north/south movements at the A4303/ Hunter Boulevard roundabout as a result of containers being moved between Magna Park and the shuttle terminal”.

6.2.20 The TA states that during the “2026 ‘with development’ forecast traffic flows include traffic associated with the consented HGV parking facility on the site of the proposed shuttle terminal” and that the “consented development was predicted to generate 86 and 103 trips in the morning and evening peaks respectively of which around 40% were HGVs”. The TA concluded that these trips were “significantly higher than the number of trips that are likely to be generated by the shuttle terminal in the peak hours and therefore the results of the ‘with development’ junction analysis set out in Section 8 present a robust assessment of the impact of the shuttle terminal.”

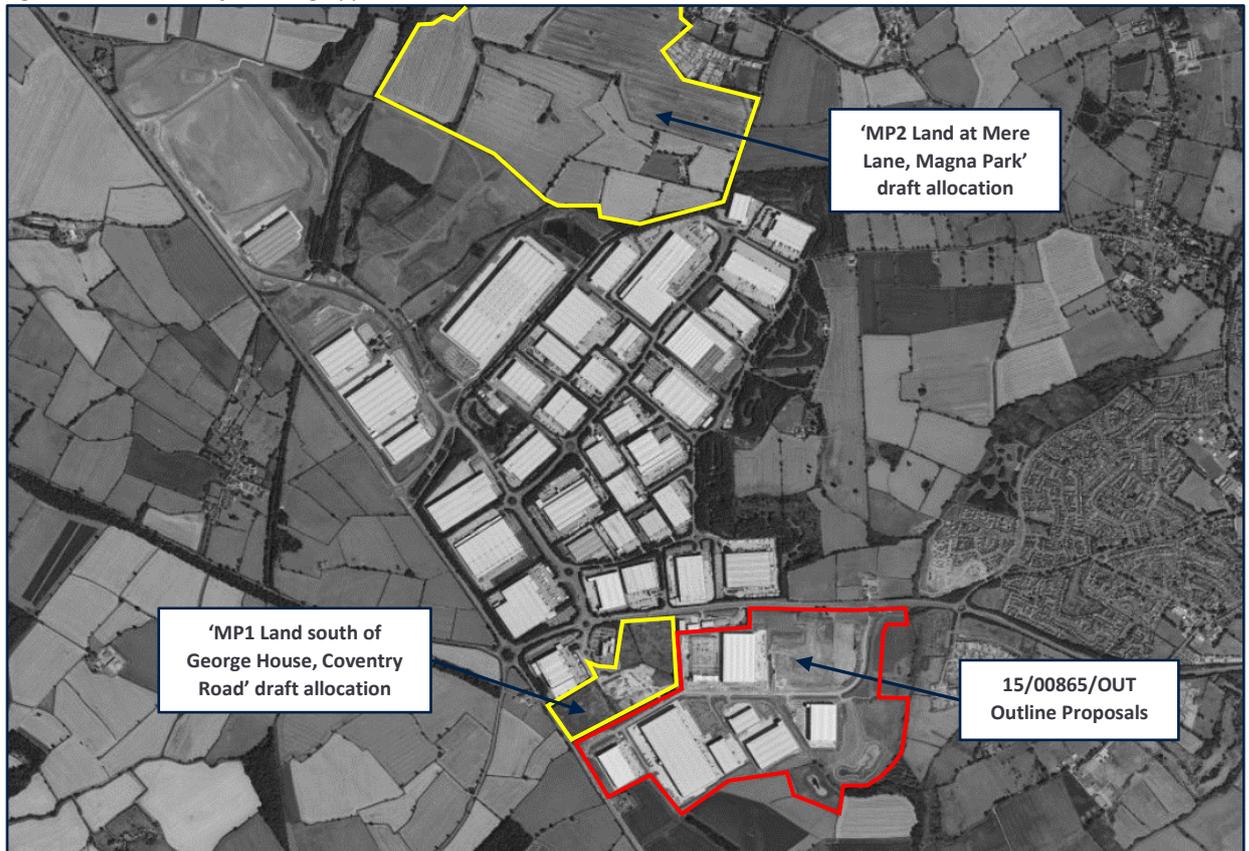
Planning Application: 15/00865/OUT

6.2.21 In June 2015 a planning application seeking outline approval was submitted on land south of the A4303, which was at the time known as symmetry park, but more commonly ‘Magna Park South’. The application was approved in July 2018.

6.2.22 The proposals obtained permission for the “erection of up to 278,709 sqm of Storage, Distribution buildings (B8) with ancillary B1(a) offices” as well as the “creation of access onto A4303 and emergency services only access onto A5 and formation of a Lorry Park” and other associated elements such as

drainage, landscaping and other infrastructure with all matters reserved except for access. The location of the application site is shown at Figure 6.4.

Figure 6.4: Overview of Planning Application 15/00865/OUT in Context to Allocations



Source: Bing Maps

- 6.2.23 Support the submission a Transport Assessment prepared by Peter Brett Associates (dated June 2015), which set forecast trip generation based on site specific trip rates, similar to that of planning approvals 15/00919/FUL and 15/01531/OUT.
- 6.2.24 The TA sets out that an initial assessment using the TRICS database was undertaken, however, the database does not contain comparable sites. As such, the vehicular trip generation for symmetry park, Lutterworth was agreed with Leicestershire County Council to be based on site specific vehicular trip rates calculated from the existing IDI Gazeley Magna Park distribution park at Lutterworth.
- 6.2.25 The TA states that *“Volumetric traffic count survey data (24 hours) was purchased from LCC for Shackleton Way and Hunter Boulevard (the two Magna Park access roads)”* covering a period in 2014. Paragraph 5.2.7 sets out that at the time of the survey Magna Park was occupied by 30 B8 distribution units with a total floorspace of 755,595 sqm.
- 6.2.26 As the data obtained from LCC was volumetric it was agreed that the *“trip rates have been split down into cars/LGVs and HGVs. The above split from the TRICS database is around 70-80% cars/LGVs. The observed traffic survey data from February 2015 from the peak hour ANPR surveys showed that the split was 75% cars/LGVs and 25% HGVs”*.
- 6.2.27 As such Table 5.3 of the TA sets out the site specific trip rates for the proposals at for symmetry park, Lutterworth, which were utilised to forecast trip generation based on the 278,709 sqm floorspace, which are shown at Table 6.3.

Table 6.3: 15/00865/OUT Site Specific Trip Rates for symmetry park, Lutterworth

Period	Arrivals			Departures			Two-way		
	Cars/LGVs	HGV	Total	Cars/LGVs	HGV	Total	Cars/LGVs	HGV	Total
00:00	0.012	0.004	0.016	0.024	0.008	0.032	0.036	0.012	0.048
01:00	0.008	0.007	0.015	0.011	0.01	0.021	0.019	0.017	0.036
02:00	0.012	0.007	0.019	0.012	0.007	0.019	0.024	0.014	0.038
03:00	0.017	0.008	0.025	0.013	0.006	0.019	0.03	0.014	0.044
04:00	0.026	0.013	0.039	0.014	0.007	0.021	0.04	0.02	0.06
05:00	0.11	0.04	0.15	0.027	0.01	0.037	0.137	0.05	0.187
06:00	0.081	0.03	0.111	0.051	0.019	0.07	0.132	0.049	0.181
07:00	0.097	0.012	0.109	0.06	0.008	0.068	0.157	0.02	0.177
08:00	0.098	0.034	0.132	0.031	0.011	0.042	0.129	0.045	0.174
09:00	0.051	0.029	0.08	0.026	0.015	0.041	0.077	0.044	0.121
10:00	0.03	0.024	0.054	0.024	0.019	0.043	0.054	0.043	0.097
11:00	0.029	0.026	0.055	0.025	0.022	0.047	0.054	0.048	0.102
12:00	0.032	0.021	0.053	0.037	0.024	0.061	0.069	0.045	0.114
13:00	0.077	0.03	0.107	0.055	0.022	0.077	0.132	0.052	0.184
14:00	0.057	0.021	0.078	0.091	0.033	0.124	0.148	0.054	0.202
15:00	0.038	0.013	0.051	0.087	0.03	0.117	0.125	0.043	0.168
16:00	0.031	0.006	0.037	0.098	0.02	0.118	0.129	0.026	0.155
17:00	0.031	0.011	0.042	0.084	0.03	0.114	0.115	0.041	0.156
18:00	0.027	0.006	0.033	0.055	0.013	0.068	0.082	0.019	0.101
19:00	0.017	0.01	0.027	0.027	0.016	0.043	0.044	0.026	0.07
20:00	0.013	0.009	0.022	0.021	0.015	0.036	0.034	0.024	0.058
21:00	0.028	0.031	0.059	0.02	0.022	0.042	0.048	0.053	0.101
22:00	0.028	0.019	0.047	0.037	0.025	0.062	0.065	0.044	0.109
23:00	0.015	0.01	0.025	0.035	0.023	0.058	0.05	0.033	0.083
Total	0.965	0.421	1.386	0.965	0.415	1.38	1.93	0.836	2.766

7. 2025 TRAFFIC SURVEYS

7.1 Introduction

7.1.1 In April 2025 Apex TP commissioned an independent traffic surveyor to install Automatic Traffic Counter's (ATC) at specific locations within the Magna Park complex.

7.1.2 The purpose of undertaking traffic surveys is to understand existing operational vehicle movements on the highway network associated with the operation of Magna Park to provide an accurate understanding of how the network and occupiers operate. The location of the ATC surveys installed on the highway network are shown at Figure 7.1.

Figure 7.1: Overview of Traffic Survey Locations



Source: Bing Maps

7.1.3 Table 7.1 provides a summary of the ATC locations and the data collected.

Table 7.1: Summary of Traffic Survey Locations

Survey Reference	Link	Data Collected
ATC 1	Hunter Boulevard	7-day 24-hr flows
ATC 2	Wellington Parkway	7-day 24-hr flows
ATC 3	Shackelton Way	7-day 24-hr flows
ATC 4	Magna Park North (north of Mere Lane)	7-day 24-hr flows
ATC 5	Magna Park South (south of A4303)	7-day 24-hr flows

7.2 Hunter Boulevard (ATC 1)

7.2.1 Table 7.2 sets out the recorded total vehicle arrivals (westbound) and departures (eastbound) and two-way movements over a 5-day weekday average period and includes HGV percentages.

Table 7.2: ATC 1 - Hunter Boulevard 5-day Average Total Vehicles Flows and HGV %

Period	Arrival (EB)					Departure (WB)					Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	4	118	31	153	20.2%	0	51	15	65	22.4%	4	168	45	218	20.8%
01:00	2	114	24	140	17.2%	0	51	17	68	25.0%	2	165	41	208	19.7%
02:00	2	67	24	92	25.7%	2	58	17	77	22.5%	4	124	41	169	24.3%
03:00	2	82	20	104	19.5%	1	78	21	101	21.2%	3	160	42	205	20.3%
04:00	0	79	20	99	19.8%	2	128	26	155	16.5%	2	207	45	255	17.8%
05:00	2	126	30	158	18.9%	2	396	28	426	6.7%	4	522	58	584	10.0%
06:00	3	165	38	206	18.4%	0	314	33	347	9.5%	3	479	71	553	12.8%
07:00	2	273	47	323	14.6%	0	310	41	351	11.8%	2	583	88	674	13.1%
08:00	3	154	46	202	22.6%	1	281	46	327	14.1%	3	434	92	530	17.4%
09:00	2	154	49	206	24.0%	0	246	67	312	21.3%	2	400	116	518	22.4%
10:00	4	175	98	278	35.4%	1	211	89	301	29.6%	5	386	188	579	32.4%
11:00	4	176	129	309	41.8%	0	156	75	232	32.6%	4	331	205	540	37.9%
12:00	2	127	158	287	55.1%	0	97	67	165	40.8%	2	224	226	452	49.9%
13:00	3	162	105	269	38.8%	2	184	64	249	25.5%	5	345	168	519	32.4%
14:00	2	241	98	341	28.8%	20	203	58	281	20.6%	23	444	156	622	25.1%
15:00	3	243	89	336	26.6%	3	102	40	144	27.4%	6	345	129	480	26.9%
16:00	2	148	79	229	34.4%	4	78	31	113	27.5%	6	226	110	342	32.1%
17:00	2	144	62	208	29.8%	8	108	31	147	21.3%	10	253	93	356	26.3%
18:00	2	105	47	154	30.8%	0	81	52	133	39.4%	2	185	100	287	34.8%
19:00	2	161	50	213	23.5%	0	88	74	163	45.5%	2	250	124	376	33.0%
20:00	2	130	32	165	19.6%	0	94	61	155	39.4%	2	224	93	320	29.2%
21:00	1	121	34	156	21.9%	0	126	41	167	24.6%	1	247	75	324	23.3%
22:00	2	129	29	159	18.2%	0	148	33	181	18.0%	2	277	62	340	18.1%
23:00	3	210	36	249	14.4%	0	86	23	109	21.0%	3	296	59	358	16.4%
Totals	56	3604	1376	5036	27.3%	47	3673	1051	4771	22.0%	103	7277	2427	9807	24.7%

7.2.2 The Hunter Boulevard ATC identified an AM highway network peak period between 07:00-08:00 where a total of 674 two-way vehicle movements occurred with an HGV percentage of 13.1%. The PM highway network peak was identified to be between 14:00-15:00 where a total of 622 two-way movements occurred with an HGV percentage of 25.1%.

7.2.3 Over the daily period the surveys identified that a total 9,807 two-way vehicle movement occurred on Hunter Boulevard with a HGV percentage of 24.7%.

7.3 Wellington Parkway (ATC 2)

7.3.1 Table 7.3 sets out the recorded total vehicle arrivals (westbound) and departures (eastbound) and two-way movements over a 5-day weekday average period and includes HGV percentages.

Table 7.3: ATC 2 – Wellington Parkway 5-day Average Total Vehicles Flows and HGV %

Period	Arrival (EB)					Departure (WB)					Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	1	16	10	27	37.8%	0	30	4	35	12.6%	1	46	15	62	23.5%
01:00	0	15	6	20	27.5%	0	18	1	19	7.2%	0	33	7	40	17.6%
02:00	0	20	6	26	22.5%	0	18	3	21	13.2%	0	38	9	47	18.3%
03:00	0	26	9	35	26.7%	0	17	3	20	14.1%	0	43	12	55	22.2%
04:00	0	65	13	78	16.6%	0	33	6	39	15.3%	0	98	19	117	16.2%
05:00	2	249	44	294	14.8%	0	57	5	62	8.4%	2	306	49	356	13.7%
06:00	1	129	32	163	19.9%	1	77	16	94	17.4%	2	206	49	257	19.0%
07:00	1	182	31	215	14.6%	1	69	13	83	15.9%	2	251	45	298	15.0%
08:00	2	159	36	196	18.4%	0	76	19	95	20.2%	2	234	55	292	19.0%
09:00	1	95	26	122	21.6%	0	67	16	83	18.8%	1	162	42	205	20.5%
10:00	1	79	21	100	20.8%	1	68	20	88	22.7%	1	146	41	188	21.7%
11:00	0	74	23	97	23.2%	0	62	20	82	24.5%	1	136	43	180	23.8%
12:00	1	80	29	110	26.4%	2	63	29	94	30.4%	3	144	58	205	28.3%
13:00	1	146	29	177	16.6%	1	86	25	113	22.3%	3	233	55	290	18.8%
14:00	1	82	27	110	24.3%	2	145	22	168	13.0%	3	227	49	278	17.5%
15:00	0	76	24	100	23.9%	1	85	21	107	20.0%	1	160	45	207	21.9%
16:00	1	53	22	76	28.8%	1	124	18	143	12.5%	3	177	40	219	18.2%
17:00	1	56	18	75	23.9%	2	68	12	82	15.1%	3	124	30	157	19.3%
18:00	0	35	14	49	28.4%	1	51	10	61	16.3%	1	85	24	110	21.7%
19:00	0	36	11	47	22.8%	1	39	6	46	12.2%	1	76	16	93	17.6%
20:00	0	43	11	54	20.3%	0	39	5	45	12.1%	0	82	16	99	16.6%
21:00	0	69	12	82	14.7%	1	47	5	53	9.8%	1	116	17	134	12.8%
22:00	0	31	10	42	24.3%	2	83	5	90	5.8%	2	114	15	132	11.7%
23:00	0	22	6	29	22.2%	0	26	4	30	12.5%	0	49	10	59	17.2%
Totals	15	1839	471	2325	20.2%	19	1447	290	1755	16.5%	34	3286	760	4080	18.6%

7.3.2 The Wellington Parkway ATC identified an AM highway network peak period between 05:00-06:00 where a total of 356 two-way vehicle movements occurred with an HGV percentage of 13.7%. The PM highway network peak was identified to be between 13:00-14:00 where a total of 290 two-way movements occurred with an HGV percentage of 18.8%.

