



Ref:

(For official
use only)

NORTH WEST LEICESTERSHIRE LOCAL PLAN

Proposed Modifications Consultation - Representation Form

Following the Examination hearing sessions held in January and March 2017, Mr Brian Sims BSc CEng MICE MRTPI, the Independent Planning Inspector appointed on behalf of the Secretary of State, has requested that the Council now undertake consultation on a number of **Main Modifications** (MM) required to make the Plan sound in the light of new documentary evidence provided since the Plan was submitted for examination. This is without prejudice to the Inspector's ultimate conclusions and recommendations on the Plan and whether there will be any further hearings after the public consultation.

Details of what we are consulting on, and why, can be found on the Proposed Modifications Consultation page of the Council website at www.nwleics.gov.uk/localplanmysay.

You can participate in the consultation online via our [consultation website](#).

Alternatively, you can complete the following form. Please complete both Part A and Part B.

If your comments relate to more than one MM you will need to complete a separate Part B of this form for each representation.

For questions where there are multiple choice answers, please indicate your choice by placing a 'X' in the appropriate box(es).

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed, please complete only the Title, Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	Mrs
First Name	Iain	Ellie
Last Name	MacPherson	Jones
Job Title (where relevant)		Planning Consultant
Organisation (where relevant)	Hanson UK	MPC
Address Line 1		58 Spon Lane
Address Line 2		Grendon
Address Line 3		
Address Line 4		
Postcode		CV9 2PD
Telephone		██████████
Email address		██ ██████████

Did you comment at publication stage of the Local Plan?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	x	No
If yes, what was your representor ID number? (You can find your Representor ID on our Examination webpages)					

Do you wish to be notified of subsequent stages of the Local Plan?				
Publication of Inspector's Report	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Adoption of the Local Plan	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

PART B – Your Representation

Please use a separate sheet for each representation

1. To which part of the consultation does this representation relate?

Please note – comments should be restricted to the matters listed only and should not relate to any other aspect, site or policy of the Publication Local Plan

x	Main Modification
	Additional Modification
x	Policies Maps
	Sustainability Appraisal Reports
	HEDNA
x	Other new documents and evidence

If you have chosen 'Sustainability Appraisal Reports,' 'HEDNA' or 'Other new documents and evidence' please identify the specific document:

Confirmed HS2 route 17th July 2017

2. Main or Additional Modification number to which your representation relates (or paragraph number if you are commenting on another document).

MM20

3. Please provide comments below, being as precise as possible. Comments can support, as well as object to the MM concerned with reference to the new documentary evidence listed on our website – www.nwleics.gov.uk/localplanmysay. *(Expand the box if needed)*

The Transport Secretary Chris Grayling confirmed on 17 July 2017 Britain's high speed rail lines to the north-west, East Midlands and Yorkshire. The announcement has significant impacts for the proposed housing land allocations provided in the North West Leicestershire Submission Local Plan for both Measham and Kegworth.

With regard to Measham, the Transport Secretary has decided not to proceed with the proposed change of route to the east of Measham. Instead, a modified version of the 2013 preferred route to the west of Measham has been confirmed. The consequence of this is that proposed housing allocation H2e (now proposed to be modified to H2a) on land West of High Street Measham and planning permission 13/00141/OUTM will be intersected by HS2. This raises considerable doubt over the deliverability of the 450 houses planned under this proposed allocation.

Whilst it is acknowledged that policy H3c of the submitted draft plan seeks to allocate an alternative site off Ashby Road/Leicester Road Measham, the main modification MM26 proposes site H3c will deliver 300 dwellings. There is a clear shortfall of 150 dwellings between the proposal under site H2a and alternative site H3c. This shortfall is likely to be further exacerbated

by the likely loss of development at site H1w which is also impacted by the HS2 route.

In accordance with the advice provided at para 182 of the NPPF, continuing with allocation H2a would render the North West Leicestershire Plan unsound. In this regard, allocation H2a is not justified because it is not the most appropriate strategy when considered against the reasonable alternatives; it is not effective because the housing requirement would not be deliverable over the plan period; and, by failing to deliver the objectively assessed need and delivering sustainable development the plan is not positively prepared and is consequently inconsistent with national policy.

In light of the confirmed HS2 route it is proposed that site H2a should be discounted and removed from the Local Plan allocations listed at draft policy H2. In its place, it is submitted that the attached site (see plan M112_25 attached) at Land off Abney Drive/Atherstone Road is now included as an additional allocation at Policy H3 of the North West Leicestershire Local Plan.

The site at Abney Drive/Atherstone Road forms the Greenfield area of site M6 identified in the SHLAA and is referenced at paragraph 7.18 of the Submission Local Plan and main modification MM23. The SHLAA references the Greenfield area of site M6 (not forming part of the Brickworks site) as potentially suitable. The site has a gross area of 16.2 acres. After deducting the area of woodland to the eastern boundary, the net developable area equates to approximately 10.1 acres. Applying a density of 30 dwellings per hectare the site has capacity to deliver a minimum of 120 dwellings. This number of units together with the 300 dwellings allocated under site H3c at Land off Ashby Road/Leicester Road would suitably compensate for the loss of site H2a West of High Street Measham.

The site is located on the south of Measham and is unaffected by the HS2 route - see attached letter from HS2 Ltd dated 17/07/2017. Urban development bounds the site on 3 sides; it is within 2km of the key local amenities/facilities: Measham C of E Primary School, St Charles RC Primary School, Measham Medical Unit, Measham Library, Measham Leisure Centre, Westminster Industrial Estate, shops, post office, cafes, fast food outlets and public houses on High Street and children's play areas.

An access feasibility report was prepared by WYG in 2014 and confirms that suitable access is achieved from Abney Drive for up to 150 dwellings – please see the attached report. There is also opportunity to provide access from the development site to the south currently under construction off Atherstone Road.

The site brings an important opportunity to secure much improved pedestrian and cycle links between Horses Lane and existing development to the south of Measham; significantly improving accessibility to Measham centre and its facilities.

There is one owner of the site and it is available for delivery now. The site is suitable, available and achievable. There are no reasons to prevent the timely delivery of this site in the next 0-5 years. In light of the now confirmed HS2 route, the allocation of the attached site together with proposed allocation H3c would ensure the housing requirements for Measham can be delivered over the plan period.

Please also see the consultation comments submitted in respect of MM23 and MM26 submitted under a separate Part B.

4. Please set out suggested revised wording if you consider further changes are necessary to make the Plan sound. *(Expand the box if needed)*

Suggested further modifications:

- MM20 – it is proposed that policy H2 should be amended to remove site H2a West of High Street Measham as follows:

Policy H2- Housing provision: resolutions

The Council has resolved to grant planning permission for housing development on the sites listed below. The Council will work with the developers and applicants to ensure that the legal agreements associated with this ese developments are is -completed as efficiently as possible so that permission can be issued. Once planning permission is granted it will be subject to the provisions of Policy H1.

Where there has been a delay in the signing of a legal agreement and a planning permission not granted, it may be necessary for the application to be referred back to Planning Committee for account to be taken of any material change in circumstance since the initial resolution to grant permission.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

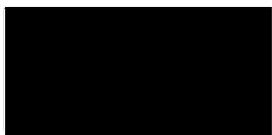
	Site	Capacity
H2a	West of High Street Measham	450 dwellings
H2a_b	Land at Blackfordby Lane, Moira	18 dwellings

Declaration

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:



Date: 19/07/2017

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage, and cannot be treated as confidential. Other details, including your address and signature, will be treated as confidential.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our database and will be used to inform you of future planning policy matters and procedures. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, Council Offices, Whitwick Road, Coalville LE67 3FJ
(Please note that responses should be returned to the Planning Policy Team and not the Programme Officer).

The deadline for responses is Monday 24 July 2017



Ref:

(For official
use only)

NORTH WEST LEICESTERSHIRE LOCAL PLAN

Proposed Modifications Consultation - Representation Form

Following the Examination hearing sessions held in January and March 2017, Mr Brian Sims BSc CEng MICE MRTPI, the Independent Planning Inspector appointed on behalf of the Secretary of State, has requested that the Council now undertake consultation on a number of **Main Modifications** (MM) required to make the Plan sound in the light of new documentary evidence provided since the Plan was submitted for examination. This is without prejudice to the Inspector's ultimate conclusions and recommendations on the Plan and whether there will be any further hearings after the public consultation.

Details of what we are consulting on, and why, can be found on the Proposed Modifications Consultation page of the Council website at www.nwleics.gov.uk/localplanmysay.

You can participate in the consultation online via our [consultation website](#).

Alternatively, you can complete the following form. Please complete both Part A and Part B.

If your comments relate to more than one MM you will need to complete a separate Part B of this form for each representation.

For questions where there are multiple choice answers, please indicate your choice by placing a 'X' in the appropriate box(es).

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed, please complete only the Title, Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	Mrs
First Name	Iain	Ellie
Last Name	MacPherson	Jones
Job Title (where relevant)		Planning Consultant
Organisation (where relevant)	Hanson UK	MPC
Address Line 1		58 Spon Lane
Address Line 2		Grendon
Address Line 3		
Address Line 4		
Postcode		CV9 2PD
Telephone		██████████
Email address		██ ██████████

Did you comment at publication stage of the Local Plan?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	x	No
If yes, what was your representor ID number? (You can find your Representor ID on our Examination webpages)					

Do you wish to be notified of subsequent stages of the Local Plan?				
Publication of Inspector's Report	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Adoption of the Local Plan	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

PART B – Your Representation

Please use a separate sheet for each representation

1. To which part of the consultation does this representation relate?

Please note – comments should be restricted to the matters listed only and should not relate to any other aspect, site or policy of the Publication Local Plan

x	Main Modification
	Additional Modification
x	Policies Maps
	Sustainability Appraisal Reports
	HEDNA
x	Other new documents and evidence

If you have chosen 'Sustainability Appraisal Reports,' 'HEDNA' or 'Other new documents and evidence' please identify the specific document:

Confirmed HS2 route 17th July 2017

2. Main or Additional Modification number to which your representation relates (or paragraph number if you are commenting on another document).

MM23

3. Please provide comments below, being as precise as possible. Comments can support, as well as object to the MM concerned with reference to the new documentary evidence listed on our website – www.nwleics.gov.uk/localplanmysay. *(Expand the box if needed)*

The Transport Secretary Chris Grayling confirmed on 17 July 2017 Britain's high speed rail lines to the north-west, East Midlands and Yorkshire. The announcement has significant impacts for the proposed housing land allocations provided in the North West Leicestershire Submission Local Plan for both Measham and Kegworth.

With regard to Measham, the Transport Secretary has decided not to proceed with the proposed change of route to the east of Measham. Instead, a modified version of the 2013 preferred route to the west of Measham has been confirmed. The consequence of this is that proposed housing allocation H2e (now proposed to be modified to H2a) on land West of High Street Measham and planning permission 13/00141/OUTM will be intersected by HS2. This raises considerable doubt over the deliverability of the 450 houses planned under this proposed allocation.

Whilst it is acknowledged that policy H3c of the submitted draft plan seeks to allocate an alternative site off Ashby Road/Leicester Road Measham, the main modification MM26 proposes site H3c will deliver 300 dwellings. There is a clear shortfall of 150 dwellings between the proposal under site H2a and alternative site H3c. This shortfall is likely to be further exacerbated

by the likely loss of development at site H1w which is also impacted by the HS2 route.

In accordance with the advice provided at para 182 of the NPPF, continuing with allocation H2a would render the North West Leicestershire Plan unsound. In this regard, allocation H2a is not justified because it is not the most appropriate strategy when considered against the reasonable alternatives; it is not effective because the housing requirement would not be deliverable over the plan period; and, by failing to deliver the objectively assessed need and delivering sustainable development the plan is not positively prepared and is consequently inconsistent with national policy.