7.3.3 Over the daily period the surveys identified that a total 4,080 two-way vehicle movement occurred on Wellington Parkway with a HGV percentage of 18.6%.

7.4 Shackelton Way (ATC 3)

7.4.1 Table 7.4 sets out the recorded total vehicle arrivals (westbound) and departures (eastbound) and two-way movements over a 5-day weekday average period and includes HGV percentages.

Table 7.4: ATC 3 – Shackelton Way 5-day Average Total Vehicles Flows and HGV %

Period	Arrival (NB)					Departure (SB)					Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	0	13	1	14	8.7%	1	24	6	31	19.4%	1	37	7	45	16.1%
01:00	0	3	2	4	40.9%	0	5	5	10	46.9%	0	8	6	14	45.1%
02:00	0	2	0	2	18.2%	0	7	4	11	33.3%	0	9	4	13	30.8%
03:00	0	3	1	4	22.7%	0	13	9	22	40.2%	0	17	10	27	37.3%
04:00	1	6	6	13	43.9%	0	12	11	24	48.3%	1	18	17	37	46.7%
05:00	1	22	5	28	19.0%	0	32	15	47	31.3%	1	54	20	75	26.7%
06:00	0	19	10	29	34.7%	1	54	18	72	24.4%	1	73	28	101	27.4%
07:00	1	24	10	35	29.5%	0	37	22	59	36.8%	1	61	32	94	34.1%
08:00	0	24	11	35	30.6%	0	22	21	43	48.8%	0	46	32	78	40.8%
09:00	0	18	8	26	30.5%	1	18	23	42	55.2%	1	36	31	68	45.9%
10:00	0	15	9	24	38.0%	0	24	20	44	44.7%	0	39	29	68	42.4%
11:00	0	8	11	19	55.2%	0	17	30	47	63.7%	1	25	40	66	61.2%
12:00	0	11	8	19	42.6%	0	25	33	58	56.5%	0	36	41	77	53.1%
13:00	2	20	8	30	26.3%	1	50	23	73	30.8%	3	70	31	104	29.5%
14:00	1	25	9	35	24.7%	3	113	22	138	15.9%	4	138	31	173	17.7%
15:00	0	11	9	20	42.6%	0	63	16	80	20.6%	0	74	25	100	25.1%
16:00	0	12	5	17	26.7%	1	83	14	98	14.7%	1	95	19	115	16.5%
17:00	0	12	5	17	31.0%	1	61	14	76	18.2%	1	73	19	93	20.5%
18:00	0	5	4	9	48.9%	1	42	9	51	16.7%	1	46	13	60	21.5%
19:00	0	8	4	12	30.0%	0	23	11	34	32.7%	0	31	15	46	32.0%
20:00	0	11	5	15	29.9%	0	19	9	28	32.4%	0	30	14	44	31.5%
21:00	0	8	3	11	29.6%	1	25	5	31	17.4%	1	32	9	42	20.6%
22:00	0	9	2	11	21.4%	0	55	8	63	13.0%	0	63	11	74	14.2%
23:00	0	5	3	7	37.8%	0	36	6	42	13.5%	0	40	8	49	17.1%
Totals	7	293	138	439	31.6%	12	860	353	1224	28.8%	19	1153	491	1663	29.5%

7.4.2 The Shackelton Way ATC identified an AM highway network peak period between 06:00-07:00 where a total of 101 two-way vehicle movements occurred with an HGV percentage of 27.4%. The PM highway network peak was identified to be between 14:00-15:00 where a total of 173 two-way movements occurred with an HGV percentage of 17.7%.

7.4.3 Over the daily period the surveys identified that a total 1,663 two-way vehicle movement occurred on Shackelton Way with a HGV percentage of 29.5%.

7.5 Magna Park North, north of Mere Lane (ATC 4)

7.5.1 Table 7.5 sets out the recorded total vehicle arrivals (westbound) and departures (eastbound) and two-way movements over a 5-day weekday average period and includes HGV percentages.

Table 7.5: ATC 4 – Magna Park North, north of Mere Lane 5-day Average Total Vehicles Flows and HGV %

Period	Arrival (NB)					Departure (SB)					Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	0	5	2	8	30.8%	1	33	5	40	13.5%	1	39	8	48	16.3%
01:00	0	7	2	9	22.2%	0	6	5	11	42.6%	0	13	7	20	33.3%
02:00	0	5	3	7	36.1%	0	11	5	16	32.5%	0	15	8	23	33.6%
03:00	0	7	3	10	34.0%	1	5	7	14	52.9%	1	12	11	24	44.9%
04:00	0	11	4	15	26.7%	0	11	5	16	33.3%	0	22	9	31	30.1%
05:00	4	133	13	150	8.7%	0	39	5	43	10.6%	4	172	18	193	9.1%
06:00	0	70	24	94	25.9%	1	32	10	43	23.1%	1	102	34	137	25.0%
07:00	1	163	41	205	19.8%	1	51	29	81	36.0%	2	214	70	286	24.4%
08:00	3	112	26	141	18.2%	1	36	25	62	40.3%	4	148	50	202	24.9%
09:00	0	63	27	90	29.6%	1	32	30	63	47.2%	1	95	56	153	36.9%
10:00	1	29	28	57	49.0%	0	24	28	52	53.8%	1	53	56	110	51.3%
11:00	0	30	23	53	43.8%	1	33	30	65	46.8%	1	63	54	118	45.4%
12:00	1	30	25	56	45.2%	1	37	30	68	44.2%	1	67	55	124	44.7%
13:00	1	77	28	106	26.5%	1	41	31	72	42.5%	1	118	59	178	33.0%
14:00	1	33	27	60	44.2%	2	125	32	160	20.3%	3	158	59	220	26.8%
15:00	1	50	25	75	33.2%	2	71	37	110	34.1%	2	121	62	185	33.7%
16:00	1	26	20	46	42.6%	1	153	31	186	16.8%	2	179	51	232	21.9%
17:00	0	34	16	51	32.0%	2	88	24	114	21.2%	3	122	40	165	24.5%
18:00	0	17	11	27	38.7%	0	34	15	49	30.0%	0	50	25	76	33.2%
19:00	0	15	8	22	33.9%	0	19	11	30	35.8%	0	34	18	52	35.0%
20:00	1	14	7	22	33.3%	0	14	10	24	41.7%	1	28	17	46	37.7%
21:00	0	23	6	28	20.4%	1	30	9	40	22.7%	1	53	15	68	21.8%
22:00	0	17	6	22	25.0%	2	60	10	72	14.1%	2	77	16	95	16.7%
23:00	0	10	4	14	26.5%	0	16	7	24	30.5%	0	26	11	37	29.0%
Totals	13	978	377	1369	27.5%	20	1001	432	1453	29.7%	33	1979	809	2821	28.7%

7.5.2 The Magna Park North ATC identified an AM highway network peak period between 07:00-08:00 where a total of 286 two-way vehicle movements occurred with an HGV percentage of 24.4%. The PM highway network peak was identified to be between 16:00-17:00 where a total of 232 two-way movements occurred with an HGV percentage of 21.9%.

7.5.3 Over the daily period the surveys identified that a total 2,821 two-way vehicle movement occurred on the Magna Park North access road with a HGV percentage of 28.7%.

7.6 Magna Park South, south of A4303 (ATC 5)

7.6.1 Table 7.6 sets out the recorded total vehicle arrivals (westbound) and departures (eastbound) and two-way movements over a 5-day weekday average period and includes HGV percentages.

Table 7.6: ATC 5 – Magna Park South, south of A4303 5-day Average Total Vehicles Flows and HGV %

Period	Arrival (SB)					Departure (NB)					Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	0	0	1	1	100.0%	0	0	1	1	100.0%	0	0	2	2	100.0%
01:00	0	0	0	0	0.0%	0	0	1	1	83.3%	0	0	1	1	71.4%
02:00	0	1	0	1	40.0%	0	1	0	1	20.0%	0	1	1	2	30.0%
03:00	0	1	1	2	45.5%	0	1	0	1	20.0%	0	2	1	3	37.5%
04:00	0	0	1	1	75.0%	0	1	1	2	66.7%	0	1	2	3	69.2%
05:00	0	46	4	50	8.3%	0	4	4	8	52.6%	0	49	8	58	14.1%
06:00	1	126	14	140	9.7%	0	23	7	30	21.9%	1	149	20	171	11.8%
07:00	0	132	27	159	16.7%	0	15	9	23	36.8%	0	147	35	182	19.3%
08:00	0	93	21	114	18.4%	0	12	16	29	56.3%	0	105	37	143	26.1%
09:00	0	74	22	96	22.8%	0	13	18	30	57.9%	0	87	40	127	31.2%
10:00	0	51	22	73	29.6%	0	16	19	36	54.2%	0	68	41	109	37.7%
11:00	0	25	19	44	43.0%	0	29	21	50	42.2%	0	54	40	94	42.6%
12:00	0	34	18	52	34.0%	0	33	18	50	34.9%	0	67	35	102	34.4%
13:00	0	40	19	59	31.6%	0	27	20	47	42.1%	0	67	38	106	36.2%
14:00	0	13	14	27	52.9%	1	90	21	112	19.0%	1	103	36	140	25.6%
15:00	0	9	14	22	61.3%	0	103	19	122	15.3%	0	112	32	144	22.4%
16:00	0	10	12	22	53.2%	1	109	17	128	13.5%	1	120	29	150	19.4%
17:00	0	6	9	16	58.8%	0	79	14	93	14.6%	1	85	23	109	21.1%
18:00	0	15	8	23	36.2%	0	58	10	68	15.2%	0	72	19	91	20.6%
19:00	0	6	3	9	32.6%	0	37	5	42	10.9%	0	43	8	51	14.8%
20:00	0	2	3	5	65.4%	0	9	2	11	21.8%	0	10	6	16	35.8%
21:00	0	11	4	15	26.0%	0	23	6	29	21.1%	0	35	10	45	22.8%
22:00	0	2	5	7	75.8%	0	29	6	35	16.6%	0	31	11	42	26.0%
23:00	0	2	2	4	50.0%	0	1	1	2	63.6%	0	3	3	6	54.8%
Totals	2	700	242	945	25.7%	4	712	236	952	24.8%	6	1413	478	1897	25.2%

7.6.2 The Magna Park South ATC identified an AM highway network peak period between 07:00-08:00 where a total of 182 two-way vehicle movements occurred with an HGV percentage of 19.3%. The PM highway network peak was identified to be between 16:00-17:00 where a total of 150 two-way movements occurred with an HGV percentage of 19.4%.

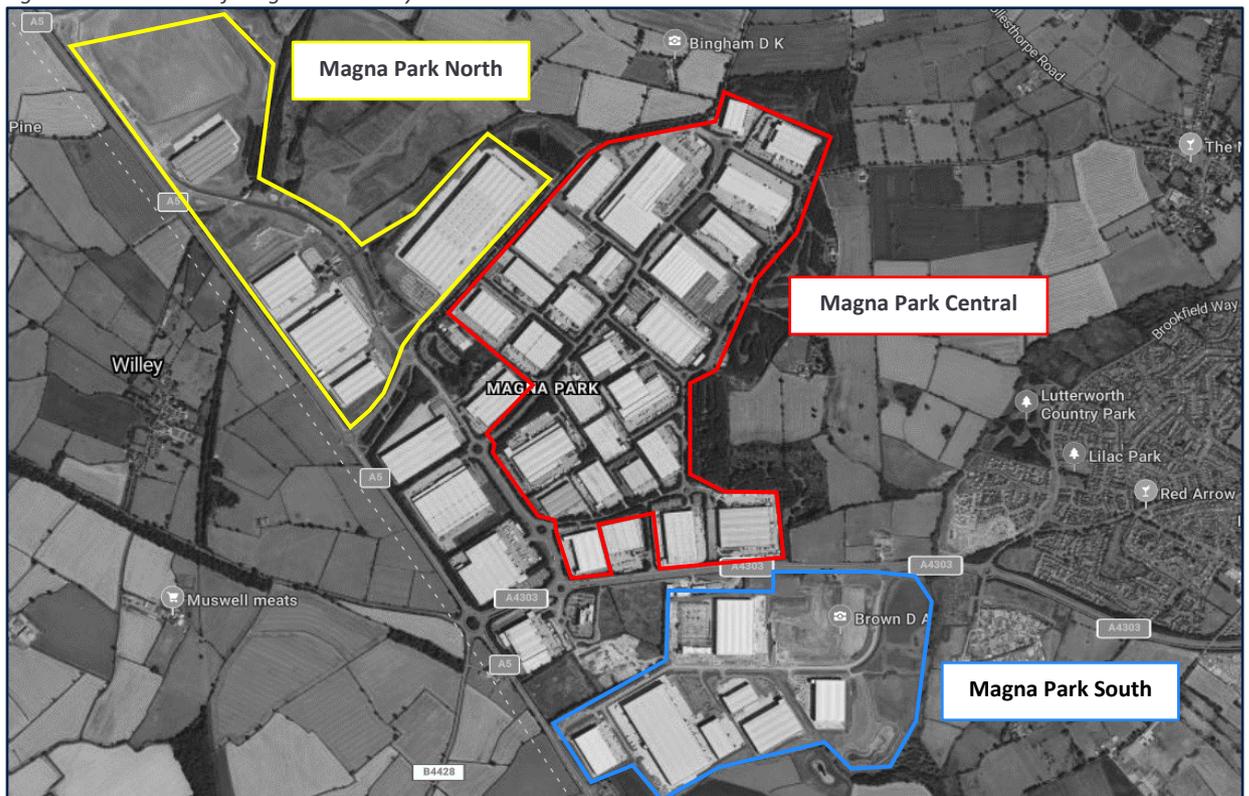
7.6.3 Over the daily period the surveys identified that a total 1,897 two-way vehicle movement occurred on the Magna Park South access road with a HGV percentage of 25.2%.

8. 2025 MAGNA PARK TRIP RATES

8.1 Approach and Methodology

- 8.1.1 To consider the real time conditions of highway network operation and that of occupiers within the Magna Park complex, traffic surveys were undertaken to identified key study areas upon which to derive bespoke site specific trip rates.
- 8.1.2 A key element when forecasting trip rates is to understand the existing operational and non-operational floorspace along with locations on the highway network where vehicles associated with these existing operational uses enter and leave at key points.
- 8.1.3 The traffic surveys set out at Section 4, specifically Figure 7.1 sought to isolate vehicle movements to key locations within the entire Magna Park complex, which has been classified as a 'Study Area'. These are split between three specific areas, as shown at Figure 8.1 and include:
- **Magna Park Central:** the largest and most dense area of Magna Park with access points from Hunter Boulevard and its roundabout with Argosy Way, Wellington Parkway and its roundabout with Hunter Boulevard and Shackelton Way, which is provided with access from the A4303 giving access to Wellington Parkway.
 - **Magna Park North:** where access is provided from the Mere Lane and Argosy Way roundabout.
 - **Magna Park South:** where access is obtained from a the A4303 Coventry Road roundabout.

Figure 8.1: Overview of Magna Park Study Area



Source: Bing Maps

- 8.1.4 A qualitative review of the current floorspace within Magna Park complex has been undertaken based on information provided by GLP. This has been considered below, however, principles to establish and determine the exact operational floorspace and those which are non-operational or outside the study areas have been considered as follows:

- **Occupied floorspace:** this is where a plot is occupied and is operational, generating vehicle trips
- **Non-operational floorspace:** this is where a plot is either constructed but unoccupied, or a plot is yet to be constructed.
- **Excluded floorspace:** floorspace which is not included within a study area due to some or all of the following reasons: (i) not representative of B8 distribution; (ii) served from a section of the highway network where through traffic would significantly influence vehicle movements; (iii) has direct access to the A4303 without the need to travel within a study area; (iv) the survey equipment could not be installed appropriately at risk to obscuring results.

8.1.5 This approach allows for a representative capture of data and for analysis to be undertaken based on operational information.

Magna Park Total Floorspace

8.1.6 The information provided by GLP indicates that there is a total of 52 plots within the Manga Park complex. These plots are summarised at Table 8.1.

Table 8.1: Summary of Total Plots, Floorspace, Operator, Status and Location at Magna Park

Plot	Total GIA (sqm)	Occupier	Status	Magna Park		
				Central	North	South
2110	17,345	Bleckmann	Operational	✓	✗	✗
2300	26,149	Lidl	Operational	✓	✗	✗
2400	35,480	Armstrong Logistics	Operational	✓	✗	✗
3100	29,368	Asda	Operational	✓	✗	✗
3210	12,356	Armstrong Logistics	Operational	✓	✗	✗
3310	15,412	DHL International	Operational	✓	✗	✗
3320	17,019	VWR International	Operational	✓	✗	✗
3400	24,805	Britvic	Operational	✓	✗	✗
3420	14,296	BSS	Operational	✓	✗	✗
3520	17,301	Kenwood	Operational	✓	✗	✗
4100	35,356	British Telecom	Operational	✓	✗	✗
4200	46,657	Tech Data	Operational	✓	✗	✗
4400	24,155	Clipper	Operational	✓	✗	✗
4500	20,919	Vow	Operational	✓	✗	✗
5220	19,201	Unipart	Operational	✓	✗	✗
5310	11,168	P&O	Operational	✓	✗	✗
5320	38,292	Amazon	Operational	✓	✗	✗
5410	62,586	Asda	Operational	✓	✗	✗
5420	21,310	Eddie Stobart	Operational	✓	✗	✗
6130	9,495	CML Ltd	Operational	✓	✗	✗
3220	14,885	DHL Brother	Unoccupied	✓	✗	✗
3510	9,791	CML Ltd	Unoccupied	✓	✗	✗
4300	20,167	Disney	Unoccupied	✓	✗	✗
5110	19,847	Syncreon	Unoccupied	✓	✗	✗
5120	20,280	CML Ltd	Unoccupied	✓	✗	✗
5210	14,980	DHL	Unoccupied	✓	✗	✗
G	100,843	Wayfair (UK) Ltd	Operational	✗	✓	✗
MPN1	18,619	Bleckmann	Operational	✗	✓	✗
MPN2	46,757	Ironmountain	Operational	✗	✓	✗
MPN3	27,622	Ironmountain	Operational	✗	✓	✗
MPN4	28,981	LX Pantos	Operational	✗	✓	✗
MPN5	70,733		Under Construction	✗	✓	✗
MPN6	79,690		Not Constructed	✗	✓	✗
MPN7	38,239		Not Constructed	✗	✓	✗
MPS1	69,379	Amazon	Operational	✗	✗	✓
MPS2	11,728	Jingdong	Operational	✗	✗	✓
MPS3	27,934	Wistle	Operational	✗	✗	✓
MPS4	9,182	Movianto	Operational	✗	✗	✓
MPS6	19,690	Centica	Operational	✗	✗	✓
MPS7	23,848	Centica	Operational	✗	✗	✓
MPS8	33,092	Unipart	Operational	✗	✗	✓
MPS9	36,122	CEF	Operational	✗	✗	✓

MPS5	17,396		Unoccupied	✗	✗	✓
MPS10	12,739		Unoccupied	✗	✗	✓
MPS11	11,113		Unoccupied	✗	✗	✓
1100	39,460	Asda (SAC)	Operational	✗	✗	✗
1300	43,179	Nissan / Renault	Operational	✗	✗	✗
1400	39,176	Steinhoff	Operational	✗	✗	✗
1500	25,563	Eddie Stobart	Operational	✗	✗	✗
2200	18,209	Toyota GB Ltd	Operational	✗	✗	✗
7000	20,446	Culina	Operational	✗	✗	✗
7400	7,845	George HQ (offices)	Operational	✗	✗	✗
Total	1,476,201					

8.1.7 Out of the 52 plots Table 8.1 indicates that there is a total of 40 operation plots within the Magna Park complex. There are 12 plots which are either currently under construction, yet to be constructed or unoccupied, which for ease have been classed as ‘non-operational’.

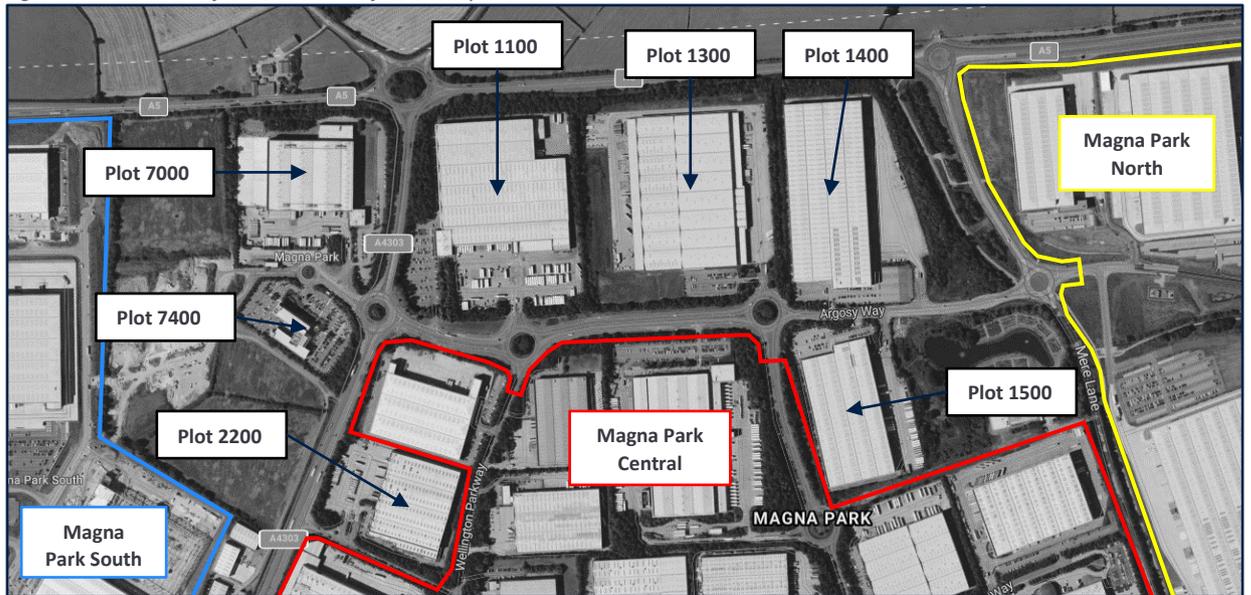
Magna Park Excluded Floorspace

8.1.8 There are a seven plots that have been excluded from the study areas, which are set out below with commentary at Table 8.2 and their locations shown at Figure 8.2. The total excluded floorspace equates to 193,877sqm in scale.

Table 8.2: Overview of Plots Removed from Study Areas

Plot	Total GIA (sqm)	Occupier	Status	Exclusion
1100	39,460	Asda (SAC)	Operational	Plot 1100 is provided with direct access with Hunter Boulevard where through traffic between the A5 (T) and A4303 would influence baseline conditions
1300	43,179	Nissan / Renault	Operational	Plot 1300 is provided with direct access with Hunter Boulevard where through traffic between the A5 (T) and A4303 would influence baseline conditions
1400	39,176	Steinhoff	Operational	Plot 1400 is provided with direct access with Argosy Way where through traffic between the A5 (T) and A4303 would influence baseline conditions
1500	25,563	Eddie Stobart	Operational	Plot 1500 is provided with direct access from Argosy Way where through traffic between the A5 (T) and A4303 would influence baseline conditions
2200	18,209	Toyota GB Ltd	Operational	Plot 2200 is provided with an all-movements access on Shackelton Way. However, access can be obtained directly from the A4303 via a left-in/left-out junction arrangement or from Wellington Parkway/Hunter Boulevard and the A5. As such, it is expected a portion of Plot 2200' vehicle movements would not be fully captured within the study area results
7000	20,446	Culina	Operational	Plot 7000 is provided with direct access to the A4303, which is shared with Plot 7400. This would be difficult to isolate trips independently and furthermore, access to the A5 to the west or A4303 to the east would not require vehicles to travel within the study areas
7400	7,845	George HQ (offices)	Operational	Plot 7400 is an office headquarters and not comparable to typical B8 distribution uses
	193,877			

Figure 8.2: Location of Plots Excluded from Study Areas



Source: Bing Maps

8.2 Magna Park Study Areas Floorspace

Magna Park Central Floorspace

8.2.1 The operational and non-operational plots contained within the Magna Park Central study where principal access is obtained from Hunter Boulevard, Wellington Parkway and Shackelton Way are set out at Table 8.3, which includes total floorspace, occupiers and status.

Table 8.3: Magna Park Central Total Floorspace

Plot	Total GIA (sqm)	Occupier	Status
2110	17,345	Bleckmann	Operational
2300	26,149	Lidl	Operational
2400	35,480	Armstrong Logistics	Operational
3100	29,368	Asda	Operational
3210	12,356	Armstrong Logistics	Operational
3310	15,412	DHL International	Operational
3320	17,019	VWR International	Operational
3400	24,805	Britvic	Operational
3420	14,296	BSS	Operational
3520	17,301	Kenwood	Operational
4100	35,356	British Telecom	Operational
4200	46,657	Tech Data	Operational
4400	24,155	Clipper	Operational
4500	20,919	Vow	Operational
5220	19,201	Unipart	Operational
5310	11,168	P&O	Operational
5320	38,292	Amazon	Operational
5410	62,586	Asda	Operational
5420	21,310	Eddie Stobart	Operational
6130	9,495	CML Ltd	Operational
3220	14,885	DHL Brother	Unoccupied
3510	9,791	CML Ltd	Unoccupied
4300	20,167	Disney	Unoccupied
5110	19,847	Syncreon	Unoccupied
5120	20,280	CML Ltd	Unoccupied
5210	14,980	DHL	Unoccupied
Total	498,667		

8.2.2 Within the Magna Park Central study area there is a total of 598,616 sqm of floorspace, however, 99,949 sqm (16%) is non-operational. Table 8.4 sets out the total operational and non-operational floorspace contained within the Magna Park Central study area.

Table 8.4: Magna Park Central – Total Operational and Non-Operational Floorspace

Magna Park	Operational Floorspace (sqm)	Non-Operational Floorspace (sqm)
North	498,667	99,949

8.2.3 As such, at the time of the traffic surveys Magna Park Central had a total of 498,667 sqm of operational floorspace.

Magna Park North Floorspace

8.2.4 The operational and non-operational plots contained within the Magna Park North study area to the north of Mere Lane are set out at Table 8.5, which includes total floorspace, occupiers and status.

Table 8.5: Magna Park North Total Floorspace

Plot	Total GIA (sqm)	Occupier	Status
G	100,843	Wayfair (UK) Ltd	Operational
MPN1	18,619	Bleckmann	Operational
MPN2	46,757	Ironmountain	Operational
MPN3	27,622	Ironmountain	Operational
MPN4	28,981	LX Pantos	Operational
MPN5	70,733		Under Construction
MPN6	79,690		Not Constructed
MPN7	38,239		Not Constructed
Total	411,483		

8.2.5 Within the Magna Park North study area there is a total of 411,483 sqm of floorspace, however, 188,662 sqm remains either under construction or yet to be constructed (non-operational). Table 8.6 sets out the total operational and non-operational floorspace contained within the Magna Park North study area.

Table 8.6: Magna Park North – Total Operational and Non-Operational Floorspace

Magna Park	Operational Floorspace (sqm)	Non-Operational Floorspace (sqm)
North	222,821	188,662

8.2.6 As such, at the time of the traffic surveys Magna Park North had a total of 222,821 sqm of operational floorspace.

Magna Park South Floorspace

8.2.7 The operational and non-operational plots contained within the Magna Park South study area to the south of the A4303 are set out at Table 8.7, which includes total floorspace, occupiers and status.

Table 8.7: Magna Park South Total Floorspace

Plot	Total GIA (sqm)	Occupier	Status
MPS1	69,379	Amazon	Operational
MPS2	11,728	Jingdong	Operational
MPS3	27,934	Wistle	Operational
MPS4	9,182	Movianto	Operational
MPS6	19,690	Centica	Operational
MPS7	23,848	Centica	Operational
MPS8	33,092	Unipart	Operational
MPS9	36,122	CEF	Operational
MPS5	17,396		Unoccupied
MPS10	12,739		Unoccupied
MPS11	11,113		Unoccupied
Total	272,224		

8.2.8 Within the Magna Park South study area there is a total of 272,224 sqm of floorspace, however, 41,249 sqm remains unoccupied (non-operational). Table 8.8 sets out the total operational and non-operational floorspace contained within the Magna Park South study area.

Table 8.8: Magna Park South – Total Operational and Non-Operational Floorspace

Magna Park	Operational Floorspace (sqm)	Non-Operational Floorspace (sqm)
South	230,976	41,249

8.2.9 As such, at the time of the traffic surveys Magna Park South had a total of 230,976 sqm of operational floorspace.

Magna Park Total Floorspace

8.2.10 In summary, Table 8.9 provides the total and operational and non-operational floorspace across the three study areas, which were subject to the April 2025 traffic surveys.

Table 8.9: Overview of Total Magna Park Operational Floorspace

Magna Park Study Area	Operational Floorspace (sqm)	Non-Operational Floorspace (sqm)	Total Floorspace (sqm)
Central	498,667	99,949	598,616
North	222,821	188,662	411,483
South	230,976	41,249	272,224
Totals	952,464	329,860	1,282,323

8.2.11 The approach to understanding the existing operational floorspace for each study area indicates that the entire operational Magna Park complex is 952,464 sqm in scale.

8.3 Magna Park Site Specific Trip Rate

8.3.1 Site specific trip rates have been factored from the recorded Magna Park study areas recorded traffic surveys and the operational floorspace. Table 8.10 sets out the confirmed operational floorspace for each study area which has been used to derive a bespoke site specific 2025 Magna Park trip rate for both light vehicles and HGVs.

Table 8.10: Summary of Magna Park Study Area and Operational Floorspace

Magna Park Study Areas	Operational Floorspace (sqm)
Central	498,667
North	222,821
South	230,976
Total	952,464

Magna Park Central Trip Rates

8.3.2 Firstly, the total vehicle movements for Magna Park Central need to be established based on the recorded traffic flows from ATC sites 1 (Table 7.2), 2 (Table 7.3) and 3 (Table 7.4), which has been set out at Table 8.11.