In light of the confirmed HS2 route it is proposed that site H2a should be discounted and removed from the Local Plan allocations listed at draft policy H2. In its place, it is submitted that the attached site (see plan M112_25 attached) at Land off Abney Drive/Atherstone Road is now included as an additional allocation at Policy H3 of the North West Leicestershire Local Plan.

The site at Abney Drive/Atherstone Road forms the Greenfield area of site M6 identified in the SHLAA and is referenced at paragraph 7.18 of the Submission Local Plan and main modification MM23. The SHLAA references the Greenfield area of site M6 (not forming part of the Brickworks site) as potentially suitable. The site has a gross area of 16.2 acres. After deducting the area of woodland to the eastern boundary, the net developable area equates to approximately 10.1 acres. Applying a density of 30 dwellings per hectare the site has capacity to deliver a minimum of 120 dwellings. This number of units together with the 300 dwellings allocated under site H3c at Land off Ashby Road/Leicester Road would suitably compensate for the loss of site H2a West of High Street Measham.

The site is located on the south of Measham and is unaffected by the HS2 route- see attached letter from HS2 Ltd dated 17/07/2017. Urban development bounds the site on 3 sides; it is within 2km of the key local amenities/facilities: Measham C of E Primary School, St Charles RC Primary School, Measham Medical Unit, Measham Library, Measham Leisure Centre, Westminster Industrial Estate, shops, post office, cafes, fast food outlets and public houses on High Street and children's play areas.

An access feasibility report was prepared by WYG in 2014 and confirms that suitable access is achieved from Abney Drive for up to 150 dwellings – please see the attached report. There is also opportunity to provide access from the development site to the south currently under construction off Atherstone Road.

The site brings an important opportunity to secure much improved pedestrian and cycle links between Horses Lane and existing development to the south of Measham; significantly improving accessibility to Measham centre and its facilities.

There is one owner of the site and it is available for delivery now. The site is suitable, available and achievable. There are no reasons to prevent the timely delivery of this site in the next 0-5 years. In light of the now confirmed HS2 route, the allocation of the attached site together with proposed allocation H3c would ensure the housing requirements for Measham can be delivered over the plan period.

Please also see the consultation comments submitted in respect of MM20 and MM26 submitted under a separate Part B.

4. Please set out suggested revised wording if you consider further changes are necessary to make the Plan sound. *(Expand the box if needed)*

- MM23 - it is proposed that this paragraph be rewritten and amended as follows:

~~"Land west of High Street Measham (H2a) is potentially affected by the route for HS2. In order to provide flexibility in the event that the final route of HS2 does impact upon the site it is proposed to make alternative provision to ensure that the overall requirement is still met. Our preference would be to make this provision elsewhere in Measham. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester Road (sites M11 and M12). The site off Atherstone Road is largely in use as a brick and pipe manufacturing works. Our preference, therefore, is to identify land off Ashby Road/Leicester Road as a reserve site should the route of HS2 prohibit the development of land west of High Street.~~

Replace with:

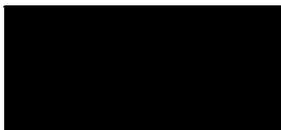
"In order to ensure the delivery of housing in Measham, provision is made in this Plan for the allocation of two new housing sites. We have assessed the various sites identified in the SHLAA. Whilst a number of the sites are quite small and or now have planning permission there are two large areas identified in the SHLAA; one off Atherstone Road (sites M6 and M7) and one off Ashby Road/ Leicester Road (sites M11 and M12). Land off Ashby Road/Leicester Road and Land off Abney Drive/Atherstone Road (comprising the northern area of SHLAA site M6 not in use as a brick and pipe manufacturing works) will be allocated for housing."

Declaration

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:



Date: 19/07/2017

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage, and cannot be treated as confidential. Other details, including your address and signature, will be treated as confidential.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our database and will be used to inform you of future planning policy matters and procedures. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, Council Offices, Whitwick Road, Coalville LE67 3FJ
(Please note that responses should be returned to the Planning Policy Team and not the Programme Officer).

The deadline for responses is Monday 24 July 2017



Ref:

(For official
use only)

NORTH WEST LEICESTERSHIRE LOCAL PLAN

Proposed Modifications Consultation - Representation Form

Following the Examination hearing sessions held in January and March 2017, Mr Brian Sims BSc CEng MICE MRTPI, the Independent Planning Inspector appointed on behalf of the Secretary of State, has requested that the Council now undertake consultation on a number of **Main Modifications** (MM) required to make the Plan sound in the light of new documentary evidence provided since the Plan was submitted for examination. This is without prejudice to the Inspector's ultimate conclusions and recommendations on the Plan and whether there will be any further hearings after the public consultation.

Details of what we are consulting on, and why, can be found on the Proposed Modifications Consultation page of the Council website at www.nwleics.gov.uk/localplanmysay.

You can participate in the consultation online via our [consultation website](#).

Alternatively, you can complete the following form. Please complete both Part A and Part B.

If your comments relate to more than one MM you will need to complete a separate Part B of this form for each representation.

For questions where there are multiple choice answers, please indicate your choice by placing a 'X' in the appropriate box(es).

PART A – Personal Details

If you are responding on behalf of yourself, or your own organisation, please fill in all the 'Personal Details' fields. If an agent is appointed, please complete only the Title, Name and Organisation boxes in the Personal Details column, but complete all the 'Agent's Details' fields.

	Personal Details	Agent's Details (if applicable)
Title	Mr	Mrs
First Name	Iain	Ellie
Last Name	MacPherson	Jones
Job Title (where relevant)		Planning Consultant
Organisation (where relevant)	Hanson UK	MPC
Address Line 1		58 Spon Lane
Address Line 2		Grendon
Address Line 3		
Address Line 4		
Postcode		CV9 2PD
Telephone		██████████
Email address		██ ██████████

Did you comment at publication stage of the Local Plan?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	x	No
If yes, what was your representor ID number? (You can find your Representor ID on our Examination webpages)					

Do you wish to be notified of subsequent stages of the Local Plan?				
Publication of Inspector's Report	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No
Adoption of the Local Plan	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No

PART B – Your Representation

Please use a separate sheet for each representation

1. To which part of the consultation does this representation relate?

Please note – comments should be restricted to the matters listed only and should not relate to any other aspect, site or policy of the Publication Local Plan

x	Main Modification
	Additional Modification
x	Policies Maps
	Sustainability Appraisal Reports
	HEDNA
x	Other new documents and evidence

If you have chosen 'Sustainability Appraisal Reports,' 'HEDNA' or 'Other new documents and evidence' please identify the specific document:

Confirmed HS2 route 17th July 2017

2. Main or Additional Modification number to which your representation relates (or paragraph number if you are commenting on another document).

MM26

3. Please provide comments below, being as precise as possible. Comments can support, as well as object to the MM concerned with reference to the new documentary evidence listed on our website – www.nwleics.gov.uk/localplanmysay. *(Expand the box if needed)*

The Transport Secretary Chris Grayling confirmed on 17 July 2017 Britain's high speed rail lines to the north-west, East Midlands and Yorkshire. The announcement has significant impacts for the proposed housing land allocations provided in the North West Leicestershire Submission Local Plan for both Measham and Kegworth.

With regard to Measham, the Transport Secretary has decided not to proceed with the proposed change of route to the east of Measham. Instead, a modified version of the 2013 preferred route to the west of Measham has been confirmed. The consequence of this is that proposed housing allocation H2e (now proposed to be modified to H2a) on land West of High Street Measham and planning permission 13/00141/OUTM will be intersected by HS2. This raises considerable doubt over the deliverability of the 450 houses planned under this proposed allocation.

Whilst it is acknowledged that policy H3c of the submitted draft plan seeks to allocate an alternative site off Ashby Road/Leicester Road Measham, the main modification MM26 proposes site H3c will deliver 300 dwellings. There is a clear shortfall of 150 dwellings between the proposal under site H2a and alternative site H3c. This shortfall is likely to be further exacerbated

by the likely loss of development at site H1w which is also impacted by the HS2 route.

In accordance with the advice provided at para 182 of the NPPF, continuing with allocation H2a would render the North West Leicestershire Plan unsound. In this regard, allocation H2a is not justified because it is not the most appropriate strategy when considered against the reasonable alternatives; it is not effective because the housing requirement would not be deliverable over the plan period; and, by failing to deliver the objectively assessed need and delivering sustainable development the plan is not positively prepared and is consequently inconsistent with national policy.

In light of the confirmed HS2 route it is proposed that site H2a should be discounted and removed from the Local Plan allocations listed at draft policy H2. In its place, it is submitted that the attached site (see plan M112_25 attached) at Land off Abney Drive/Atherstone Road is now included as an additional allocation at Policy H3 of the North West Leicestershire Local Plan.

The site at Abney Drive/Atherstone Road forms the Greenfield area of site M6 identified in the SHLAA and is referenced at paragraph 7.18 of the Submission Local Plan and main modification MM23. The SHLAA references the Greenfield area of site M6 (not forming part of the Brickworks site) as potentially suitable. The site has a gross area of 16.2 acres. After deducting the area of woodland to the eastern boundary, the net developable area equates to approximately 10.1 acres. Applying a density of 30 dwellings per hectare the site has capacity to deliver a minimum of 120 dwellings. This number of units together with the 300 dwellings allocated under site H3c at Land off Ashby Road/Leicester Road would suitably compensate for the loss of site H2a West of High Street Measham.

The site is located on the south of Measham and is unaffected by the HS2 route - see attached letter from HS2 Ltd dated 17/07/2017. Urban development bounds the site on 3 sides; it is within 2km of the key local amenities/facilities: Measham C of E Primary School, St Charles RC Primary School, Measham Medical Unit, Measham Library, Measham Leisure Centre, Westminster Industrial Estate, shops, post office, cafes, fast food outlets and public houses on High Street and children's play areas.

An access feasibility report was prepared by WYG in 2014 and confirms that suitable access is achieved from Abney Drive for up to 150 dwellings – please see the attached report. There is also opportunity to provide access from the development site to the south currently under construction off Atherstone Road.

The site brings an important opportunity to secure much improved pedestrian and cycle links between Horses Lane and existing development to the south of Measham; significantly improving accessibility to Measham centre and its facilities.

There is one owner of the site and it is available for delivery now. The site is suitable, available and achievable. There are no reasons to prevent the timely delivery of this site in the next 0-5 years. In light of the now confirmed HS2 route, the allocation of the attached site together with proposed allocation H3c would ensure the housing requirements for Measham can be delivered over the plan period.

Please also see the consultation comments submitted in respect of MM20 and MM23 submitted under a separate Part B.

4. Please set out suggested revised wording if you consider further changes are necessary to make the Plan sound. *(Expand the box if needed)*

Suggested further modifications:

- MM26 – it is proposed that policy H3c should be rewritten and amended as follows:

~~H3c – Land off Ashby Road/Leicestersr, Measham (about 300 dwellings)~~

~~Development will be supported when:~~

~~(a) The Government confirms the line of HS2 in the vicinity of Measham; and~~

~~(b) The confirmed route passes through land West of High Street Measham (H2a);~~

~~And~~

~~(c) The site West of High Street Measham is not capable of being delivered in its entirety as a result of the alignment of HS2.~~

Deleted as above and replaced with:

“H3 - Development of the following sites in Measham will be supported:

H3c Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)

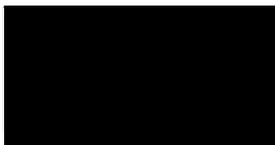
H3d Land off Abney Drive/Atherstone Road (about 120 dwellings).”

Declaration

I understand that all comments submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

I acknowledge that I have read and accept the information and terms specified under the Data Protection and Freedom of Information Statement.

Signed:



Date: 19/07/2017

DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

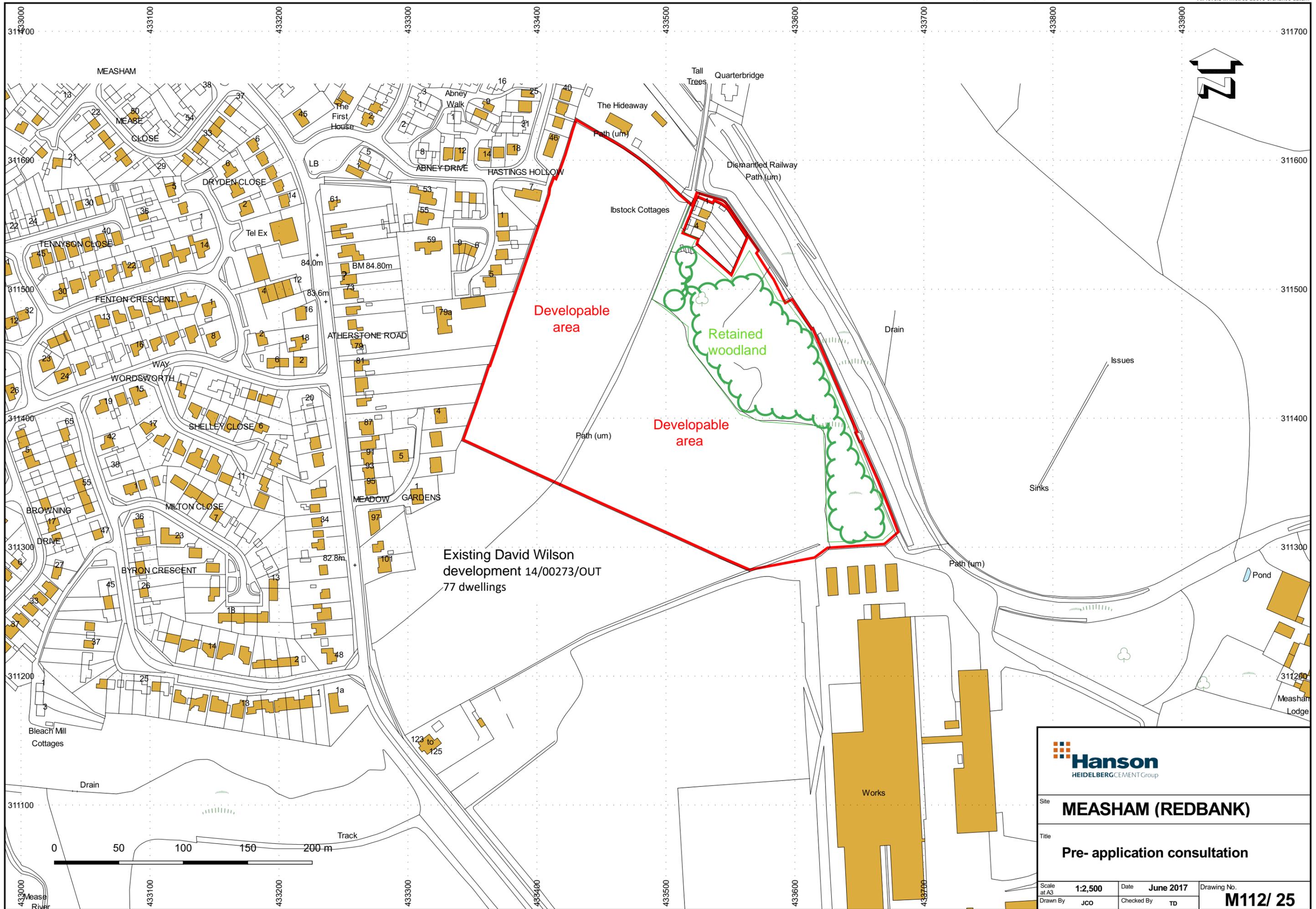
The personal information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998. It will be used only for the preparation of local development documents as required by the Planning and Compulsory Purchase Act 2004, save for requests of such information required by way of enactment. Your name, organisation and representations will be made publicly available when displaying and reporting the outcome of this statutory consultation stage, and cannot be treated as confidential. Other details, including your address and signature, will be treated as confidential.

You should not include any personal information in your comments that you would not wish to be made publicly available.

Your details will remain on our database and will be used to inform you of future planning policy matters and procedures. If at any point in time you wish to be removed from the database, or to have your details changed, please contact the Planning Policy team on 01530 454 676 or planning.policy@nwleicestershire.gov.uk.

Please send completed forms to planning.policy@nwleicestershire.gov.uk or Planning Policy Team, NWLDC, Council Offices, Whitwick Road, Coalville LE67 3FJ
(Please note that responses should be returned to the Planning Policy Team and not the Programme Officer).

The deadline for responses is Monday 24 July 2017



Site	MEASHAM (REDBANK)	
Title	Pre-application consultation	
Scale at A3	1:2,500	Date June 2017
Drawn By	JCO	Checked By TD
Drawing No.	M112/ 25	

Hanson Packed Products Limited
Hanson House
14 Castle Hill
Maidenhead
SL6 4JJ
United Kingdom

17 July 2017

Dear Sir/Madam

HS2 Safeguarding Directions: this letter relates to the property below.

Land and buildings on the east side and land on the west side of Atherstone Road, Measham, Swadlincote

As you may remember, we wrote to you in November last year to explain the announcement about the preferred route for Phase 2b of the HS2 railway in your area and how this was expected to affect you at the time. I am writing because the Government has made a decision on the route for the next phase of High Speed Two, from Crewe to Manchester and the West Midlands to Leeds – known as Phase 2b. The Government has now made a decision on the seven areas that were subject to consultation, resulting in changes to the route proposed last November. This letter explains what these changes mean for you.

How have the plans changed?

The Government's proposals for the route as it passes the town of Measham and nearby villages has changed following the Government's consideration of consultation responses put forward by local people and businesses. The Government has decided not to adopt the route proposed in the November 2016 consultation. Instead, it has confirmed a refined version of the route initially proposed in January 2013, which follows the A42 transport corridor to the west of Measham. The reasons for this decision are explained in the document published today at <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-to-manchester-and-west-midlands-to-leeds>

How does this affect you?

Previously, your property (or part of it) was in a 'surface safeguarded' area (Safeguarding Directions were issued in November 2016 which affected your property). Today these Directions have been removed in relation to the whole of the proposed stretch of route that passed to the east of Measham and hence safeguarding no longer applies in relation to areas such as where your property lies. The Secretary of State for Transport issued Safeguarding Directions to ensure that land which has been identified for major infrastructure is protected from conflicting developments. Now that the Directions affecting your property have been cancelled, there is no longer any requirement for your Local Authority to refer any planning applications relating to your property to us for consideration and hence your property is no longer classed as 'statutorily blighted'.

This now means that, as the owner of your property, you no longer can serve a 'Blight Notice' on the Government to ask it to purchase your property; this also means you are unable to apply for statutory compensation through the 'Express Purchase' and 'Statutory Blight' schemes.

This letter is a notification that the plans for HS2 no longer have an impact on your property and, in line with that, you are no longer entitled to statutory compensation.

What next?

You do not need to take any action now. If you were in the process of submitting a Blight Notice to us and had engaged a Chartered Surveyor/Land Agent, we recommend that you contact your agent straight away and provide them with a copy of this letter so that they can confirm any next steps. If you do not have an agent, please contact your appointed HS2 Ltd case officer.

If you decide to sell your property in the future and have difficulty doing so as a result of the main line of HS2 proposed in your wider area, you may find the 'Need to Sell' scheme of interest. For more information visit www.gov.uk/claim-compensation-if-affected-by-hs2

Our commitment to you

I appreciate that the plans for HS2 will have created uncertainty and worry for you, and I hope this letter provides welcome clarity that your property is no longer directly impacted by plans for HS2. If, after reading this letter and enclosures, you have any questions about your property and HS2 you can contact us at HS2enquiries@hs2.org.uk or on Freephone 08081 434 434 which is open for calls anytime. There is also a Freephone mini-com number for callers with hearing and speech difficulties. This number is 08081 456 472. We are here to help.

We appreciate that you may have questions following this information. The HS2 Ltd team will be in the area on 20 and 21 July 2017. If you would like to speak to a member of staff on either of these days please contact the Helpdesk.

We aim to be fair, clear, competent and reasonable in sharing information with you. Our Residents' Charter sets the standards that we aim to meet when communicating with property owners. You can find out more at <https://www.gov.uk/government/publications/hs2-residents-charter>

Please note that we have used public records to identify you as the legal owner of the property listed and its boundary, but if this information is not completely up to date please let us know using the above details.

Yours faithfully,



Paul Griffiths
Phase 2b Director
High Speed Two (HS2) Limited



Land off Abney Drive, Measham

Access Feasibility Report

RT88101-01

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

June 2014
Copyright © WYG EPT Ltd 2014



REPORT CONTROL

Project: Land off Abney Drive, Measham
Client: Hanson UK
Job Number: A088101
File Origin: N:\Projects\A088101 - Abney Drive, Measham\reports\RT88101-01 Access Feasibility.doc

Document Checking:

Primary Author	██████████	Initialled:	JIC
----------------	------------	-------------	-----

Contributor	-	Initialled:	-
-------------	---	-------------	---

Review By	██████████	Initialled:	CRS
-----------	------------	-------------	-----

Issue	Date	Status	Checked for Issue
1	19-06-14	Final	CRS
2			
3			
4			



Contents

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS	2
3	DEVELOPMENT PROPOSALS	4
4	SUSTAINABLE TRANSPORT.....	6
5	DEVELOPMENT TRAFFIC IMPACT	9
6	SUMMARY.....	11

Tables

Table 1 – Proposed Development Person Trip Rates.....	9
Table 2 – Proposed Development Vehicular Trip Rates	9

Figures

- Figure 1 Site Location Plan
- Figure 2 Potential Site Access Layout

Appendices

- Appendix A – 6C’s Design Guide Extracts
- Appendix B – Extract from Coalville Rural Cycle Map
- Appendix C – Local Bus Service Details
- Appendix D – TRICS Data
- Appendix E – Measham Census Journey to Work Data
- Appendix F – Trip Distribution/Assignment



1 INTRODUCTION

1.1 PREAMBLE

1.1.1 WYG has been appointed by Hanson UK to prepare an access feasibility report for the potential development of approximately 6.25 hectares of land to the east of Abney Drive in Measham, Leicestershire for up to 150 residential dwellings. A plan of the site location is included as **Figure 1**. It should be noted that this report constitutes an initial feasibility assessment only and additional supporting information (Transport Assessment and Travel Plan) would need to be produced to accompany any planning application for the proposed development.

1.1.2 Leicestershire County Council (LCC) is the local highway authority for the area and North West Leicestershire District Council (NWLDC) is the local planning authority. It should be noted that no consultation has been undertaken with either LCC or NWLDC in the preparation of this report.

1.2 METHODOLOGY

1.2.1 This initial assessment has been undertaken broadly in accordance with the Department for Transport and the Communities and Local Government document 'Guidance on Transport Assessment (March 2007)'. The assessment seeks to identify the following:

- The location and layout of vehicular access to the proposed development from the adopted public highway;
- The accessibility of the proposed development by sustainable travel modes (i.e. walking, cycling and public transport) and potential links between the site and local amenities and facilities; and
- The likely impact of vehicular trips associated with the proposed development on the local highway network.