Table 8.11: Magna Park Central Total Vehicle Movements

Period	Total Arrivals					Total Departures					Total Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	5	146	42	194	21.8%	1	105	25	131	19.1%	6	251	67	325	20.7%
01:00	2	131	31	164	19.1%	0	74	23	97	23.7%	2	205	54	262	20.8%
02:00	2	88	30	120	24.9%	2	83	24	109	21.8%	4	171	54	229	23.4%
03:00	2	111	31	143	21.3%	1	109	33	143	23.2%	3	219	64	287	22.3%
04:00	2	150	38	191	20.1%	2	173	43	218	19.7%	4	323	81	409	19.9%
05:00	4	397	79	481	16.4%	2	484	48	534	9.0%	6	882	127	1015	12.5%
06:00	4	313	80	398	20.2%	2	445	67	514	13.0%	6	758	147	911	16.2%
07:00	4	480	89	573	15.5%	1	416	76	493	15.5%	6	895	165	1066	15.5%
08:00	4	336	93	433	21.4%	1	379	87	466	18.6%	5	715	179	899	19.9%
09:00	3	267	84	354	23.6%	1	331	106	438	24.1%	5	598	189	791	23.9%
10:00	5	269	128	402	31.9%	1	303	129	433	29.7%	6	572	257	835	30.8%
11:00	5	258	162	425	38.2%	1	234	125	361	34.8%	6	493	288	786	36.6%
12:00	3	218	196	417	47.0%	3	185	129	317	40.6%	6	403	324	734	44.2%
13:00	6	328	142	477	29.8%	4	320	111	436	25.6%	11	648	253	912	27.8%
14:00	5	348	134	486	27.5%	25	460	102	587	17.3%	30	808	235	1073	21.9%
15:00	3	330	122	455	26.7%	4	249	77	331	23.4%	8	580	199	787	25.3%
16:00	4	214	105	323	32.7%	6	285	63	354	17.9%	10	498	169	677	24.9%
17:00	3	212	85	300	28.4%	10	238	58	306	18.8%	13	450	143	605	23.6%
18:00	2	144	66	212	31.0%	2	173	71	246	28.9%	4	317	137	457	29.9%
19:00	2	206	64	273	23.6%	1	150	91	242	37.4%	3	357	155	515	30.1%
20:00	2	184	48	234	20.4%	0	152	76	228	33.2%	2	337	124	462	26.7%
21:00	1	198	49	249	19.9%	2	198	52	251	20.6%	3	396	101	500	20.2%
22:00	2	169	42	212	19.6%	3	286	46	334	13.8%	5	454	88	547	16.0%
23:00	3	237	45	285	15.8%	1	148	32	181	17.8%	3	385	77	466	16.6%
Totals	78	5736	1985	7799	25.4%	78	5979	1694	7751	21.9%	156	11716	3678	15550	23.7%

8.3.3 The total cumulative survey data indicates that the AM peak hour is between 07:00 and 08:00 where a total of 1,066 two-way vehicle movements were recorded with a HGV percentage of 15.5%. The PM peak hour was identified to be between 14:00 and 15:00 where a total of 1,073 two-way vehicle movement were recorded with a HGV percentage of 21.9%.

8.3.4 Over the daily period a total of 15,550 two-way vehicle movements were recorded within the Magna Park Central study area with a HGV percentage of 23.7%.

8.3.5 Based on the total recorded vehicle movements for the Magna Park Central study area a trip rate can be derived from the total operational floorspace, which is 498,667 sqm (Table 8.10). As such, Table 8.12 sets out the Magna Park Central trips rates (per 100 sqm of floorspace) for light vehicles, HGVs and total vehicles.

Table 8.12: Magna Park Central Trip Rates (per 100 sqm)

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	0.030	0.008	0.039	0.021	0.005	0.026	0.052	0.013	0.065
01:00	0.027	0.006	0.033	0.015	0.005	0.019	0.042	0.011	0.052
02:00	0.018	0.006	0.024	0.017	0.005	0.022	0.035	0.011	0.046
03:00	0.023	0.006	0.029	0.022	0.007	0.029	0.045	0.013	0.057
04:00	0.031	0.008	0.038	0.035	0.009	0.044	0.066	0.016	0.082
05:00	0.081	0.016	0.096	0.097	0.010	0.107	0.178	0.026	0.204
06:00	0.064	0.016	0.080	0.090	0.013	0.103	0.153	0.030	0.183
07:00	0.097	0.018	0.115	0.084	0.015	0.099	0.181	0.033	0.214
08:00	0.068	0.019	0.087	0.076	0.017	0.093	0.144	0.036	0.180
09:00	0.054	0.017	0.071	0.067	0.021	0.088	0.121	0.038	0.159

10:00	0.055	0.026	0.081	0.061	0.026	0.087	0.116	0.052	0.167
11:00	0.053	0.033	0.085	0.047	0.025	0.072	0.100	0.058	0.158
12:00	0.044	0.039	0.084	0.038	0.026	0.064	0.082	0.065	0.147
13:00	0.067	0.028	0.096	0.065	0.022	0.087	0.132	0.051	0.183
14:00	0.071	0.027	0.098	0.097	0.020	0.118	0.168	0.047	0.215
15:00	0.067	0.024	0.091	0.051	0.016	0.066	0.118	0.040	0.158
16:00	0.044	0.021	0.065	0.058	0.013	0.071	0.102	0.034	0.136
17:00	0.043	0.017	0.060	0.050	0.012	0.061	0.093	0.029	0.121
18:00	0.029	0.013	0.042	0.035	0.014	0.049	0.064	0.027	0.092
19:00	0.042	0.013	0.055	0.030	0.018	0.049	0.072	0.031	0.103
20:00	0.037	0.010	0.047	0.031	0.015	0.046	0.068	0.025	0.093
21:00	0.040	0.010	0.050	0.040	0.010	0.050	0.080	0.020	0.100
22:00	0.034	0.008	0.043	0.058	0.009	0.067	0.092	0.018	0.110
23:00	0.048	0.009	0.057	0.030	0.006	0.036	0.078	0.015	0.093
Total	1.166	0.398	1.564	1.215	0.340	1.554	2.381	0.738	3.118

Magna Park North Trip Rate

8.3.6 The recorded traffic flows captured as part of ATC 4 set out at Table 7.5 have been utilised to derive trip rates per 100 sqm based on the identified operational floorspace for the Magna Park North study area, which is 222,821 sqm (Table 8.10), which is shown at Table 8.13.

Table 8.13: Magna Park North Trip Rates (per 100 sqm)

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	0.002	0.001	0.004	0.016	0.002	0.018	0.018	0.004	0.021
01:00	0.003	0.001	0.004	0.003	0.002	0.005	0.006	0.003	0.009
02:00	0.002	0.001	0.003	0.005	0.002	0.007	0.007	0.004	0.010
03:00	0.003	0.002	0.004	0.003	0.003	0.006	0.006	0.005	0.011
04:00	0.005	0.002	0.007	0.005	0.002	0.007	0.010	0.004	0.014
05:00	0.062	0.006	0.067	0.017	0.002	0.019	0.079	0.008	0.087
06:00	0.031	0.011	0.042	0.015	0.004	0.019	0.046	0.015	0.062
07:00	0.074	0.018	0.092	0.023	0.013	0.036	0.097	0.031	0.128
08:00	0.052	0.011	0.063	0.017	0.011	0.028	0.068	0.023	0.091
09:00	0.028	0.012	0.040	0.015	0.013	0.028	0.043	0.025	0.069
10:00	0.013	0.013	0.026	0.011	0.013	0.024	0.024	0.025	0.049
11:00	0.013	0.010	0.024	0.016	0.014	0.029	0.029	0.024	0.053
12:00	0.014	0.011	0.025	0.017	0.013	0.030	0.031	0.025	0.055
13:00	0.035	0.013	0.047	0.019	0.014	0.032	0.053	0.026	0.080
14:00	0.015	0.012	0.027	0.057	0.015	0.072	0.072	0.026	0.099
15:00	0.023	0.011	0.034	0.032	0.017	0.049	0.055	0.028	0.083
16:00	0.012	0.009	0.021	0.069	0.014	0.083	0.081	0.023	0.104
17:00	0.015	0.007	0.023	0.040	0.011	0.051	0.056	0.018	0.074
18:00	0.008	0.005	0.012	0.015	0.007	0.022	0.023	0.011	0.034
19:00	0.007	0.003	0.010	0.009	0.005	0.013	0.015	0.008	0.023
20:00	0.007	0.003	0.010	0.006	0.004	0.011	0.013	0.008	0.021
21:00	0.010	0.003	0.013	0.014	0.004	0.018	0.024	0.007	0.031
22:00	0.008	0.003	0.010	0.028	0.005	0.032	0.035	0.007	0.042
23:00	0.004	0.002	0.006	0.007	0.003	0.011	0.012	0.005	0.017
Total	0.445	0.169	0.614	0.458	0.194	0.652	0.903	0.363	1.266

Magna Park South Trip Rates

8.3.7 The recorded traffic flows captured as part of ATC 5 set out at Table 7.6 have been utilised to derive trip rates per 100 sqm based on the identified operational floorspace for the Magna Park South study area, which is 230,976 sqm (Table 8.10), which is shown at Table 8.14.

Table 8.14: Magna Park South Trip Rates (per 100 sqm)

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.001
01:00	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.001
02:00	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.001

03:00	0.001	0.000	0.001	0.000	0.000	0.000	0.001	0.001	0.001
04:00	0.000	0.000	0.000	0.000	0.001	0.001	0.000	0.001	0.001
05:00	0.020	0.002	0.022	0.002	0.002	0.003	0.022	0.004	0.025
06:00	0.055	0.006	0.061	0.010	0.003	0.013	0.065	0.009	0.074
07:00	0.057	0.012	0.069	0.006	0.004	0.010	0.064	0.015	0.079
08:00	0.040	0.009	0.049	0.005	0.007	0.012	0.046	0.016	0.062
09:00	0.032	0.010	0.042	0.006	0.008	0.013	0.038	0.017	0.055
10:00	0.022	0.009	0.032	0.007	0.008	0.015	0.029	0.018	0.047
11:00	0.011	0.008	0.019	0.012	0.009	0.022	0.023	0.017	0.041
12:00	0.015	0.008	0.022	0.014	0.008	0.022	0.029	0.015	0.044
13:00	0.018	0.008	0.026	0.012	0.008	0.020	0.029	0.017	0.046
14:00	0.006	0.006	0.012	0.039	0.009	0.049	0.045	0.015	0.060
15:00	0.004	0.006	0.010	0.045	0.008	0.053	0.048	0.014	0.062
16:00	0.005	0.005	0.010	0.048	0.007	0.055	0.052	0.013	0.065
17:00	0.003	0.004	0.007	0.034	0.006	0.040	0.037	0.010	0.047
18:00	0.006	0.004	0.010	0.025	0.005	0.030	0.031	0.008	0.040
19:00	0.003	0.001	0.004	0.016	0.002	0.018	0.019	0.003	0.022
20:00	0.001	0.001	0.002	0.004	0.001	0.005	0.005	0.003	0.007
21:00	0.005	0.002	0.007	0.010	0.003	0.013	0.015	0.004	0.019
22:00	0.001	0.002	0.003	0.013	0.003	0.015	0.013	0.005	0.018
23:00	0.001	0.001	0.002	0.000	0.001	0.001	0.001	0.001	0.003
Total	0.304	0.105	0.409	0.310	0.102	0.412	0.614	0.207	0.821

Magna Park Trip Rates

8.3.8 To consider the total trip rates for the entire Magna Park complex inclusive of Central, North and South study areas the total vehicle movements recorded traffic from ATC sites 4 (Table 7.5), 5 (Table 7.6) and the Central cumulative totals (Table 8.11) have been considered, which has been set out at Table 8.15.

Table 8.15: Total Magna Park Vehicle Movements

Period	Total Arrivals					Total Departures					Total Two-way				
	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %	M/C	Car/Van	LGV/HGV/Bus	Total	HGV %
00:00	5	152	46	202	22.5%	2	138	31	172	18.2%	8	290	77	375	20.6%
01:00	2	138	33	174	19.2%	0	80	29	109	26.2%	2	219	62	283	21.9%
02:00	2	94	33	128	25.6%	2	95	29	126	23.1%	4	188	62	254	24.4%
03:00	2	119	35	156	22.5%	2	115	41	158	25.7%	4	233	76	313	24.1%
04:00	2	161	43	206	20.8%	2	184	50	236	21.0%	4	346	93	443	20.9%
05:00	9	577	96	681	14.1%	2	527	57	585	9.7%	10	1103	153	1267	12.1%
06:00	5	509	118	632	18.7%	3	500	84	587	14.2%	8	1009	202	1219	16.6%
07:00	6	774	156	936	16.7%	2	482	114	598	19.1%	8	1256	270	1534	17.6%
08:00	7	542	139	688	20.2%	2	427	128	556	22.9%	9	969	267	1244	21.4%
09:00	4	404	132	540	24.5%	2	376	153	531	28.8%	6	780	285	1071	26.6%
10:00	5	349	178	532	33.4%	2	343	176	521	33.8%	7	692	354	1053	33.6%
11:00	5	313	205	523	39.2%	2	296	177	476	37.2%	7	610	381	998	38.2%
12:00	4	282	238	524	45.5%	4	255	176	435	40.5%	7	537	415	960	43.2%
13:00	7	445	189	642	29.4%	5	388	162	554	29.2%	12	833	350	1196	29.3%
14:00	5	394	175	574	30.4%	28	675	155	859	18.1%	34	1069	330	1433	23.0%
15:00	4	389	160	553	29.0%	6	423	133	563	23.7%	10	812	294	1116	26.3%
16:00	4	250	137	391	35.0%	8	547	112	667	16.8%	13	797	249	1058	23.5%
17:00	3	253	111	366	30.2%	13	404	95	513	18.6%	16	657	206	879	23.4%
18:00	2	175	85	262	32.3%	2	264	96	362	26.5%	5	439	181	625	28.9%
19:00	2	227	75	304	24.7%	2	206	106	314	33.7%	4	434	181	618	29.2%
20:00	3	200	59	262	22.4%	0	175	88	263	33.5%	3	375	147	525	28.0%
21:00	1	232	59	292	20.2%	2	251	67	320	20.9%	4	483	126	613	20.6%
22:00	2	187	52	241	21.6%	4	375	62	441	14.0%	6	562	114	683	16.7%
23:00	3	249	51	303	16.7%	1	165	41	207	19.7%	4	414	91	509	17.9%
Totals	94	7415	2604	10113	25.8%	101	7692	2362	10155	23.3%	195	15107	4966	20268	24.5%

- 8.3.9 For the entire Magna Park study area the cumulative survey data indicates that the AM peak hour is between 07:00 and 08:00 where a total of 1,534 two-way vehicle movements were recorded with a HGV percentage of 17.6%. The PM peak hour was identified to be between 14:00 and 15:00 where a total of 1,433 two-way vehicle movement were recorded with a HGV percentage of 23%.
- 8.3.10 Over the daily period a total of 20,268 two-way vehicle movements were recorded within the Magna Park study areas with a HGV percentage of 24.5%.
- 8.3.11 Based on the total recorded vehicle movements for the Magna Park study areas a trip rate can be derived from the total operational floorspace, which is 952,464 sqm (Table 8.10). As such, Table 8.16 sets out the Magna Park Central trips rates (per 100 sqm of floorspace) for light vehicles, HGVs and total vehicles.