2 EXISTING CONDITIONS

2.1 EXISTING HIGHWAY NETWORK

Abney Drive

2.1.1 The site is located on land to the east of Abney Drive in the village of Measham, Leicestershire. Abney Drive is an unclassified residential estate road that forms a loop road arrangement from a single point of access off Atherstone Road to the south of Measham High Street. Information from the Post Office website suggests that Abney Drive and the various cul-de-sac streets off it serve a total of 94 residential dwellings.

2.1.2 Abney Drive has an overall width of approximately 10.35metres, comprising a 6.75m wide carriageway bounded by 1.8m wide footways on either side. Abney Drive is subject to a 30mph speed limit and there are street lighting facilities on either side of the route. There are no parking restrictions along Abney Drive and all dwellings have off-street car parking facilities (drives and garages).

2.1.3 The junction of Abney Drive with Atherstone Road is a simple priority T-junction with Abney Drive forming the minor road at the junction. There are wide verges on either side of Abney Drive at the junction for a distance of approximately 50m back from the give-way line and there are a number of trees within these verges (see Photo 1, below).

Photo 1 – Atherstone Road/Abney Drive Junction





Atherstone Road

2.1.4 Atherstone Road is a single carriageway classified county road that leads north to High Street and south to the B4116. In the vicinity of the junction with Abney Drive, Atherstone Road has an overall highway width of 10.9metres, comprising a 7.3m wide carriageway bounded on either side by a 1.8m wide footway.

2.1.5 At its junction with Abney Drive, Atherstone Road is subject to a 30mph speed limit and there are street lighting columns on either side of the route. There are no parking restrictions on Atherstone Road in the vicinity of the junction and there is direct frontage access to residential properties on either side of the route. Approximately 50m to the south of the junction there is a central pedestrian refuge on Atherstone Road to assist pedestrian crossing movements.

Horses Lane

2.1.6 Horses Lane is an unadopted road to the east of Measham High Street. Horses Lane, together with Peggs Close, forms a long cul-de-sac (660m) running south from Bosworth Road and terminates at the northern boundary of the site.

2.1.7 Horses Lane is a hard surfaced route but is restricted in width in places (carriageway narrows to 2.6m at bridge over former rail line), lacks street lighting facilities along its entire length and lacks footway facilities over much of its length. Horses Lane provides direct frontage access to a number of residential dwellings along its eastern boundary and provides access to the rear gardens of dwellings on Wilkes Avenue along its western boundary.

2.1.8 Public footpath P86 runs along Horses Lane and across the site southwards to Atherstone Road. This route also connects to further public footpath routes that lead eastwards from Horses Lane to the B4116 and Bosworth Road.

3 DEVELOPMENT PROPOSALS

3.1 INTRODUCTION

3.1.1 The proposed development site has a total area of approximately 6.25ha and, for the purposes of this initial assessment, a maximum development of 150 dwellings has been assumed.

3.2 SITE ACCESS OPTIONS

3.2.1 Guidance on the form and scale of access suitable for the proposed development is contained in the LCC 6C's Design Guide document. Relevant extracts from the document are contained in **Appendix A** to this report.

3.2.2 Table DG1 of the design guide provides guidance on the general geometry of internal residential roads and this suggests that a 'major residential access road' with a 6.75m wide carriageway should normally serve no more than 400 dwellings from a single point of access. The carriageway width on the length of Abney Drive between the junction with Atherstone Road and the proposed site access location is a minimum of 6.75m and therefore up to 400 dwellings could be served off Abney Drive. The 150 dwellings proposed, together with the 94 dwellings already served via Abney Drive, would make a total of 244 dwellings. This is below the indicative 400 dwelling threshold and is therefore considered to be acceptable in principle.

3.2.3 It is considered that a single point of vehicular access could be provided to the site off the existing spur to the east of Abney Drive and a suitable preliminary access layout is shown on **Figure 2**. It is proposed that Abney Drive and the site access road would form the major road at the junction with Abney Crescent as this would mirror the arrangement further to the west within the existing estate and the available carriageway widths on Abney Drive and the existing spur are greater than that on Abney Crescent.

3.2.4 It is recommended that the internal highway layout be designed to facilitate a potential future link through adjacent land to the south to Atherstone Road. There may also be the potential to provide short lengths of loop roads within the site to avoid multiple cul-de-sac arrangements and improve connectivity.



3.3 EMERGENCY ACCESS

3.3.1 The 6C's Design Guide suggests that emergency accesses will not normally be accepted because of problems arising with enforcement, maintenance issues, vandalism and anti-social behaviour. However, emergency accesses may be considered where highway safety is not compromised, there are appropriate means of controlling the use of the access and the long term maintenance responsibilities are clearly defined and secured.

3.3.2 It is not considered that a separate emergency access to the site needs to be provided as there is sufficient highway width available at the Atherstone Road/Abney Drive junction to facilitate emergency access to the site.

3.4 PEDESTRIAN / CYCLE ACCESS

3.4.1 Footways with a minimum width of 2m should be provided alongside the proposed site access road and the internal highway layout should be designed to a 20mph design speed with shared surface routes provided, where appropriate.

3.4.2 The existing public footpath that runs north-south through the site between Horses Lane and Atherstone Road could be enhanced to provide a safe and convenient pedestrian and cycle route through the site. Appropriate surfacing, lighting and natural surveillance of the route should be provided.

3.4.3 There is an existing footpath link running along the northern boundary of the site between Abney Crescent and Horses Lane. A short length of this footpath runs between the boundaries of two residential properties on Abney Crescent and is approximately 2m in width, is surfaced in bark/mulch, is not lit and there is a 3-bar metal 'barrier' at the site boundary restricting access to the site. There is the potential to improve this link in terms of surfacing, lighting and access control to enhance connectivity between the site and the surrounding residential area.



4 SUSTAINABLE TRANSPORT

4.1 INTRODUCTION

4.1.1 This section considers the existing level of sustainable transport in the vicinity of the proposed development as well as considering those measures that could positively influence travel patterns in the delivery of sustainable transport to the site.

4.2 PEDESTRIAN FACILITIES

4.2.1 The Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for commuting or school trips.

4.2.2 The proposed development is to the south-east of Measham village and is within 2km of the following key local amenities/facilities:

- Measham C of E Primary School
- St. Charles RC Primary School
- Measham Medical Unit
- Measham library
- Measham Leisure Centre
- Westminster Industrial Estate
- Shops, post office, cafes, fast-food outlets and public houses on High Street
- Children's play areas off Horses Lane and Wigeon Drive

4.2.3 There is an existing public footpath (P86) that runs north-south through the site and links to Horses Lane and Atherstone Road. There are further public footpath links leading east from Horses Lane to the B4116 and Bosworth Road and there is a footpath link along the northern boundary of the site to Abney Crescent. The existing footpaths are not hard surfaced and lack lighting facilities.



4.2.4 There are footways on both sides of Abney Drive and Atherstone Road leading to Measham High Street. At the Atherstone Road/High Street signal controlled crossroads to the north of the site there are signal controlled pedestrian crossing facilities on three of the entries at the junction.

4.3 CYCLE FACILITIES

4.3.1 An extract from the Coalville rural cycle map is attached as **Appendix B**. This indicates that National Cycle Network route 63 runs along Bosworth Road to the north of the site and Tamworth Road and High Street from part of the 'Four Counties Ride' route. Scope exists to provide a cycle link from the site to Horses Lane and there is the potential to provide a cycle link to Atherstone Road (via an adjacent residential development proposal to the south). Abney Drive is suitable for use by cycles as it has relatively low levels of vehicular traffic and wide carriageways.

4.4 PUBLIC TRANSPORT ROUTES AND FACILITIES

Bus

4.4.1 The Chartered Institute of Highways and Transportation's (CIHT) document 'Planning for Public Transport in Developments' states that 'new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop'.

4.4.2 There are bus stops on High Street and Burton Road, approximately 550m to the north-west of the site. These stops are served by the Midland Classic 19/19A service, which is a 60 minute frequency daytime service (Monday-Saturday) between Burton upon Trent and Ashby. There is also an irregular frequency daytime service (Roberts 7) that operates from the High Street stops between Ashby and Nuneaton, Monday to Saturday. The relevant bus service details are included in **Appendix C**.

4.4.3 For the scale of development proposed it is unlikely that enhanced bus service provision would be commercially viable or justifiable based on an increased demand for services. However, the local highway authority may seek some improvements to the local bus stops and the provision of free, time limited, bus passes to new residents of any development (LCC usually request 2 x 6-month passes per dwelling).



4.5 SUMMARY

4.5.1 It is considered that existing sustainable travel opportunities in the vicinity of the site are reasonable with local facilities and amenities in Measham being within a reasonable walk and cycle distance of the site. Regular bus services to Burton upon Trent and Ashby are available within a reasonable walk distance of the site. It is also recommended that a Residential Travel Plan be produced as part of the supporting evidence to accompany any planning application for the proposed development.



5 DEVELOPMENT TRAFFIC IMPACT

5.1 TRIP GENERATION

5.1.1 Development trip generation has been estimated using the online version of the TRICS database version 7.1.1. Development sites from the 'Houses Privately Owned' land use category were selected based on criteria of English (excluding London) sites in suburban locations with between 100 and 200 dwellings. This selection process resulted in a sample size of 5 sites with weekday surveys.

5.1.2 Full details of the relevant trip rates and the interrogation methodology are presented in **Appendix D** and the total person trip rates for the weekday morning and evening peak hours are summarised in **Table 1** as follows:

Table 1 – Proposed Development Person Trip Rates

Land Use	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	2-Way	Arrival	Departure	2-Way
Houses Privately Owned	0.296	0.747	1.043	0.615	0.389	1.004

5.1.3 In order to establish the vehicular trip generation associated with the development proposed, local census journey to work data (2011) for the Measham ward was examined to determine the split of journeys to work by car. The journey to work data is included as **Appendix E** and indicates that the car driver modal split for Measham is 78.8%. This modal split has therefore been applied to the person trip rates shown in **Table 1**, with the resulting vehicle trip rates per dwelling and trip generation for a proposed development of 150 dwellings being shown below in **Table 2**.

Table 2 – Proposed Development Vehicular Trip Rates

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	2-Way	Arrival	Departure	2-Way
Trip Rates (per dwelling)	0.233	0.589	0.822	0.485	0.307	0.792
Trip Generation (150 dwellings)	35	88	123	73	46	119

5.1.4 It can be seen from the above that the proposed development is predicted to generate between 119 and 123 vehicle trips (two-way) during the typical weekday peak hour.



5.2 TRIP DISTRIBUTION / ASSIGNMENT

5.2.1 Traffic distribution for the proposed development has been derived using workplace census data for the Measham ward (2001 data as 2011 data is not yet available). The data is included as **Appendix F** and this indicates that over 80% of car driver work journeys would involve vehicles having to travel through the existing Atherstone Road/ High Street/Tamworth Road/Burton Road signal controlled crossroads junction.

5.3 IMPACT ON LOCAL HIGHWAY NETWORK

5.3.1 The impact of development related trips would need to be assessed at the Atherstone Road/ High Street/Tamworth Road/Burton Road signal controlled crossroads junction. Information obtained from Transport Assessments for proposed developments in the locality (Measham Waterside site and David Wilson Homes site off Atherstone Road) indicates that this junction has spare capacity. It is therefore considered that the junction would be able to accommodate the additional traffic generated by the proposed development without the need for mitigating measures.

6 SUMMARY

- 6.1.1 This initial site appraisal report provides advice on the transport/highways issues associated with the proposed development of approximately 150 dwellings on land to the east of Abney Drive in Measham, Leicestershire.
- 6.1.2 The report concludes that vehicular access to the proposed development could be provided via an extension to the existing spur road off Abney Drive. A suitable junction arrangement could be provided with Abney Drive and Abney Crescent that accords with relevant design standards.
- 6.1.3 The proposed development is considered to be in a reasonably sustainable location with key local facilities and amenities in Measham within a reasonable walk or cycle distance of the proposed site. There is also the potential to enhance pedestrian and cycle linkages between the site and the local network. There are bus stops within a reasonable walk distance of the site that provide access to regular bus services to Burton upon Trent and Ashby de la Zouch.
- 6.1.4 The proposed development would have an impact at the signal controlled crossroads junction of Atherstone Road/Tamworth Road/Burton Road/High Street. The impact of the additional development generated traffic would need to be assessed as part of any detailed Transport Assessment but it is considered that the junction has adequate spare capacity to accommodate additional traffic without the need for mitigating measures.
- 6.1.5 In view of the above, it is considered that there are no overriding highways/transport issues that would prevent the grant of planning permission for up to 150 dwellings on land off Abney Drive, Measham. Should the proposals advance to the planning application stage a Transport Assessment and Residential Travel Plan should be produced to accompany the application.



FIGURES



Legend

Site Location

Contains Ordnance Survey data © Crown copyright and database right 2014.

REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
Hanson UK

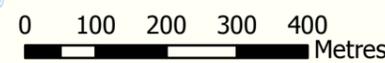
EXECUTIVE PARK
 AVALON WAY
 ANSTEY
 LEICESTER
 LE7 7GR
 TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com

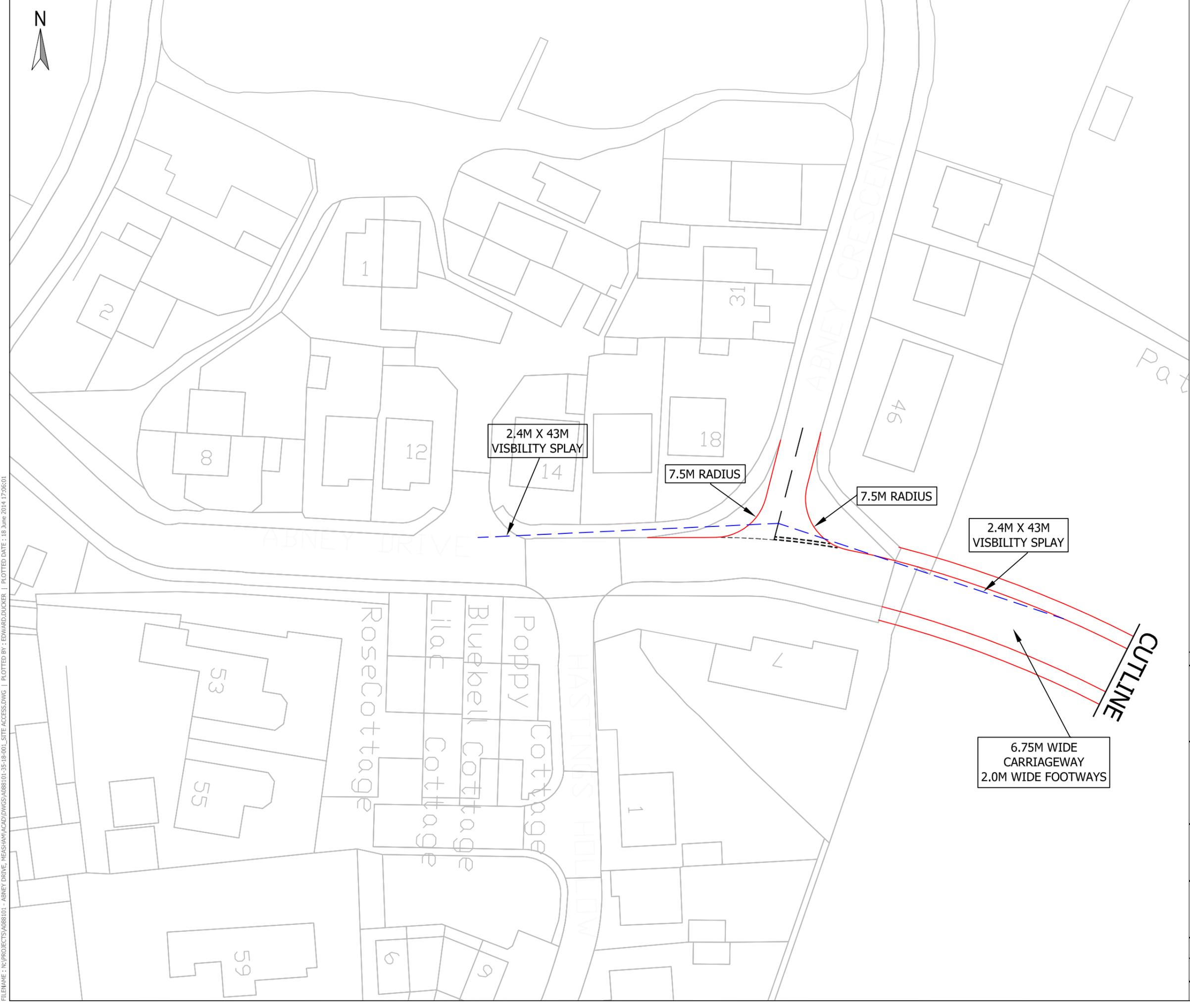


Project:
Land off Abney Drive, Measham

Drawing Title:
**Figure 1
Site Location Plan**

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	JJC	19/06/14	JJC	19/06/14	ASG	19/06/14
Project No.	Office	Type	Drawing No.	Revision		
A088101	35	18	002	-		





FILENAME: N:\PROJECTS\A088101 - ABNEY DRIVE, MEASHAM\CAD\DWGS\A088101-35-18-001_SITE ACCESS.DWG | PLOTTED BY: EDWARD DUCKER | PLOTTED DATE: 18 June 2014 17:06:01

REV	DESCRIPTION	BY	CHK	APP	DATE
-----	-------------	----	-----	-----	------

Client:
HANSON UK

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Project:
LAND OFF ABNEY DRIVE, MEASHAM

Drawing Title:
FIGURE 2
POTENTIAL SITE ACCESS LAYOUT

Scale @	A3	Drawn	Date	Checked	Date	Approved	Date
1:500		ED	18/06/14	JIC	18/06/14	ASG	18/06/14
Project No.	Office	Type	Drawing No.	Revision			
A088101	35	18	001	-			



Appendix A – 6C’s Design Guide Extracts

The 6C's Design Guide

Part 3 Design guidance

Section DG1: Introduction

3.1 The guidance contained in this part is intended to help you design development layouts that provide safe and free movement for all road users, including cars, lorries, pedestrians, cyclists and public transport. You should select and assemble appropriate design elements to:

- provide road layouts which meet the needs of all users and do not allow vehicles to dominate;
- create an environment that is safe for all road users and in which people are encouraged to walk, cycle and use public transport and feel safe doing so; and
- help create quality developments in which to live, work and play.

We believe that such an approach, coupled with the flexibility that our guidance allows, already reflects many key themes of the Manual for Streets 2 (MfS2). Also, we have revised certain aspects of 6CsDG to reflect specific MfS2 guidance, particularly with regard to visibility splays. We recognise, however, that further work is required to bring 6CsDG even more closely in to line with the MfS2, in particular with regard to our road design descriptions and guidance. Meanwhile, this will not stop us seeking residential development layouts that recognise that roads have a wider role to play in creating a sense of place and community as opposed to simply having a functional transport role.

3.2 Where this cannot be achieved by development layouts that are explicitly covered by this guidance, we are prepared to be flexible. Subject to Part 1 paragraph 1.16 onwards we will consider layouts that are not covered by the guidance.

3.3 Where development proposals do not align with either the principles or guidance set out in this document it is likely that we will seek to resist those proposals in the interest of the users of the highway network and its primary role in providing safe and effective transport for all. However if the proposals are significantly out of line with the principles and guidance the Council may recommend a refusal.

Section DG2: Road layouts

3.4 This section sets out our design guidance for adoptable roads. You can find guidance on Home Zones, public transport, providing for pedestrians and cyclists, and providing for horse riders in sections DG3, DG6, DG7 and DG8, respectively.

3.5 We will continue to encourage developers to create layouts that are to an adoptable standard and that will be offered for adoption. We will not normally adopt developments of five or less dwellings.

3.6 For employment and commercial developments, we will normally expect road layouts serving developments of more than one building and with more than one occupier to meet our adoptable design guidance and be offered for adoption. However, you are encouraged to contact the relevant highway authority with to discuss their adoption requirements for specific proposals. (See Section MC19 for employment and commercial developments served by private drives and areas.)

3.7 You can find advice on how to get your roads adopted under Section 38 of the Highways Act in Part 5 of this document.

General geometry and safety audit requirements

Note: Please see appendix D for additional information on safety audits

3.8 External roads and other off-site highway works: These are roads that provide a new link in the road network and serve a more general purpose than simply giving

The 6C's Design Guide

access to a development. Unless they fall outside the definition of a road (street) as set out in appendix L, you should normally design these in line with the appropriate parts of the Manual for Streets 1 and 2 and our Specification and standard drawings. They should contain measures to control vehicle speeds and to limit the impact on the environment. We will require safety audits in all cases. We may be prepared to consider permitting direct frontage access from properties to such roads providing that they are subject to a 40mph speed limit and 85th percentile speeds are 40mph or less.

3.9 Site access to external roads: Unless the external road falls outside the definition of a road (street) as set out in appendix L, you should normally design these in line with the appropriate parts of the Manual for Streets 1 and 2 and our Specification and standard drawings. We will not normally accept mini-roundabouts unless they form part of a more comprehensive traffic-calming scheme that is either required to minimise the development's impacts or that has previously been identified. A mini-roundabout will not be acceptable where it is proposed simply because the necessary visibility for a priority junction cannot be achieved. We may be prepared to consider permitting direct frontage access from properties to the external road providing that they are subject to a 40mph speed limit and 85th percentile speeds are 40mph or less.

3.10 Site-specific requirements will depend on a number of factors including:

- location;
- safety considerations;
- traffic, pedestrian and cycle flows; and
- public transport requirements.

You should establish and agree our requirements with us in the early stages of preparing your development proposals. We will require safety audits in all cases.

3.11 Internal development roads: These are roads that serve only the development. You should normally design them in line with the sections below, which cover residential developments around 1000 dwellings and employment and commercial developments, and our Specification and standard drawings. We will consider the design of development roads for sites of around 1000 dwellings, or which are otherwise not covered by the following guidance, on a site-by-site basis.

3.12 We will not normally require safety audits of internal development roads unless:

- the layout contains features which are not explicitly covered by this document; or
- the proposal is for or contains a Home Zone.



Figure DG1 Examples of shared surfaces

The 6C's Design Guide

3.13 Table DG1 gives general geometry for internal residential roads. In general terms, a residential access road is a conventional cross-section road with separate provision for vehicles and pedestrians. On a residential access way users share a common surface.