Table 8.16: Total Magna Park Trip Rates (per 100 sqm)

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	0.016	0.005	0.021	0.015	0.003	0.018	0.031	0.008	0.039
01:00	0.015	0.004	0.018	0.008	0.003	0.011	0.023	0.007	0.030
02:00	0.010	0.003	0.013	0.010	0.003	0.013	0.020	0.007	0.027
03:00	0.013	0.004	0.016	0.012	0.004	0.017	0.025	0.008	0.033
04:00	0.017	0.005	0.022	0.020	0.005	0.025	0.037	0.010	0.046
05:00	0.061	0.010	0.072	0.055	0.006	0.061	0.117	0.016	0.133
06:00	0.054	0.012	0.066	0.053	0.009	0.062	0.107	0.021	0.128
07:00	0.082	0.016	0.098	0.051	0.012	0.063	0.133	0.028	0.161
08:00	0.058	0.015	0.072	0.045	0.013	0.058	0.103	0.028	0.131
09:00	0.043	0.014	0.057	0.040	0.016	0.056	0.083	0.030	0.112
10:00	0.037	0.019	0.056	0.036	0.019	0.055	0.073	0.037	0.111
11:00	0.033	0.021	0.055	0.031	0.019	0.050	0.065	0.040	0.105
12:00	0.030	0.025	0.055	0.027	0.019	0.046	0.057	0.044	0.101
13:00	0.048	0.020	0.067	0.041	0.017	0.058	0.089	0.037	0.126
14:00	0.042	0.018	0.060	0.074	0.016	0.090	0.116	0.035	0.150
15:00	0.041	0.017	0.058	0.045	0.014	0.059	0.086	0.031	0.117
16:00	0.027	0.014	0.041	0.058	0.012	0.070	0.085	0.026	0.111
17:00	0.027	0.012	0.038	0.044	0.010	0.054	0.071	0.022	0.092
18:00	0.019	0.009	0.028	0.028	0.010	0.038	0.047	0.019	0.066
19:00	0.024	0.008	0.032	0.022	0.011	0.033	0.046	0.019	0.065
20:00	0.021	0.006	0.027	0.018	0.009	0.028	0.040	0.015	0.055
21:00	0.024	0.006	0.031	0.027	0.007	0.034	0.051	0.013	0.064
22:00	0.020	0.005	0.025	0.040	0.007	0.046	0.060	0.012	0.072
23:00	0.026	0.005	0.032	0.017	0.004	0.022	0.044	0.010	0.053
Total	0.788	0.273	1.062	0.818	0.248	1.066	1.607	0.521	2.128

9. MP1 AND MP2 DRAFT ALLOCATION SITE TRIP GENERATION

9.1 Overview

- 9.1.1 The development proposals consist of two site locations, which are identified as 'MP1 Land south of George House, Coventry Road' and 'MP2 Land at Mere Lane, Magna Park' as set out within the draft Local Plan.
- 9.1.2 These proposals are to seek the delivery of employment/commercial, B8 distribution floorspace, which is comparable to existing operations at Magna Park.
- 9.1.3 This section of the report forecasts traffic generation associated with the two site locations, which are identified as 'MP1 Land south of George House, Coventry Road' and 'MP2 Land at Mere Lane, Magna Park' within the draft Local Plan.
- 9.1.4 The forecast traffic generation is based upon the total 2025 Magna Park trip rates (per 100 sqm) as set out at Table 8.16.

9.2 'MP2 Land at Mere Lane, Magna Park' (Northern Parcel)

- 9.2.1 The MP2 land is immediately north of the Magna Park complex with Figure 9.1 providing an overview of the site location, which is proposed to obtain access from Mere Lane at its southern boundary.

Figure 9.1: MP2 Land at Mere Lane, Magna Park Location



Source: Bing Maps

- 9.2.2 At this stage the detailed layout of the proposal is yet to be established, however, initial work has been prepared for the purpose of this submission, which indicates that the site could cater for up to approximately 300,000 sqm of floorspace.

9.3 ‘MP1 Land south of George House, Coventry Road’ (Southern Parcel)

9.3.1 The MP1 land its immediately south of the A4303 with Figure 9.2 providing an overview of the site location, which is proposed to obtain access from the existing established A4303 Coventry Road and Hunter Boulevard roundabout.

Figure 9.2: MP1 Land south of George House, Coventry Road Location



Source: Bing Maps

9.3.2 At this stage the detailed layout of the proposal is yet to be established, however, initial work has been prepared for the purpose of this submission, which indicates that the site could cater for up to approximately 70,000 sqm of floorspace.

9.4 MP1 and MP2 Indicative Floorspace

9.4.1 A summary of the indicative floorspace for both MP1 and MP2 allocations is set out at Table 9.1.

Table 9.1: Indicative Allocation Floorspace

Allocation	Maximum Floorspace (sqm)
MP2 Land at Mere Lane, Magna Park	300,000
MP1 Land south of George House, Coventry Road	70,000
Total	370,000

9.4.2 The indicative floorspace for both allocations is c.370,000 sqm. These are considered reasonable maximum figures.

9.5 ‘MP2 Land at Mere Lane, Magna Park’ Trip Generation

9.5.1 The forecast traffic generation for the MP2 Land based on the maximum 300,000 sqm floorspace (Table 9.1) of the site is shown at Table 9.2.

Table 9.2: MP2 Land at Mere Lane, Magna Park Trip Generation

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	49	14	64	44	10	54	94	24	118
01:00	44	11	55	25	9	34	70	20	89
02:00	30	10	40	31	9	40	61	20	80
03:00	38	11	49	37	13	50	75	24	99
04:00	51	14	65	59	16	74	110	29	139
05:00	184	30	215	166	18	184	351	48	399
06:00	162	37	199	159	26	185	320	64	384
07:00	246	49	295	152	36	188	398	85	483
08:00	173	44	217	135	40	175	308	84	392
09:00	128	42	170	119	48	167	248	90	337
10:00	112	56	168	109	56	164	220	112	332
11:00	100	64	165	94	56	150	194	120	314
12:00	90	75	165	82	56	137	172	131	302
13:00	143	59	202	124	51	175	266	110	377
14:00	126	55	181	222	49	271	347	104	451
15:00	124	51	174	135	42	177	259	93	351
16:00	80	43	123	175	35	210	255	78	333
17:00	81	35	115	131	30	162	212	65	277
18:00	56	27	83	84	30	114	140	57	197
19:00	72	24	96	66	33	99	138	57	195
20:00	64	18	82	55	28	83	119	46	165
21:00	73	19	92	80	21	101	153	40	193
22:00	60	16	76	120	20	139	179	36	215
23:00	79	16	95	52	13	65	132	29	160
Total	2365	820	3186	2456	745	3198	4821	1566	6382

9.5.2 The forecast trip generation indicates that during the AM peak hour (07:00 to 08:00) a total of 483 two-way vehicle movements would occur and during the PM peak hour (14:00 to 15:00) a total of 451 two-way vehicle movements would occur.

9.5.3 Over the daily period a total of 6,832 two-way vehicle movements are forecast to occur, which on average equates to 266 two-way movements per hour.

9.6 'MP1 Land south of George House, Coventry Road' Trip Generation

9.6.1 The forecast traffic generation for the MP1 Land based on the maximum 70,000 sqm floorspace (Table 9.1) of the site is shown at Table 9.3.

Table 9.3: MP1 Land south of George House, Coventry Road Trip Generation

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	12	3	15	10	2	13	22	6	28
01:00	10	2	13	6	2	8	16	5	21
02:00	7	2	9	7	2	9	14	5	19
03:00	9	3	11	9	3	12	17	6	23
04:00	12	3	15	14	4	17	26	7	33
05:00	43	7	50	39	4	43	82	11	93
06:00	38	9	46	37	6	43	75	15	90
07:00	57	11	69	36	8	44	93	20	113
08:00	40	10	51	32	9	41	72	20	91
09:00	30	10	40	28	11	39	58	21	79
10:00	26	13	39	25	13	38	51	26	77
11:00	23	15	38	22	13	35	45	28	73
12:00	21	18	39	19	13	32	40	30	71
13:00	33	14	47	29	12	41	62	26	88
14:00	29	13	42	52	11	63	81	24	105
15:00	29	12	41	32	10	41	60	22	82

16:00	19	10	29	41	8	49	59	18	78
17:00	19	8	27	31	7	38	49	15	65
18:00	13	6	19	20	7	27	33	13	46
19:00	17	6	22	15	8	23	32	13	45
20:00	15	4	19	13	6	19	28	11	39
21:00	17	4	21	19	5	24	36	9	45
22:00	14	4	18	28	5	32	42	8	50
23:00	19	4	22	12	3	15	31	7	37
Total	552	191	742	576	172	746	1124	366	1491

9.6.2 The forecast trip generation indicates that during the AM peak hour (07:00 to 08:00) a total of 113 two-way vehicle movements would occur and during the PM peak hour (14:00 to 15:00) a total of 105 two-way vehicle movements would occur.

9.6.3 Over the daily period a total of 1,491 two-way vehicle movements are forecast to occur, which on average equates to 62 two-way movements per hour.

9.7 Cumulative Trip Generation

9.7.1 The cumulative trip generation forecast for both the MP1 and MP2 Land allocations is set out at Table 9.4.

Table 9.4: MP1 Land and MP2 Land Total Trip Generation

Period	Arrivals			Departures			Two-way		
	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total	Car/Van/MC	HGV	Total
00:00	61	17	79	54	12	67	116	30	146
01:00	54	13	68	31	11	42	86	25	110
02:00	37	12	49	38	11	49	75	25	99
03:00	47	14	60	46	16	62	92	30	122
04:00	63	17	80	73	20	91	136	36	172
05:00	227	37	265	205	22	227	433	59	492
06:00	200	46	245	196	32	228	395	79	474
07:00	303	60	364	188	44	232	491	105	596
08:00	213	54	268	167	49	216	380	104	483
09:00	158	52	210	147	59	206	306	111	416
10:00	138	69	207	134	69	202	271	138	409
11:00	123	79	203	116	69	185	239	148	387
12:00	111	93	204	101	69	169	212	161	373
13:00	176	73	249	153	63	216	328	136	465
14:00	155	68	223	274	60	334	428	128	556
15:00	153	63	215	167	52	218	319	115	433
16:00	99	53	152	216	43	259	314	96	411
17:00	100	43	142	162	37	200	261	80	342
18:00	69	33	102	104	37	141	173	70	243
19:00	89	30	118	81	41	122	170	70	240
20:00	79	22	101	68	34	102	147	57	204
21:00	90	23	113	99	26	125	189	49	238
22:00	74	20	94	148	25	171	221	44	265
23:00	98	20	117	64	16	80	163	36	197
Total	2917	1011	3928	3032	917	3944	5945	1932	7873

9.7.2 The cumulative total forecast trip generation indicates that during the AM peak hour (07:00 to 08:00) a total of 596 two-way vehicle movements would occur and during the PM peak hour (14:00 to 15:00) a total of 556 two-way vehicle movements would occur.

9.7.3 Over the daily period a total of 7,873 two-way vehicle movements are forecast to occur, which on average equates to 328 two-way movements per hour.

10. TRIP RATE COMPARISONS

10.1 Introduction

10.1.1 This section provides a comparison of the consented Magna Park traffic generation and the current day operational flows as surveyed in 2025. The trip generation for the proposed MP1 and MP2 is then presented for context.

10.2 Consented and current day traffic flows

10.2.1 Section 6 of this TN presents the trip rates that were generated from traffic surveys in 2013 and 2014 in support of now consented planning applications at Magna Park North and Magna Park South. To inform this TN, comparable surveys were commissioned to allow a comparison to be drawn and to understand how flows might have changed in the period 2013/14 to 2025.

10.2.2 A summary of the respective trip rates (per 100m² of floor space) is provided in Table 10.1.

Table 10.1: Comparison of previous and current day Magna Park trip rates (per 100m²)

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
2013 Survey	0.141	0.048	0.189	0.045	0.112	0.157	1.508	1.35	2.858
2014 Survey	0.132	0.042	0.174	0.042	0.114	0.156	1.386	1.38	2.766
2025 Survey	0.072	0.058	0.131	0.038	0.054	0.092	1.062	1.066	2.128

10.2.3 Applying the above trip rates to the current day operational floor space of 952,464 sqm (as established at Section 8) to allow a fair comparison, the respective Magna Park trip generation calculations are presented in Table 10.2.

Table 10.2: Comparison of previous and current day Magna Park trip generation (952,464 sqm)

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
2013 Survey	1343	457	1800	429	1067	1495	14363	12858	27221
2014 Survey	1257	400	1657	400	1086	1486	13201	13144	26345
2025 Survey	688	556	1244	366	513	879	10113	10155	20268

10.2.4 A net change analysis is presented in Table 10.3.

Table 10.3: Comparison of previous and current day Magna Park trip generation (952,464 sqm)

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Current day comparison with 2013 Survey	-655	+99	-556	-63	-554	-616	-4250	-2703	-6953
Current day comparison with 2014 Survey	-569	+156	-413	-34	-573	-607	-3088	-2989	-6077

10.2.5 The respective percentage net change analysis is presented in Table 10.4.

Table 10.4: Comparison of previous and current day Magna Park trip generation (952,464 sqm) percentage

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Current day comparison with 2013 Survey	-48.8%	21.7%	-30.9%	-14.7%	-51.9%	-41.2%	-29.6%	-21.0%	-25.5%
Current day comparison with 2014 Survey	-45.3%	39.0%	-24.9%	-8.5%	-52.8%	-40.9%	-23.4%	-22.7%	-23.1%

10.2.6 The potential MP1 and MP2 cumulative trip generation has been presented in Table 9.4, and to allow a comparison to be drawn the AM, PM and daily flows have been extracted and presented in Table 10.5.

Table 10.5: MP1 and MP2 cumulative trip generation (370,000 sqm)

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
MP1 and MP2 trip generation	268	216	483	142	200	342	3928	3944	7873

10.2.7 Applying the MP1 and MP2 cumulative trip generation set out in Table 10.5 to the Magna Park net change analysis in Table 10.3, the difference between the previous Magna Park trip generation and the 'current day + MP1 and MP2 allocation sites' scenario can be established. This is presented in Table 10.6.

Table 10.6: Comparison of previous and current day Magna Park + MP1 & MP2 trip generation

Site	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			24-hour		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Current day + MP1 & MP2 comparison with 2013 Survey	-387	+315	-73	+79	-354	-274	-322	+1241	+920
Current day + MP1 & MP2 comparison with 2014 Survey	-301	+372	+70	+108	-373	-265	+840	+955	+1796

10.2.8 As can be seen Table 10.6, the scenario of 'current day traffic flows + MP1 and MP2' trip generation is comparable to the historic trip generation of Magna Park, the trip rates and generation for which have been accepted by the various authorities and mitigation contributions already secured and pooled (in the case of the A5 Gibbet Hill roundabout improvement contribution).