Table DG1: General geometry of residential roads (internal)			
	Major Residential access road	Residential access road	Residential access way
Type of use	Mainly vehicles (bus access is likely)	Mainly vehicles	Mainly pedestrians and cyclists Not normally acceptable for use of a bus route
Normal dwelling limits	1000 Normally no more than 400 from a single point of access ^(a)	400 Normally no more than 150 from a single point of access ^(a)	50 Normally no more than 25 from a single point of access ^(a)
Access to schools ^(b)	Yes	Yes, but not as a cul-de-sac	No
85 th %ile design speed	20mph	20 mph	15mph
Shared surface	No	No	Yes ^(c)
Widths for two-way traffic. Note: Where a road is to be narrowed, to help control vehicle speeds, for example, the minimum <i>carriageway</i> width (kerb to kerb) = 3.7m. Minimum <i>lane</i> width at a restriction, such as pedestrian refuge in the middle of the road = 3.2m.	Carriageway width ^{(d)(f)} 6.75m	Carriageway width ^{(d)(f)} 4.8m up to 50 dwellings 5.5m 50 to 400 dwellings Except on a bus route where the carriageway should be a minimum of 6m wide (subject to tracking assessment) or on a road serving a school where the carriageway should be 6.75m wide in all cases.	Overall corridor width ^{(e)(f)} 7.5m
Centre-line radius	Defined by tracking ^(g)	Defined by tracking ^(g)	Defined by tracking ^(g)
Crossfall	1:40	1:40	1:40
Longitudinal gradient	Flexible surfacing minimum: 1:100 Block surfacing minimum: 1:80 In all cases maximum: 1:20 ^(h) In all cases, at junctions: not to exceed 1:30 for first 10m of the side road	Flexible surfacing minimum: 1:100 Block surfacing minimum: 1:80 In all cases maximum: 1:20 ^(h) In all cases, at junctions: not to exceed 1:30 for first 10m of the side road	Flexible surfacing minimum: 1:100 Block surfacing minimum: 1:80 In all cases maximum: 1:20 ^(h) In all cases, at junctions: not to exceed 1:30 for first 10m of the side road
Vertical curves	See paragraph 3.25	See paragraph 3.25	See paragraph 3.25
Visibility distance at junctions, bends and vertical crests	25m	25m	25m
Verges	Grassed verges minimum m wide, minimum area 10sqm. Hard paving otherwise.		
Steps	Not normally acceptable in areas to be adopted as public highway unless a suitable alternative ramp is provided for those unable to climb steps		

^(a) We will consider developments in excess of the single-access limits on a site-by-site basis. See also paragraph 3.15.

^(b) Care must be taken in the design of roads serving schools. Parking in the vicinity of schools, as children are dropped-off or collected, is a serious safety hazard and can cause traffic congestion.

For new residential developments, any need for a new school on the site must be established early on (see Part 2 para 2.10 onward). The school should be located to maximise opportunities:

- for children to walk and cycle to school;
- to provide 'safe routes to school'; and
- to minimise the risk of on-street parking problems.

All of this will need to be considered as part of the transport assessment for the development and a school travel plan will be required.

Where a proposed development requires the expansion of an existing school, that is the construction of one or more new classrooms, the traffic impacts of the expansion must be considered early on and as part of any transport assessment required for the development.

The 6C's Design Guide

Measures will normally be required to provide 'safe routes to school' and minimise the risk of causing or making worse on-street parking problems.

- (c) The Manual for Streets suggests that shared surfaces work well in short lengths or where they form cul-de-sacs, where traffic is less than 100 vehicles per hour, and where parking is controlled. Care must be taken in the design of shared-surface layouts to ensure that the development's whole design, including building type and layout, use of street furniture and so on, conveys to users the nature of the area. Motor vehicles should not dominate and the layout should not simply appear to be a road without footways.

It is also important that any shared surface is designed for blind or partially sighted people and that they include an alternative means for visually impaired people to navigate by. As the Manual for Streets documents emphasises, we will expect you to consult with relevant representative groups and access officers in designing your proposals.

The type of surfacing materials will normally be a secondary feature in defining the nature of the area. It will not normally be acceptable simply to use a different material to convey the nature of an area to users. We will consider the surfacing material you propose for any shared-surface area with regard to the development's overall design, including proposed housing layouts.

- (d) The carriageway width does not include any footways, verges and so on. We may be prepared to accept a narrower, single *carriageway* width of 3.7m between kerbs over short lengths as a speed-control feature. The minimum *lane* width of 3.2m applies only where there are limited restrictions, for example where a pedestrian refuge is provided in the middle of the road.
- (e) The corridor width is the minimum space required to accommodate all likely road users and utility equipment (for example, gas, water, cable TV). It does not include any additional space for outward-opening windows, drainage downpipes and so on where dwellings front direct onto the highway. You should define vehicle paths within the corridor by a tracking assessment. See paragraph 3.24.
- (f) Where a proposed building fronts directly on to the highway, that is, it has no front garden, it should be set back at least 0.5m behind the proposed highway boundary to allow for opening of windows, drainage downpipes, overhanging eaves and so on .
- (g) See paragraph 3.21.
- (h) Taking into account the needs of people with impaired mobility, we may be prepared to consider a relaxation on sites with particularly difficult topography. However, relaxations should not form the starting point of longitudinal design. The financial cost of cut/fill is not a material consideration when assessing the ability to achieve gradients to aid walking/cycling.
- (i) See also paragraphs 3.26 and 3.27.

3.14 Table DG2 gives the general geometry for internal employment and commercial roads. In general terms, both major industrial access roads and the minor industrial roads are conventional cross-section roads with separated provision for vehicles and pedestrians, but their designs vary depending on likely levels of heavy-goods vehicles (HGVs).

	Type of internal development road	
	Major industrial access road	Minor industrial access road
Planning use class	B2 to B8	B1 ^{(b)(c)}
Development limit	Normally no more than 8 hectares for a single point of access ^(d)	
85 th %ile design speed	30mph	25mph
Shared surface	No	
Widths for two-way traffic	Carriageway width: 7.3m	Carriageway width: 6m for offices 6.75m for other B1 uses
Centre-line radius	55m minimum	Defined by tracking ^(e)
Crossfall	1:40	
Longitudinal gradient	Minimum: 1:100 Maximum: 1:20 ^(f) At junctions: not to exceed 1:30 for first 10m of the side road	
Vertical curves	See paragraph 3.28	

The 6C's Design Guide

Visibility distance at junctions, bends and vertical crests	70m ^(f)	45m ^(g)
Verges	Grassed verges minimum 1m wide, minimum area 10sqm. Hard paving otherwise.	
Steps	Not normally acceptable in areas to be adopted as public highway unless a suitable alternative ramp is provided for those unable to climb steps	

- (a) Other use classes, for example shopping and leisure, will be considered on a site-by-site basis and depending on the likely numbers of HGVs.
- (b) We will recommend planning conditions to restrict change of use from B1 to B2 - B8 developments unless the roads provided are to major industrial road standard – including construction specification – or the development layout provides for their future improvement at a developer's expense.
- (c) Where a B1 development is large enough to generate significant numbers of HGVs, we may require a major industrial road. However, where a B2-B8 development is small enough to generate only a small number of HGVs, for example business starter units, we may be prepared to accept a minor industrial access road instead.
- (d) We will consider developments in excess of the single access limits on a site-by-site basis. See also paragraph 3.15.
- (e) See paragraph 3.21.
- (f) Taking into account the needs of people with impaired mobility, we may be prepared to consider a relaxation to 1:12 on sites with particularly difficult topography.
- (g) See also paragraphs 3.26 and 3.27.

Well-connected street networks and Emergency accesses

3.15 New residential streets should be designed to form part of a well-connected street network. Well-connected street networks have significant advantages:

- A shorter route can be used to cover a given area;
- reversing may be avoided altogether;
- they also minimise land-take by avoiding the need for wasteful turning areas at the ends of cul-de-sacs;
- encourage more people to walk and cycle to local destinations, improving their health while reducing motor traffic, energy use and pollution;
- more people on the streets leads to improved personal security and road safety – research shows that the presence of pedestrians on streets causes drivers to travel more slowly;
- for utility companies – service provision and alternative service routes;
- for highway and utility maintenance operations as traffic can be routed around a point closure if it is necessary to excavate the carriageway for maintenance.

3.16 As such developments will usually need at least two access points to the highway network. The number of external connections that a development provides depends on the nature of its surroundings. These access points should be to adoptable standards and available for general public use.

3.17 However, cul-de-sacs may provide the best solution for developing awkward sites where the site is linear in nature, has difficult topography, boundary or other constraints and where through routes are not practical.

3.18 We will not normally accept emergency accesses because of:

- enforcement problems arising from their misuse;
- difficulties encountered by the emergency services;
- maintenance issues and vandalism of access-control equipment; and
- general crime and anti-social behaviour problems.

3.19 However, where there are valid reasons why this cannot be achieved, and where the development proposal is otherwise acceptable to us, we may be prepared to consider an emergency access as long as:

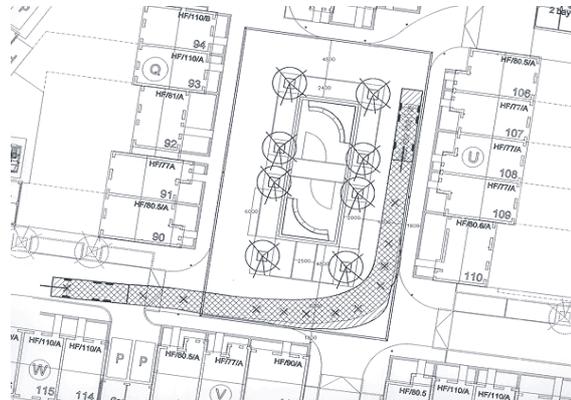
The 6C's Design Guide

- highway safety is not compromised and the access is not likely be a source of crime or anti-social behaviour problems;
- there are appropriate means of controlling its use;
- you have fully consulted the emergency services and the proposals are acceptable to them (your consultations with the police should include both traffic management and the Police Architectural Liaison Officer);
- the access is designed to accommodate safely all vehicles likely to use it; and
- long-term maintenance responsibilities are clearly defined and secured.

3.20 Where suitable access arrangements cannot be achieved, we may refuse to adopt the development roads.”

The design of residential road layout widths based on tracking

3.21 Tracking is providing the required width for vehicle movement within the overall width of the road. It can also be used to establish appropriate bend radii. Instead of taking the highway engineering requirements as the starting point for layout design, you can consider the arrangement of the buildings and the boundaries of the development first. You can lay out buildings to suit a particular form, with kerblines helping to define and emphasise spaces. The width between kerbs can vary. (You can find further information on how to use tracking in the [‘Manual for Streets’](#) documents, published by the Department for Transport ([an example](#)). Where tracking of large vehicles results in the use of the whole width of the carriageway to make manoeuvres on narrow roads it is important to ensure that forward visibility to bends is provided in accordance with Part 3 Table DG4 to enable this to be achieved safely. There should be no recourse to reducing the width of roads such that it is necessary for the drivers of the private motor car to make use of the whole width of the carriageway to make similar manoeuvres”



An example of tracking showing the swept path of a refuse vehicle.

Reproduced with kind permission of Jelson Ltd and Boreham Consulting Engineers.

- 3.22** You will then need to check the layout, including widths and bend radii, to make sure that the various types of vehicles you expect to visit and use the road layout can manoeuvre. This is normally likely to include a refuse lorry, fire tender and pantechicon (for example, a removal lorry) and a bus if the development will be served by public transport. You should do this using a computer software package to generate swept paths for particular types of vehicles and to superimpose them onto layout drawings.
- 3.23** The tracking assessments will need to take account of any planned or likely on-street parking (see Section DG14, in particular paragraph 3.188 onwards).
- 3.24** You should check the proposed layout and get our agreement before submitting a planning application. The layout will also need to satisfy other relevant design guidance for the road type to achieve the design speed and to create a safe environment for all road users, including pedestrians and cyclists.

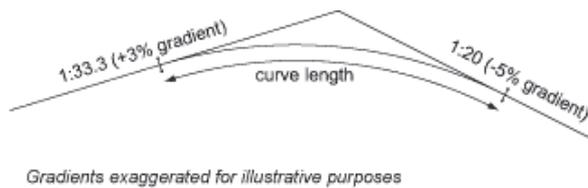
The 6C's Design Guide

Vertical curves

3.25 Where changes in gradient occur, vertical curves will be required at sags and crests. Except where indicated in the note to Table DG3, curve lengths should normally be either:

- the sum $K \times A$, where K is given in Table DG3 and A is the algebraic difference of the gradients expressed as a percentage; or
 - the 'minimum length for appearance' given in Table DG3;
- whichever is higher.

Example calculation of length of vertical curve



For 20mph design speed $k = 3$ (from Table DG3)

Algebraic difference of gradients = $+3.0 - (-5.0)$
expressed as a percentage = 8.0

Curve length = 3×8
= 24 m

(minimum length for appearance = 20m
(from table DG3))

Table DG3: Vertical curves for all internal roads ^{(a) (b)}		
85 th %ile design speed (mph)	Minimum length of vertical curve ^(c)	
	K	Minimum length for appearance (metres) ^(d)
30 ^(e)	6.5	30
25 ^(e)	4	25
20	3	20
15	2	20

^(a) You should hold early discussions with us for large, flat sites to ensure that the vertical alignment is acceptable. In some cases, it may be necessary to provide combined kerb and drainage units to ensure both an acceptable alignment and drainage of the highway.

^(b) For crests it may be necessary to increase the length of vertical curve derived in order to achieve the visibility distance as set out in Table DG4

^(c) We may accept shorter curve lengths where there are exceptional difficulties in achieving the length normally required.

^(d) To avoid stretches of road where water gathers, do not apply the minimum length where A is less than five on any sag curve that results in a low point on the road.

^(e) Speeds on new residential development roads should normally be restricted to 20mph or less.

The 6C's Design Guide

Visibility splays

3.26 Table DG4 sets out visibility splays normally required for junctions, bends and at vertical crests. The starting point when calculating visibility splays should be the Manual for Streets, unless the external road falls outside the definition of a road (street) as set out in appendix L. Otherwise you should use the calculation in the Design Manual for Road and Bridges. For proposed internal development roads, you should normally base visibility splay on an assessment of likely 85th percentile vehicle speeds. For existing roads, you should base it on measured vehicle speeds. We will normally require you to carry out radar surveys to measure existing speeds and establish the 85th percentile.

3.27 While taking into account the design speeds in Tables DG1 and DG2, we will assess visibility requirements based on likely vehicle speeds within a proposed development. Where we are satisfied that speeds are, in practice, likely to be lower than the design speeds, we will normally be prepared to consider correspondingly shorter splays. The reverse is also true - if speeds are likely to be higher, the splays will need to be correspondingly greater in length.

Assessed likely vehicle 85 th percentile vehicle speed (mph)	Measured 85 th percentile vehicle speed (mph)	Visibility distance at junctions, bends and vertical crests (m) ^(a)	Visibility distance at junctions, bends and vertical crests (m) ^(f)
		Light vehicles	HGV
15	11 to 15	17 ^(c)	19 ^(c)
20	16 to 20	25 ^(c)	27 ^(c)
Speeds on new residential development roads should normally be controlled to 20mph or less ^(b)	21 to 25	33 ^(c)	36 ^(c)
	26 to 30	43 ^(c)	47 ^(c)
	31 to 35	54 ^(c)	59 ^(c)
	36 to 40	65 ^(c)	73 ^(c)
	41 to 44	120 ^(d)	120 ^(d)
	45 to 53	160 ^(d)	160 ^(d)
	54 to 62	215 ^(d)	215 ^(d)
	63 to 75	295 ^(d)	295 ^(d)

^(a) See Figure DG1 below for guidance on constructing splays.

^(b) Where speed is assessed to be over 20mph, splay provision will normally be based on the appropriate 'measured 85th percentile vehicle speed' distance.

^(c) Based on the Manual for Streets documents, 'adjusted for bonnet length' d

^(d) Based on Design Manual for Roads and Bridges.

^(e) Use figures for HGV and buses if these vehicles make up more 5% of actual or predicted total traffic flow

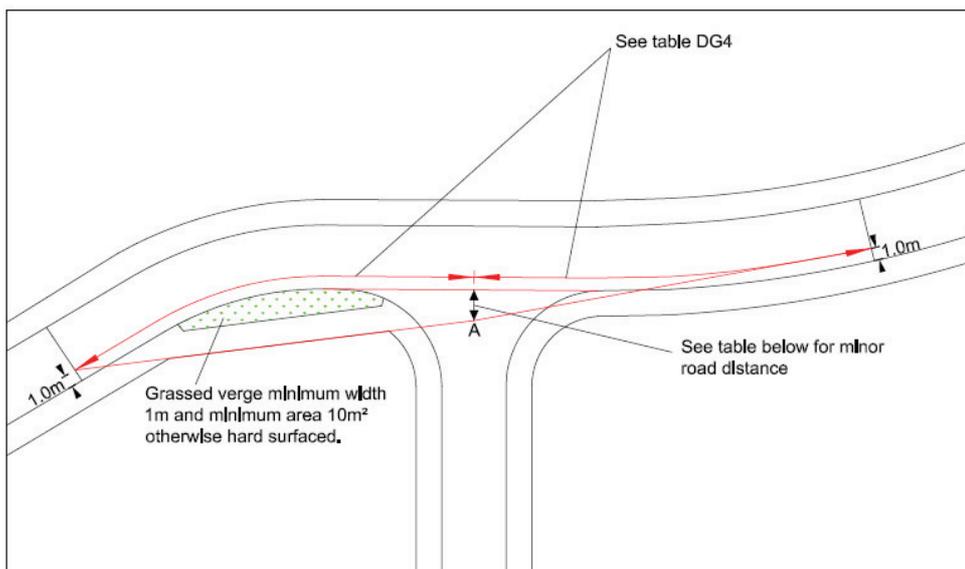
^(f) We will accept calculated values for actual agreed 85th percentile speeds

Figure DG2 Construction of visibility splays

(For all horizontal visibility splays, where a footway, cycleway or similar is provided, the rear of the footway and so on should coincide with (match) the rear edge of the visibility splay.)

A more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track. The measurement is taken from the point where this line intersects the centreline of the minor arm unless there is a splitter island in the minor arm.

The 6C's Design Guide



		Main road				
		Road (street) as defined at appendix L	Residential access road	Residential access way	Major industrial access road	Minor industrial access road
Side road	Residential access road	2.4m	2.4m	2.4m		
	Residential access way	2.4m	2.4m	2.4m		
	Major industrial road	4.5m			4.5m	4.5m
	Minor industrial road	4.5m – 2.4m			4.5m - 2.4m [†]	4.5m - 2.4m [†]

Set back will depend on scale and nature of proposed development

Figure DG2a Junctions

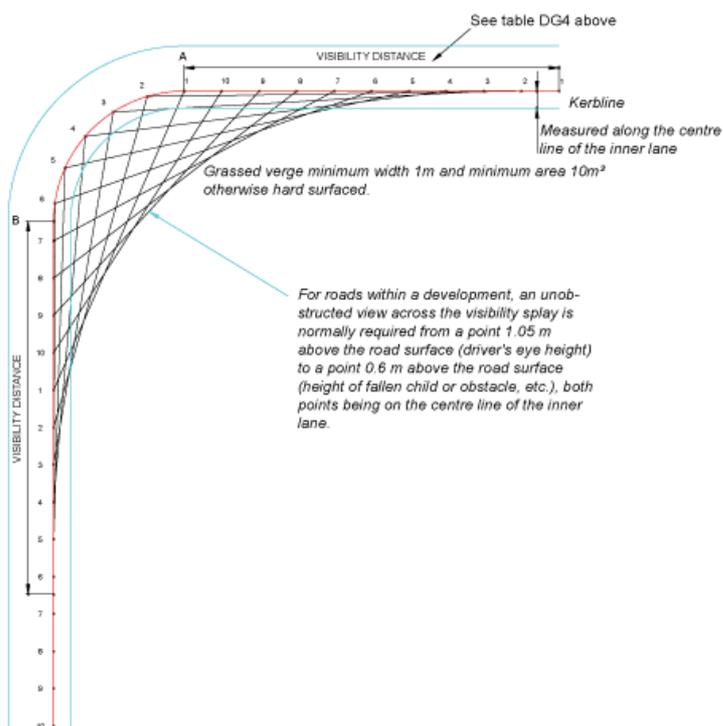


Figure DG2b Bends



Appendix B – Extract from Coalville Rural Cycle Map

COALVILLE RURAL

Coalville Cycle Network Routes 1-5 to be delivered throughout 2013.

KEY

- Recommended route
 - National Cycle Network On-road / Off-road
 - Leisure route
 - Steep gradient (arrows point downhill)
 - Off-road surfaced / unsurfaced
 - Bridleway
 - Railway with station / Level crossing
 - District boundary
 - National Forest boundary
 - Public house
 - Tourist attraction
 - College
 - University
 - Heritage railway
 - Bike shop
-
- Route **NW1** Cloud Trail (incorporated as part of a circular route)
 - Route **NW1A** Foremark extension
 - Route **NW1B** Staunton Harold Hall (Alternative Route)
 - Route **NW2** Frog & Cuckoo Route
 - Route **NW3** The Ashby Wouds Heritage Trail
 - Route **NW4** Four Counties Ride
 - Route **NW5** Discovery Lanes
 - Route **NW6** Ibstock to Battram
 - Route **NW7** Moira - Ashby Circuit
 - Route **H&B3** Bagworth Heath Country Park (off-road)
 - Route **H&B4** Cycle + Steam Bosworth promoted route (on-road)
 - Route **H&B6** Thornton Reservoir (off-road)
-
- Route 1: Bardon to Hoo Ash Roundabout
 - Route 2: Hugglescote to Warrens Hills
 - Route 3: Stephenson Way
 - Route 4: Hugglescote to New Swannington
 - Route 5: Bardon Close to Broom Leys Road



© Crown Copyright and database rights 2013. Ordnance Survey 100019271. Cartography © FourPoint Mapping. www.fourpointmapping.co.uk

The representation of a track or a path is no evidence of a public right of way. Users of all routes shown on this map do so entirely at their own risk. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather. Leicestershire County Council and FourPoint Mapping accept no responsibility for omissions or errors.