11. SUMMARY AND CONCLUSIONS

11.1 Summary

- 11.1.1 This Transport Note (TN) has been prepared by Apex TP on behalf of GLP in support of two development proposals within or adjacent to Magna Park Lutterworth, Leicestershire.
- 11.1.2 This note has been prepared to make transport representations to Harborough District Council's (HDC) consultation on its Local Plan Submission Draft (Regulation 19) March 2025 document. The two site locations are identified as 'MP1 Land south of George House, Coventry Road' and 'MP2 Land at Mere Lane, Magna Park' within the draft Local Plan respectively.
- 11.1.3 Magna Park is located within the 'Golden Triangle', a region that is pivotal to the UK's supply chain and distribution networks due to its central location and connectivity to the strategic road network (SRN). The Golden Triangle area is within a four-hour drive of 90% of the British population, and specifically in the context of Magna Park Lutterworth, has good access to the SRN including the M1 and M6 motorways, and the A5 trunk road, all of which provides for efficient transportation and logistics operations.
- 11.1.4 Magna Park Lutterworth already has an extensive network of infrastructure catering for sustainable transport modes, including a shared pedestrian/cycleway connecting Magna Park to Lutterworth, and regular bus services from across the area. The site already implements successful travel planning initiatives.
- 11.1.5 There are economies of scale in respect of co-locating distribution and commercial operations adjacent to and within established commercial hubs such as Magna Park Lutterworth. It is now common place for business operators to coordinate shipments and deliveries, ensuring that vehicles travel at full capacity and minimising the number of trips that take place. This happens at a significant scale in Magna Park currently. These efficiencies are lost if such operations are spread more thinly across the district or county.
- 11.1.6 We have undertaken a review of the transport evidence prepared by AECOM, the strategic transport impact assessment (STIA) and the joint transport evidence (JTE). Further assessments are being undertaken, with the Stage 2 and Stage 3 JTE yet to be completed.
- 11.1.7 Notwithstanding, we have found that a robust approach to assessing the local plan allocation sites has been undertaken, when considering the high-level nature of the assessments and that, as would be expected, detailed transport assessments will follow at planning application stage.
- 11.1.8 At this stage of the process, the approach taken is to identify the junctions that may approach or exceed theoretical capacity in the future year assessment, and possible solutions have been considered with cost estimates applied. Furthermore walking, cycling, public transport and travel planning strategies and costs have been established on a site basis.
- 11.1.9 We have found numerous layers of robustness which, collectively, lead us to believe that the impacts of the proposed allocation sites may not be as extensive as the modelling indicates. These areas of robustness include:
- The PRTM modelling is based on 2019 base flows, and projections from these base levels are robust given traffic flows on the road network have reduced or changed significantly since pre-Covid levels
 - Magna Park Lutterworth generates significantly less trips than has previously been the case

- No vision-led scenario testing has been undertaken, which would otherwise factor future trends in traffic flows/trip generation, and the positive effects of mitigation strategies and travel planning

11.1.10 Upon further analysis, we have found that the trip generation scenario of '*Magna Park current day plus the MP1 and MP2 trip generation*' is in fact comparable to the traffic levels accepted in 2015, and for which mitigation strategies and financial contributions were secured. This includes £2.75mil paid by GLP towards improvements at A5 Gibbet Hill roundabout which, when pooled with contributions from other developments, totals £5.2mil of secured funds to deliver an improvement scheme at the junction.

11.1.11 The STIA identifies an improvement scheme for the junction, with costs of £4.2mil estimated. On this basis, there is a surplus of funds to deliver the necessary improvement scheme at A5 Gibbet Hill roundabout.

11.1.12 Whilst the STIA and the PRTM modelling helpfully identifies locations where impacts may occur, and potential mitigation solutions, all impacts and mitigation solutions will need to be determined by a detailed transport assessment at the planning application stage. Therefore there needs to be flexibility in the policy to allow the more detailed assessments to inform the necessary highway works to accommodate the development proposals at that future stage.

11.2 Conclusions

11.2.1 To conclude, it is apparent that a demand exists for B8 warehousing and logistics development, and there are significant advantages of positioning this development within existing warehousing and logistics hubs.

11.2.2 A robust evidence base has been prepared with costed mitigation strategies that are appropriate for this high-level stage of the process. It provides confidence that the proposed allocation sites can be safely and appropriately accommodated on the surrounding road network.

11.2.3 Detailed transport assessments would be required at the planning application stage, in accordance with normal best practice, to determine the impacts of the development sites and the necessary mitigation strategy.

Appendix A MP1 Site 10595 STIA proforma

SITE ID: 10595	SETTLEMENT: Magna Park	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	15.8Ha Strategic B8 (Ha)
<p>Local Plan Sites Within Cluster:</p> <ul style="list-style-type: none"> • 12227 - Land at Mere Lane (122 Ha employment) • 8179 – Land South of Lutterworth Road / Coventry Road (3.4Ha) 		
<p>Site Location Map and Access Arrangements:</p>		
<p>Legend</p> <p>Site Locations Site Boundary © OpenStreetMap (2024)</p>		
<p><i>Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)</i></p>		
<p>Site 10595 (Land south of George House, Coventry Road) is located to the southwest of Lutterworth, to the east of the A5 Watling Street and south of the A4303 Coventry Road. The A5 provides connections north to Tamworth and M1 junction 18 to the south. The A4303 provides connections to Lutterworth and Market Harborough to the east of the site.</p>		
<p>The site does not currently have a planning application, or planning permission associated with it. The site itself is currently allocated within the Harborough District Local Plan (2011-2031) under the Strategic Distribution Commitment (BE2), which can be seen in the Figure below.</p>		



Figure 2: Harborough District Local Plan (2011-2031)

It is anticipated that the site be accessed via the A4303 by making use of internal access roads within Magna Park (although further design work would be required to confirm this). The potential constraints associated with this access point are shown in Table 1 (where potential constraints have been rated as amber or red).

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 10595	Coventry Road Access	Green	Green	Green	Yellow	Yellow	Green	Green	Green	Green

Description of surrounding Highway Network:

A5 Watling Street is a single carriageway distributor road, subject to the national speed limit. There are no footways on either side of the carriageway, but there is regular streetlighting. The

A4303 Coventry Road / Lutterworth Road is a dual-carriageway, subject to the national speed limit. There are no footways on either side of the carriageway, and no streetlighting is present.

B4027 Lutterworth Road is a single-lane country road, subject to a 50mph speed limit. There are no footways or streetlighting on either side of the carriageway. Coal Pit Lane is a single-lane country road, subject to the national speed limit. There are no footways or streetlighting on either side of the carriageway.

Description of existing Public Transport provision:

There are currently three buses which route in proximity to the site, these are the Number 8, X45 and X84 bus services. Table 2 below provides further information.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
8	Arriva	Hinckley – Burbage – Hinckley Park – Magna Park – Lutterworth	Hourly	Hourly	Infrequent
X45	Arriva	Leicester – Aylestone – Blaby – Lutterworth – Magna Park	Infrequent	Infrequent	Infrequent
X84	Arriva	Leicester – Fosse Park – Huncote – Crfot – Broughton Astley – Lutterworth – Magna Park – Rugby	Hourly	Infrequent	Lutterworth – Rugby only infrequent

Source: Choose How You Move, LCC, 2024

The nearest bus stop to the site is the George Building stop located on Beaufort Boulevard. This stop is located approximately 80m to the north of the site. This site is served by the Number 8, the X45 and the X84 and provides connections to Leicester, Rugby and Lutterworth. The nearest train station to the site is Rugby Station, which is located 8.6km to the southwest of the site.

Description of existing Walking & Cycling provision:

Walking Infrastructure



Figure 3: Public Rights of Way

Figure 3 shows that there is one bridleway (Bridleway X32/1) and a PRoW (Footpath X34/1) which route in close proximity to the site. Both of these routes link between the A5 and Moorbarns Lane, which provides a route into Lutterworth.

Cycle Infrastructure



Figure 4: Local Cycle Network

Coventry Road to the north of the site has been identified as an on-road route by LCC and provides a direct route into the centre of Lutterworth.

Moorbarns Lane to the southeast of the site has been identified as a 'Quieter Route', this joins in to the bridleway which routes to the site of the site between Moorbarns Lane and the A5 Watling Street. This route provides a connection from the south of the site into the centre of Lutterworth.

Road Safety Analysis:

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'. The data shows one 'fatal' collision involving a vehicle on the A5 Watling Street to the western border of the site.

At the A5 Watling Street and the A4303 Coventry Road, all incidents involved vehicles only. Two collisions were recorded by police as 'slight', whilst one collision was recorded as 'serious'.

A further two 'serious' collisions were recorded on the A5 approximately 500m to the north of the A5 Watling Street / A4303 Coventry Road roundabout a further two 'Serious' collisions involving vehicles occurred. To the south of the roundabout (approximately 500m) a 'Slight' collision occurred involving a vehicle. Further to the south, a 'fatal' collision involving a vehicle was recorded by police.

At the A4303 Coventry Road / Hunter Boulevard roundabout two 'Slight' collisions were recorded by police. One involved a vehicle and the other involved a cyclist.

To the northeast of the site, approximately 350m to the east of the roundabout between the A4303 Coventry Road and Beaufort Boulevard a ‘Slight’ collision occurred involving a vehicle.

The latest road safety data would be required to be obtained from LCC at the point of preparing a Transport Assessment supporting a planning application.



Figure 5: Road Traffic Incidents in proximity to the site

Expected Trip Generation:

The identified site is 15.8 hectares and has been identified as B8 employment land. Conversion rates from the PRTM model indicate that the site could accommodate approximately 332 employees.

Indicative trip generation in the AM and PM peak hours (using standard PRTM trip generation rates) is shown in Table 3. (It is noted that these trip generation rates may be subject to refinement at the stage of preparing a detailed Transport Assessment).

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	40	33
Total Trips	40	33

Committed Development in vicinity of proposed site and expected impacts:

Data regarding committed developments has been extracted from the uncertainty log of the PRTM model. It is noted that some committed development identified within the PRTM model may have already been built out.

An assessment of the 2041 Core scenario within the PRTM model indicates that the following junctions within proximity of the site are expected to experience capacity issues:

- Coventry Road / Lutterworth Sports Centre – 100%+ V/C in the AM and PM peak
- A5 / A4303 Coventry Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A4303 Coventry Road / Hunter Boulevard – 85% - 100% V/C in the AM peak
- A4303 Coventry Road / A426 Rugby Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- M1 / A4304 - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A5 / A426 Rugby Road / Gibbet Lane - 100%+ V/C in the AM and PM peak

These capacity issues are associated with both existing trips and committed development traffic.

Development Impact:

The PRTM model has been used to identify the junctions likely to experience capacity issues as a result of the Local Plan developments if they were to be built out. The list of junctions (see the Traffic Impact Assessment for the full list) include those experiencing a meaningful deterioration in V/C (i.e +1%) as a result of the additional trips associated with the Local Plan developments compared to the Core scenario. Some junctions, labelled 'Primary Impact Locations', are expected to experience a more substantial deterioration compared to other junctions (labelled 'Secondary impact Locations')

Figure 6 shows the junctions within the vicinity of site 10595 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

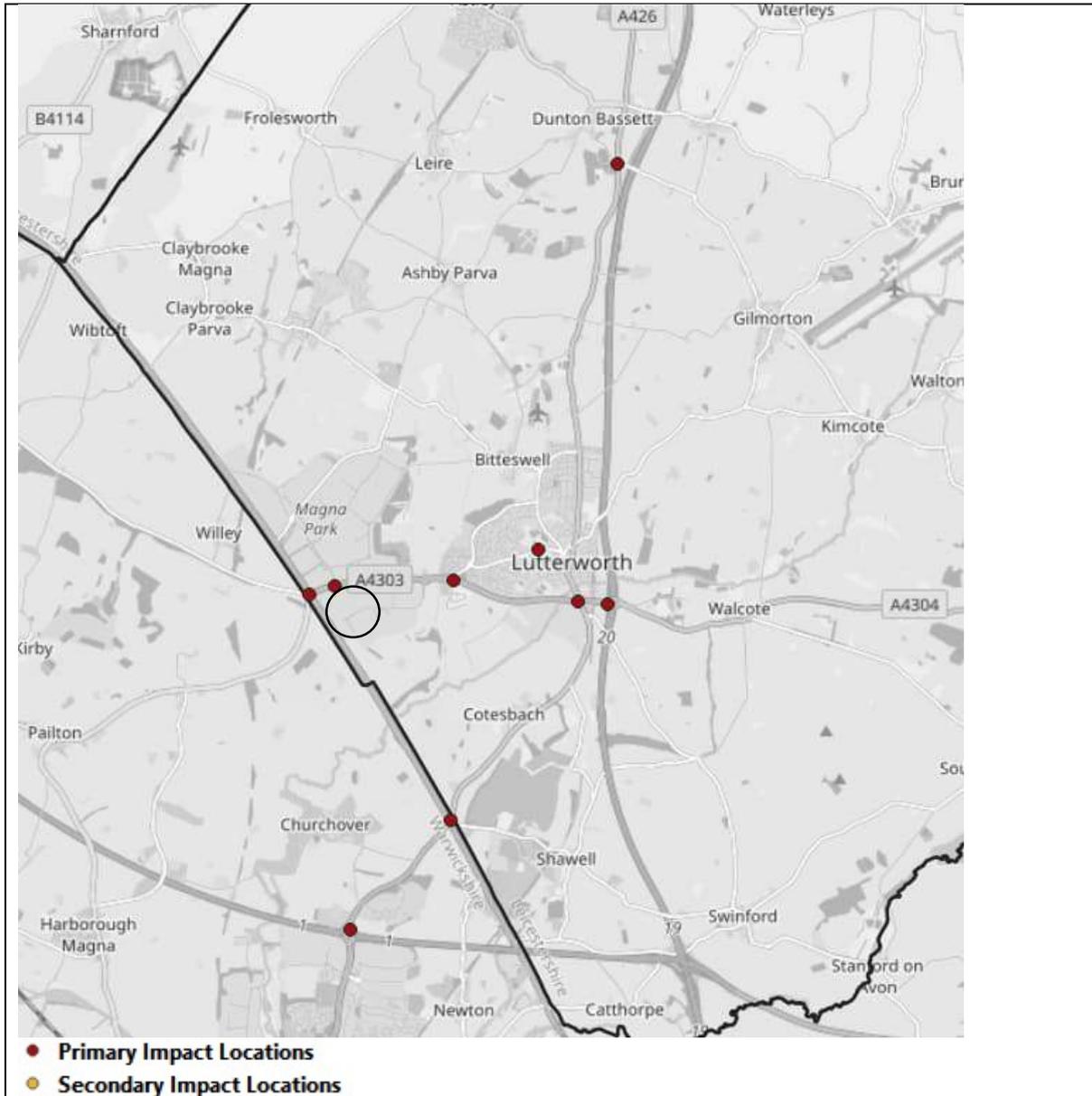


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10595 in the Preferred Allocations.

Table 4: Percentage of site trips routing through each Primary / Secondary Junction Impact Location

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.0%
	A6 / Station Road	0.0%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.0%
	B6047 / Leicester Lane / Gallow Field Road	0.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.2%

	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.8%
	A4303 Lutterworth Road / A426 Rugby Road	5.2%
	A4303 Coventry Road / A5 Watling Street	9.7%
	A4303 Coventry Road / Hunter Boulevard	17.4%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	7.0%
	Coventry Road / Lutterworth Sports Centre	0.7%
	A426 Lutterworth Road / Gilmorton Lane	1.6%
	M1 / A4303	5.7%
	A5 / A426 Rugby Road / Gibbet Lane / A426	6.8%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.3%
	M6 / A426	5.7%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.2%
	B4114 Coventry Road / B581 Coventry Road	0.4%
	A581 Broughton Way / Cosby Road	0.5%

Key 'Primary Impact Location' junctions:

- A4303 Coventry Road / Hunter Boulevard
- A4303 Coventry Road / A5 Watling Street
- A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road
- A5 / A426 Rugby Road / Gibbet Lane / A426
- M1 / A4303
- M6 / A426

Key 'Secondary Impact Location' junctions:

- B4114 Coventry Road / B581 Coventry Road
- A581 Broughton Way / Cosby Road

Mitigation Measures – Accessibility:

Walking / Cycling:

A shared footway / cycleway is in place along Coventry Road; however, this is non-continuous in places, with some junction upgrades required to create a continuous link between the site and the town centre. Potential mitigation measures could therefore include upgrading the existing route (approx. 0.5km of upgrades / improvements required). This could be supported

by continuous cycle signage. In addition, the Coventry Road / Brookfield Way / Blakenhall Drive junction would benefit from an upgrade to provide a cycle crossing facility.

Public Transport:

To support public transport use at the site, as well as the wider Magna Park site the frequency of the X84 could potentially be increased from hourly to every 30 minutes (supported by 2 additional services, owing to the long distance nature of the service). Additional infrastructure could include the provision of real time information at the 'George Building' bus stop.

Travel Planning:

Travel Planning measures (including travel packs, bus taster tickets, monitoring etc.) would also likely be required at the site.

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

The cost of on-site infrastructure has not been costed at this site (only the four largest sites have been costed).

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10595 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£-
	A6 / Station Road	£2,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£-
	B6047 / Leicester Lane / Gallow Field Road	£1,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£3,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£13,000
	A4303 Lutterworth Road / A426 Rugby Road	£204,000
	A4303 Coventry Road / A5 Watling Street	£467,000
	A4303 Coventry Road / Hunter Boulevard	£87,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£301,000
	Coventry Road / Lutterworth Sports Centre	£6,000
	A426 Lutterworth Road / Gilmorton Lane	£44,000
	M1 / A4303	£331,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£285,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-

	A6 Harborough Road / Ash Tree Road	£-
	B582 / Manor Road / Manor Road Extension	£-
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£3,000
	M6 / A426	£75,000
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane
A563 / Colchester Road		£-
A47 / Colchester Road / Goodwood Road		£-
A6 Harborough Road / B582 New Street		£-
A4304 Rockingham Road / Gores Lane		£2,000
B4114 Coventry Road / B581 Coventry Road		£5,000
A581 Broughton Way / Cosby Road		£5,000
TOTAL	£1,834,000	

* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10595 (Land south of George House, Coventry Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£107,000
Public Transport	£207,000
Travel Planning	£24,000
Junction Improvements	£1,833,000
TOTAL	£2,170,000
COST PER EMPLOYEE	£6,541
On-Site Measures	£-

* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	21/11/2024	22/11/24	09/01/25

Appendix B MP2 Site 12227 STIA proforma

SITE ID: 12227	SETTLEMENT: Magna Park MP2	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	122 Ha Employment (B8)
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10595 – Land south of George House, Coventry Road • 8179 – Land south of Lutterworth / Coventry Road (3.4Ha employment) 		

Site Location Map and Potential Access Arrangements:

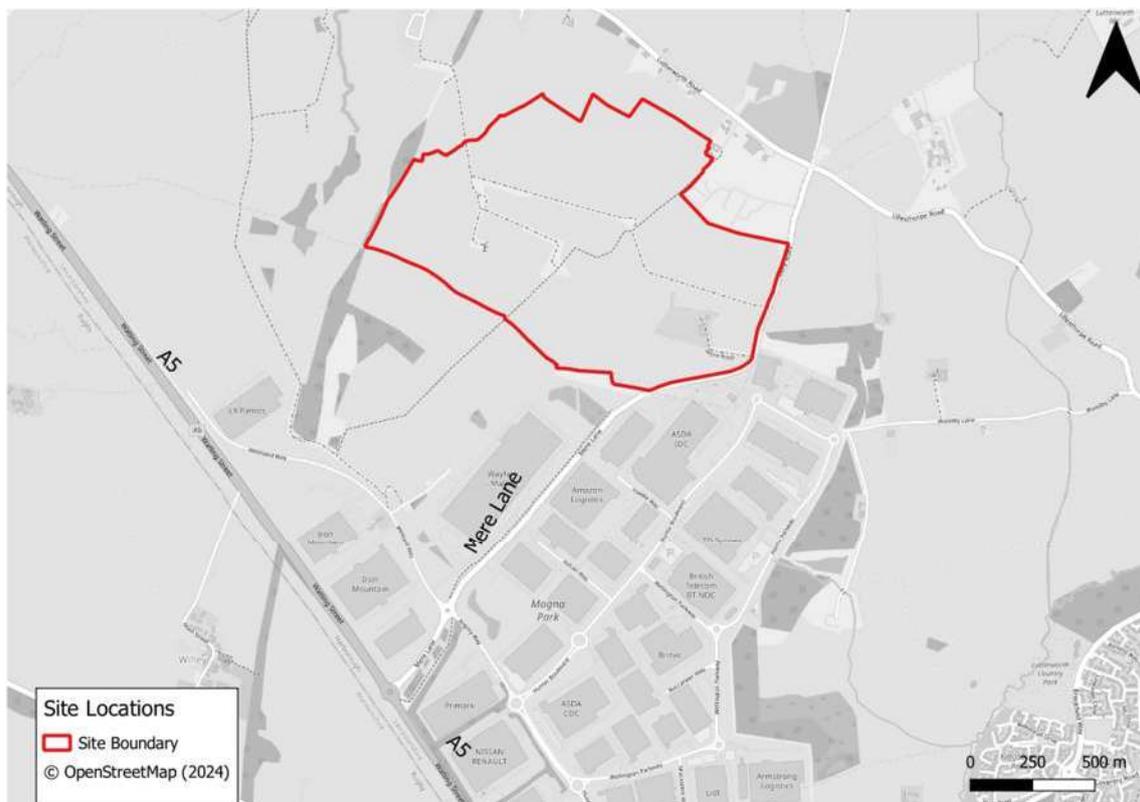


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 12227 (Land at Mere Lane) is located to the north of Magna Park industrial estate and west of Lutterworth. The site is located to the north of the A5 Uppingham Road (part of the Major Road Network).

The site does not currently have a planning application, or planning permission, associated with it. There are currently no allocated site policies within the current Harborough Local Plan (2011-2031).

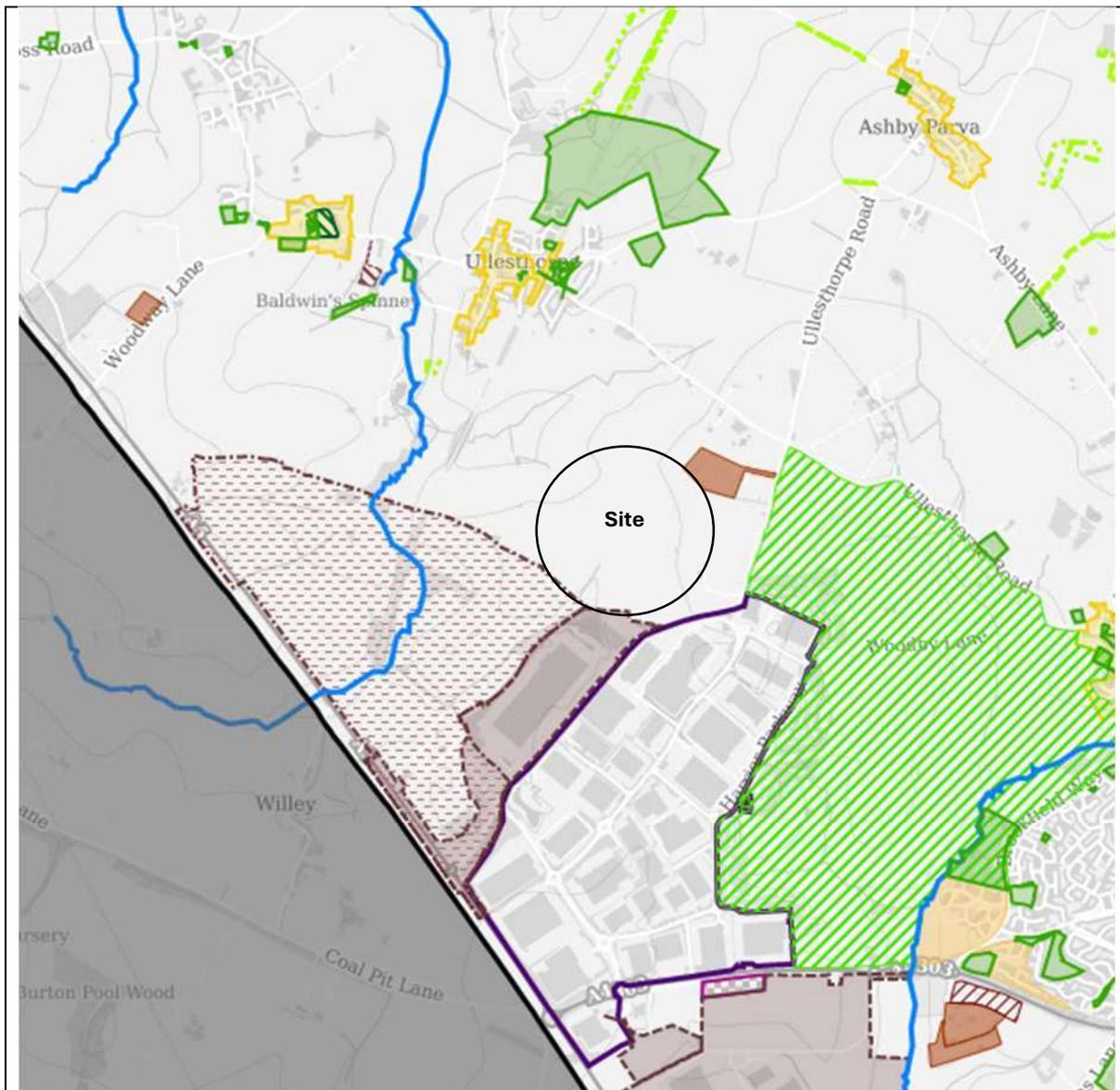


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via Mere Road (the existing route through the industrial estate). An alternative access could be achieved via the A5 depending upon the nature of the site; however, this access has not been assessed below. The potential constraints associated with the Mere Lane access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities	
Site 12227	Access along Mere Lane	Green	Green	Green	Green	Orange	Orange	Green	Green	Green	

Description of surrounding Highway Network:

Mere Lane is a single carriageway two-way rural route that currently provides connection through Magna Park industrial estate towards Ullesthorpe and Ashby Parva.

Mere Lane is connected to the A4303 via Argosy Way and Hunter Boulevard, meeting the A4303 via a four arm priority roundabout (Hunter Boulevard / A4303).

The A4303 is a dual carriageway two-way distributor road, subject to a 70mph speed limit. The route is designated as part of the Major Road Network and provides a direct link to the nearby M1 (Strategic Road Network). At the roundabout, and to the west of the junction, there is a shared cycle/footway on the northern side of the carriageway, towards Magna Park with regular streetlighting. There is no cycle or pedestrian facilities to the east of the roundabout towards the M1 Junction 20.

Description of existing Public Transport provision:

The Number 8 bus service stops on Lutterworth Road adjacent to north side of the proposed site, and provides connections east to Lutterworth via Magna Park and west to Hinckley. The service also routes via Mere Lane, which forms the eastern boundary of the site.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
8	Arrive	Hinckley – Burbage – Magna Park - Lutterworth	Hourly peak.	No Service	No Service

Source: Choose How You Move (2024)

Both the eastbound and westbound bus stops on the Lutterworth Road comprise a small bus shelter. These are provided with raised kerbs (to aid access to the public transport vehicles themselves), and dropped kerbs to enable uncontrolled pedestrian crossing of Lutterworth Road (to reach the stops on the opposite side of the road).

The nearest railway station to the site is Hinckley, which is located 10km to the north-west of the site. The station is accessible via the number 8 bus, the journey takes approximately 44 minutes (including a 8 minute connecting walk), and takes 45 minutes by bicycle.

Walking & Cycling:

Walking Infrastructure:

Bridleway W88/1 routes through the centre proposed development site, on a south-west to north-east alignment. The adjacent Lutterworth Road and Mere Lane lack a dedicated footway for much of their lengths.

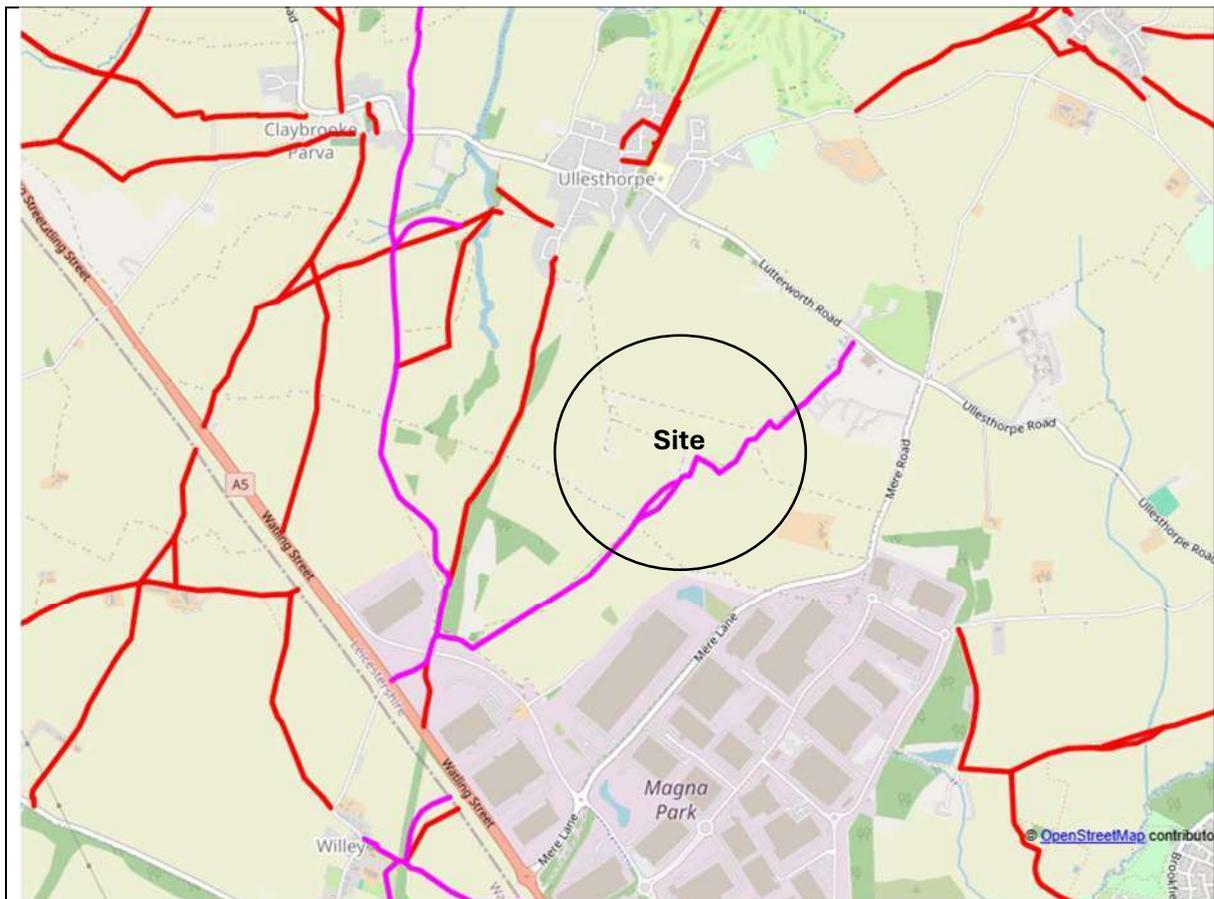


Figure 3: Map of PROWs in proximity to the Site (Source: Rowmaps (2024))

Cycle Infrastructure:

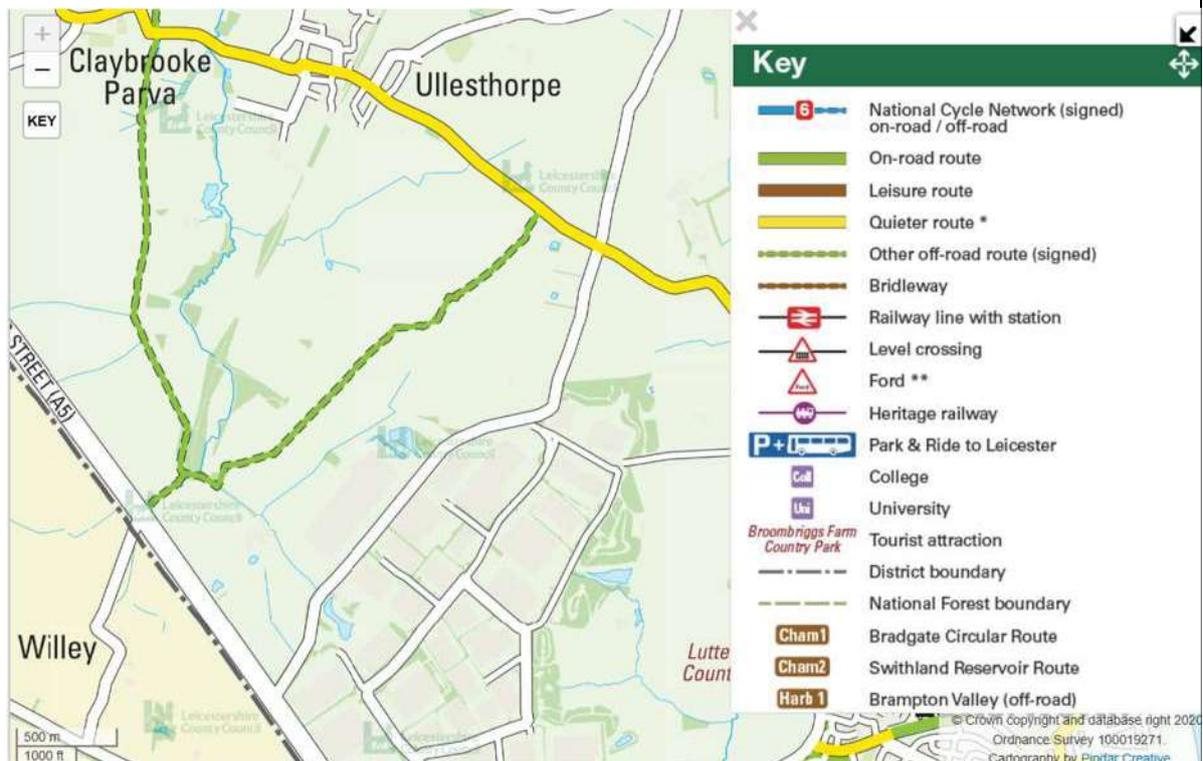


Figure 4: Local Cycle Networks

Figure 4 shows the cycle infrastructure in place surrounding the site. There are no designated routes in proximity to the site. Whilst the Choose How You Move cycle map shows no further cycle infrastructure within proximity of the site, an off-road route (signed) runs through the centre of the site. Connected to this off-road route is shared footway / cycleways which connect to Lutterworth via Magna Park.

Road Safety Analysis:

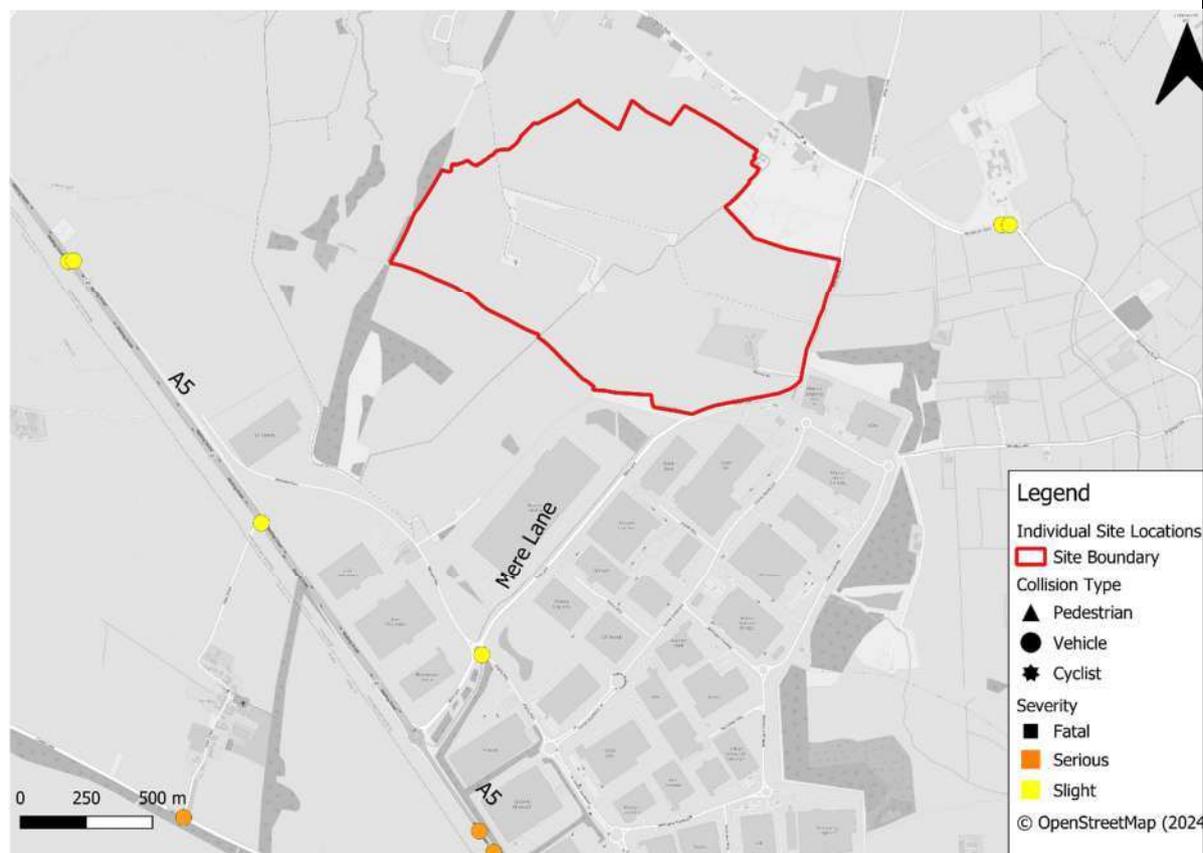


Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset shows collisions in the wider area, between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

There were two “slight” collisions on Ullesthorpe Road to the northeast of the site. Both occurred at a sharp bend in the road. One collision was recorded at the Hunter Boulevard / A4303 Coventry Road junction. Several collisions have been recorded on the A5, including two ‘Slight’ collisions and two ‘Serious’ collisions within the vicinity of the site as shown in the figure above.

The latest road safety data would be required to be obtained from LCC at the point of preparing a Transport Assessment supporting a planning application.

Expected Trip Generation:

The identified site is 122 Hectares and has been identified for B8 employment use. The site could accommodate approximately 2562 employees.

Indicative trip generation in the AM and PM peak hours (using standard PRTM trip generation rates) is shown in Table 3. (It is noted that these trip generation rates may be subject to refinement at the stage of preparing a detailed Transport Assessment).

Table 3: Indicative trip generation – AM and PM Peak periods

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	307	256
Total Trips	307	256

Committed Development in vicinity of proposed site and expected impacts:

Data regarding committed developments has been extracted from the uncertainty log of the PRTM model. It is noted that some committed development identified within the PRTM model may have already been built out.

An assessment of the 2041 Core scenario within the PRTM model indicates that the following junctions within proximity of the site are expected to experience capacity issues:

- Coventry Road / Lutterworth Sports Centre – 100%+ V/C in the AM and PM peak
- A5 / A4303 Coventry Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A4303 Coventry Road / Hunter Boulevard – 85% - 100% V/C in the AM peak
- A4303 Coventry Road / A426 Rugby Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- M1 / A4304 - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A5 / A426 Rugby Road / Gibbet Lane - 100%+ V/C in the AM and PM peak

These capacity issues are associated with both existing trips and committed development traffic.

Development Impact:

The PRTM model has been used to identify the junctions likely to experience capacity issues as a result of the Local Plan developments if they were to be built out. The list of junctions (see the Traffic Impact Assessment for the full list) include those experiencing a meaningful deterioration in V/C (i.e +1%) as a result of the additional trips associated with the Local Plan developments compared to the Core scenario. Some junctions, labelled ‘Primary Impact Locations’, are expected to experience a more substantial deterioration compared to other junctions (labelled ‘Secondary impact Locations’)

Figure 6 shows the junctions within the vicinity of the site that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

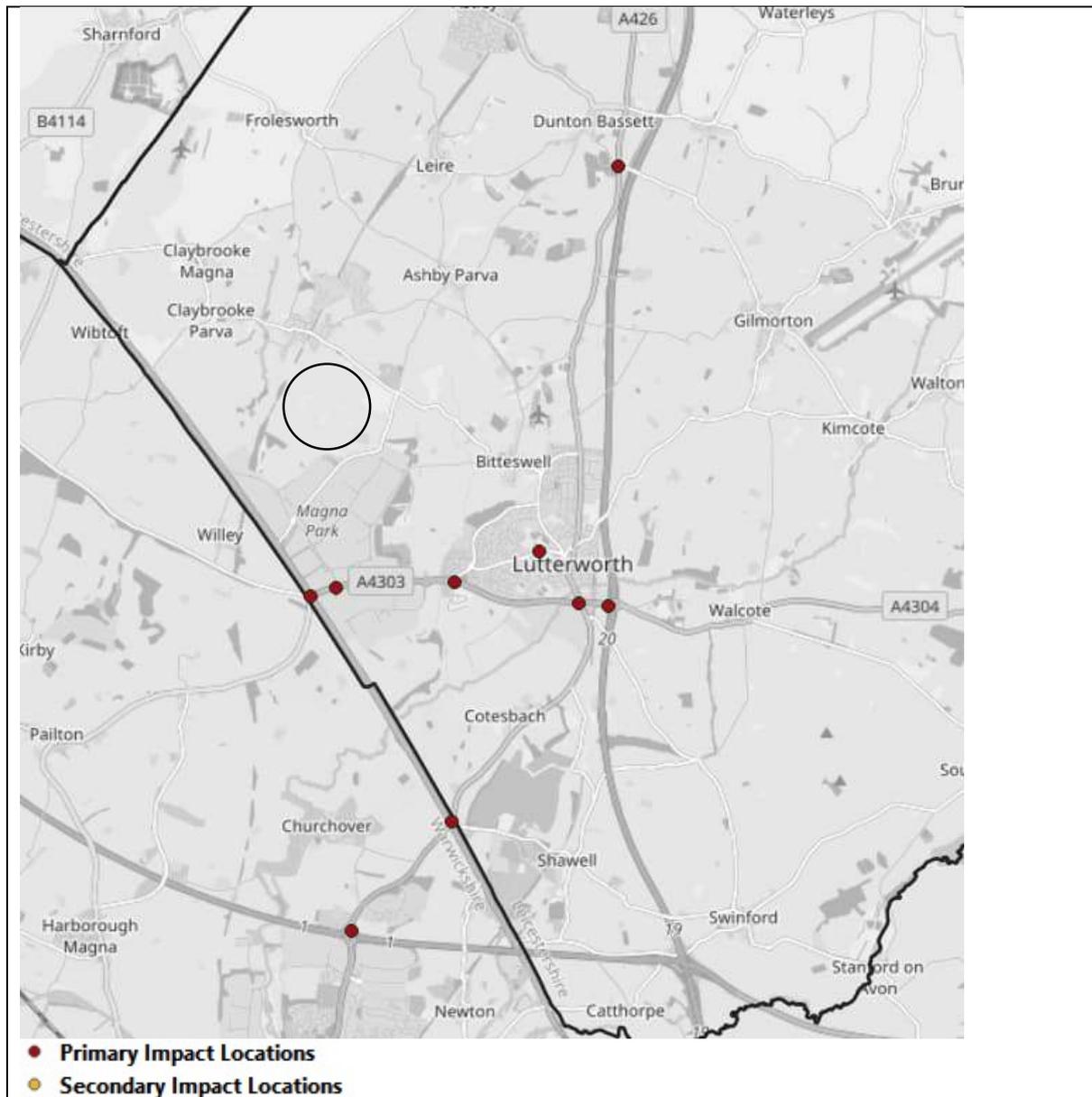


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to the site in the Preferred Allocations.

Table 4: Percentage of site trips routing through each Primary / Secondary Junction Impact Location

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.5%
	A6 Leicester Road / Marsh Drive / Church Road	0.1%
	A6 / Station Road	0.4%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.2%
	B6047 / Leicester Lane / Gallow Field Road	0.4%
	A4304 Saint Mary's Road / High Street / Northampton Road	2.0%

	A508 Saint Mary's Road / A508 Springfield Street / A4304	7.7%
	A4303 Lutterworth Road / A426 Rugby Road	30.1%
	A4303 Coventry Road / A5 Watling Street	62.5%
	A4303 Coventry Road / Hunter Boulevard	48.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	32.8%
	Coventry Road / Lutterworth Sports Centre	4.6%
	A426 Lutterworth Road / Gilmorton Lane	12.0%
	M1 / A4303	28.5%
	A5 / A426 Rugby Road / Gibbet Lane / A426	28.3%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.1%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	8.6%
	M6 / A426	8.5%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.2%
	A47 / Colchester Road / Goodwood Road	0.2%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	1.4%
	B4114 Coventry Road / B581 Coventry Road	11.2%
	A581 Broughton Way / Cosby Road	2.0%

Key 'Primary Impact Location' junctions:

- A4303 Coventry Road / A5 Watling Street
- A4303 Coventry Road / Hunter Boulevard
- A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road
- A4303 Lutterworth Road / A426 Rugby Road
- A5 / A426 Rugby Road / Gibbet Lane / A426
- M1 / A4303

Key 'Secondary Impact Location' junctions:

- B4114 Coventry Road / B581 Coventry Road
- A581 Broughton Way / Cosby Road

Mitigation Measures – Accessibility:

Walking / Cycling:

A shared footway / cycleway is in place along Coventry Road; however, this is non-continuous in places, with some junction upgrades required to create a continuous link between the site and the town centre. Potential mitigation measures could therefore include upgrading the existing route (approx. 0.5km of upgrades / improvements required). This could be supported

by continuous cycle signage. In addition, the Coventry Road / Brookfield Way / Blakenhall Drive junction would benefit from an upgrade to provide a cycle crossing facility.

Public Transport:

To support public transport use at the site, as well as the wider Magna Park site the frequency of the X84 could potentially be increased from hourly to every 30 minutes (supported by 2 additional services, owing to the long distance nature of the service). Given the size of the proposed site, there is potential to divert the service into the site via Mere Lane.

Travel Planning:

Travel Planning measures (including travel packs, bus taster tickets, monitoring etc.) would also likely be required at the site.

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

No on-site infrastructure costs have been calculated.

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for the site is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£3,000
	A6 / Station Road	£15,000
	A6 Harborough Road / New Road	£1,000
	A6 Harborough Road / B6047 Melton Road	£10,000
	B6047 / Leicester Lane / Gallow Field Road	£11,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£36,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£116,000
	A4303 Lutterworth Road / A426 Rugby Road	£1,175,000
	A4303 Coventry Road / A5 Watling Street	£2,998,000
	A4303 Coventry Road / Hunter Boulevard	£240,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£1,412,000
	Coventry Road / Lutterworth Sports Centre	£41,000
	A426 Lutterworth Road / Gilmorton Lane	£324,000
	M1 / A4303	£1,656,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£1,190,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£1,000
B582 / Manor Road / Manor Road Extension	£1,000	

	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£77,000
	M6 / A426	£111,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£1,000
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£2,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£14,000
	B4114 Coventry Road / B581 Coventry Road	£119,000
	A581 Broughton Way / Cosby Road	£21,000
TOTAL	£9,577,000	

* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.

Estimated Cost of Mitigation Measures:

A summary of indicative costs for site 12227 (Land at Mere Lane) is presented in the table below. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£823,000
Public Transport	£1,483,000
Travel Planning	£141,000
Junction Improvements	£9,579,000
TOTAL	£12,026,000
COST PER DWELLING	£4,694
On-Site Measures	£-

* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.

Quality Information

	Produced By	Checked By	Verified By	Updated By
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Date:	15/11/2024	28/11/2024	29/11/24	09/01/25