Please refer to the map for further details

For more detail please see other side



Appendix C – Local Bus Service Details

From 28th April 2014

Monday to Saturday

Buses on **Service 19** run between Swadlincote and Ashby via Cadley Hill, Overseal, Netherseal, Acresford, Donisthorpe, Oakthorpe, Measham & Packington

Buses on **Service 19A** run between Swadlincote and Ashby via Cadley Hill, Overseal, Woodville Road, Slackey Lane, Donisthorpe Lane, Donisthorpe, Oakthorpe, Measham & Packington

Buses on **Service 19S** run between Swadlincote and Ashby via Cadley Hill, Coton Park, Linton, Overseal, Netherseal, Acresford, Donisthorpe, Oakthorpe & Measham

Service Number	19	19	19A	19A	19	19A	19	19A	19	19	19S	19	19
Notes	NS	Sat									NS		Lin
Horninglow , Calais Road Top	--	--	--	08:39	09:34	10:34	11:34	12:34	13:34	14:34	--	15:44	16:44
Queen's Hospital , Stand 2	--	--	--	08:45	09:40	10:40	11:40	12:40	13:40	14:40	--	15:50	16:50
Burton Railway Station 	--	--	--	08:50	09:45	10:45	11:45	12:45	13:45	14:45	--	15:55	16:55
Burton , New Street, Arrive	--	--	--	08:55	09:50	10:50	11:50	12:50	13:50	14:50	--	16:00	17:00
Burton , New Street, Bay 9	06:50	--	--	09:00	09:55	10:55	11:55	12:55	13:55	14:55	--	16:10	17:10
Brizlincote , Beaufort Road Top	06:59	--	--	10:04	11:04	12:04	13:04	14:04	15:04	--	16:19	17:19	
Newhall , Old Post	07:04	--	--	10:09	11:09	12:09	13:09	14:09	15:09	--	16:24	17:24	
Swadlincote Bus Park, Arrive	07:09	--	--	10:14	11:14	12:14	13:14	14:14	15:14	--	16:32	17:32	
Swadlincote Bus Park, Bay 4	07:10	--	08:15	10:17	11:17	12:17	13:17	14:17	15:17	15:17	15:17	16:35	17:35
Cadley Hill	07:14	07:14	08:19	09:21	10:21	11:21	12:21	13:21	14:21	15:21	15:21	16:39	17:39
Overseal , Church	07:18	07:18	08:23	09:26	10:26	11:26	12:26	13:26	14:26	15:26	15:33	16:44	17:49
Slackey Lane	--	--	08:26	09:29	--	11:29	--	13:29	--	--	--	--	--
Netherseal	07:23	07:23	--	--	10:31	--	12:31	--	14:31	15:31	15:38	16:49	17:54
Donisthorpe , Masons Arms	07:31	07:31	08:34	09:38	10:38	11:38	12:38	13:38	14:38	15:38	15:45	16:56	18:01
Oakthorpe , Square	07:34	07:34	08:37	09:41	10:41	11:41	12:41	13:41	14:41	15:41	15:48	16:59	18:04
Measham , Swan	07:41	07:41	08:44	09:48	10:48	11:48	12:48	13:48	14:48	15:48	15:55	17:06	18:11
Packington	07:46	07:46	08:49	09:53	10:53	11:53	12:53	13:53	--	15:53	--	17:11	--
Ashby , Market Street	07:54	07:54	08:57	10:00	11:00	12:00	13:00	14:00	--	16:00	16:02	17:19	--

Notes:

- NS Not Saturday
- Sat Saturday only
- Sch Schooldays only
- SSH Saturday and School holiday only
- + Runs as service 307 at this point and via Shobnall St, not Waterloo St
- Lin Runs via Linton between Rickman's Corner and Castle Gresley and vice versa.
- \$ Departs 08:20 on Saturdays and during school holidays
- WN Starts from William Nadin Way at 17:15 Monday to Friday
- ! Passengers for Burton on the 14:10 from Ashby may change at Castle Gresley for service 21 - through tickets available.
- # Continues to Swadlincote beyond Cadley Hill if required by passengers already on the bus.

via A444

Sats only

Service Number	19	19A	19	19A	19	19A	19	19A	19	19	19S	19	19
Notes	Lin	Lin							Sch	SSH			
Ashby , Market Street, Bird's	--	08:00	09:10	10:10	11:10	12:10	13:10	14:10	--	--	--	16:05	17:25
Packington	--	08:07	09:17	10:17	11:17	12:17	13:17	14:17	--	--	--	16:12	17:32
Measham , Swan	07:30	08:12	09:22	10:22	11:22	12:22	13:22	14:22	--	--	--	16:17	17:37
Oakthorpe , Square	07:37	08:19	09:29	10:29	11:29	12:29	13:29	14:29	--	--	Schooldays only	16:24	17:44
Donisthorpe , Masons Arms	07:40	08:22	09:32	10:32	11:32	12:32	13:32	14:32	--	--	only	16:27	17:47
Netherseal	07:47	--	09:39	--	11:39	--	13:39	--	--	--	15:48	16:34	17:54
Slackey Lane	--	08:31	--	10:41	--	12:41	--	14:41	--	--	--	--	--
Overseal , Church	07:53	08:34	09:44	10:44	11:44	12:44	13:44	14:44	--	--	15:53	16:39	17:59
Cadley Hill	08:03	08:44	09:49	10:49	11:49	12:49	13:49	14:49	--	--	15:58	16:44	18:04
Swadlincote Bus Park, Arrive	08:08	08:49	09:54	10:54	11:54	12:54	13:54	14:54#	--	--	16:02	16:49	WN 18:10#
Swadlincote Bus Park, Bay 1	08:10	08:55	10:00	11:00	12:00	13:00	14:00	--	--	--	16:05	16:55	17:20
Newhall , Old Post	08:17	09:00	10:05	11:05	12:05	13:05	14:05	--	--	--	16:10	17:00	17:25
Brizlincote , Beaufort Road Top	08:25\$	09:05	10:10	11:10	12:10	13:10	14:10	--	--	--	16:15	17:05	17:30
Burton , New Street, Arrive	08:44	09:22	10:22	11:22	12:22	13:22	14:22	(15:19)	--	--	16:25	17:15	17:40
Burton , New Street, Bay 3	08:50	09:25	10:25	11:25	12:25	13:25	14:25	--	15:27+	15:32	16:35	--	17:43
Burton Railway Station 	08:53	09:28	10:28	11:28	12:28	13:28	14:28	--	15:31+	15:36	16:38	--	17:47
Horninglow , Calais Road Top	08:59	09:34	10:34	11:34	12:34	13:34	14:34	--	15:44	15:44	16:44	--	17:54
Queen's Hospital , Stand 2	09:05	09:40	10:40	11:40	12:40	13:40	14:40	--	15:50	15:50	16:50	--	18:00

For evening and Sunday buses to Overseal see service 21E

The 08:45 departure from Queen's Hospital runs direct via A444 between St. Peter's Bridge and Cadley Hill and is normally operated by a step entrance vehicle until Stanton. All other journeys are normally operated by low floor buses but we reserve the right to use step entrance vehicles on occasions.

Service 19 combines with Service 9 to form a 30 minute daytime frequency between Swadlincote, Newhall, Brizlincote, Burton, Railway Station, Horninglow and Queen's Hospital.

Not Sats

Sample fares:

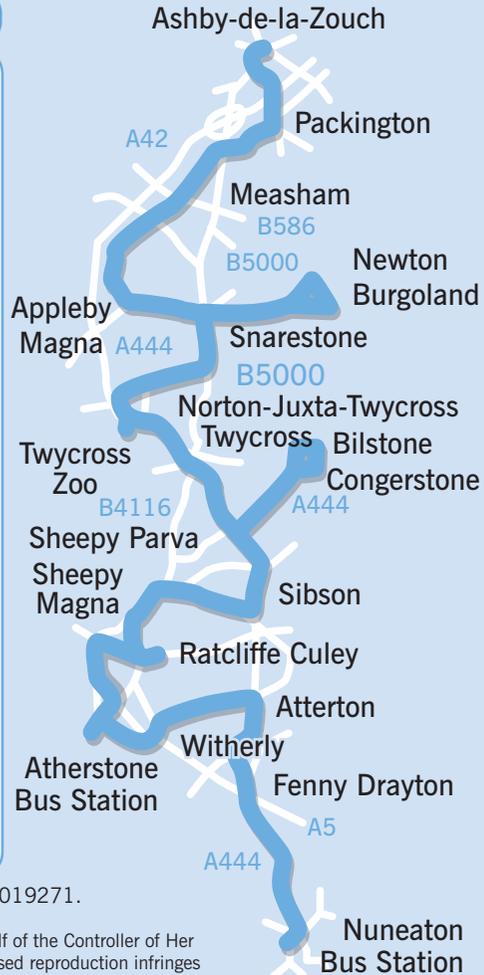
Ashby-de-la-Zouch to Nuneaton
£3.00 adult single, £5.00 adult return.

Ashby-de-la-Zouch to Measham
£2.40 adult single, £4.50 adult return.

Child concessions approximately half fare. Older and disabled persons' travel concessions valid in accordance with current terms and conditions.

Route of Service 7

Ashby-de-la-Zouch, Market Street, Bath Street, Station Road, Lower Packington Road, **Packington**, Ashby Road, High Street, Bridge Street, Measham Road, **Measham**, Ashby Road, High Street, Tamworth Road, Birds Hill, Tamworth Road, **Appleby Magna**, Measham Road, Mawby's Lane, Black Horse Hill, Snarestone Road, Appleby Road, **Snarestone**, Measham Road, Main Street, Snarestone Road, **Newton Burgoland**, Main Street, The Pinfold, Dames Lane, The Green, School Lane, Main Street, Newton Road, **Sweepstone**, Sweepstone Road, Bosworth Road, Main Street, **Snarestone**, B4116 Ashby Road, Shelford Lane, **Norton-Juxta-Twyccross**, Orton Lane, A444 Burton Road, **Twyccross Zoo entrance**, A444 Burton Road, **Twyccross**, A444 Main Road, Church Street, A444 Burton Road, Gibbet Lane, **Bilstone**, Bilstone Road, **Congerstone**, Main Street, Shadows Lane, **Bilstone**, Bilstone Road, Gibbet Lane, A444 Burton Road, **Sibson**, Twyccross Road, Sheepy Road, Sibson Road, **Sheepy Parva**, B585 Mill Lane, **Sheepy Magna**, B4116 Twyccross Road, Main Road, Ratcliffe Lane, Pinwall Lane, **Ratcliffe Culey**, Main Road (turn at Public House), Pinwall Lane, **Pinwall**, B4116 Atherstone Road, **Atherstone**, Sheepy Road, St. Georges Road, Ratcliffe Road, Long Street, Woolpack Way, South Street, Station Street Bus Station, Station Street, South Street, Convent Lane, Witherley Road, **Witherley**, Kennel Lane, Post Office Lane, Church Road, Hall Lane, Atterton Road, **Atterton**, Atterton Road, A444 Atherstone Road, **Fenny Drayton**, Old Forge Road, George Fox Lane, A444 Atherstone Road, A5 Watling Street, A444 Weddington Lane, A444 Weddington Road, **Nuneaton**, A444 Leicester Road, Bond Gate, Bond Street, Newtown Road, Harefield Road, Bus Station. **Then return in reverse of above except:** A444 Atherstone Road, Fenny Drayton, Old Forge Road, George Fox Lane, resulting in an anti-clockwise route within Fenny Drayton in either direction



Map reproduced with permission. Licence No. 100019271.
This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Need more information?

 **traveline**
public transport info
www.travelineeastmidlands.org.uk
0871 200 22 33
calls cost 10p per minute plus network extras

Leicestershire County Council bus timetables and guides can be downloaded from:
www.leics.gov.uk/transport_downloads



The 24 hour clock is used throughout this timetable

Comments & Suggestions

We welcome your views on local bus services.

Write to us at:
Sustainable Travel Group,
Environment and Transport,
Leicestershire County Council, County Hall, Glenfield, Leicestershire, LE3 8RJ
or email: stg@leics.gov.uk

This service is provided by
 **Leicestershire County Council**

Publication No. 7-20120312

Service

7



Ashby-de-la-Zouch - Nuneaton

12th MARCH 2012

A local bus service provided by
Leicestershire County Council operated by
Roberts Coaches

Ashby-de-la-Zouch - Twycross - Atherstone - Fenny Drayton - Nuneaton

7

Monday to Saturday

Operated by **Roberts Coaches**

Ashby-de-la-Zouch - Market Street (Bank)	-	0830	1100	1300	1500	1600	1730	
Packington - High Street (opp Bull & Lion)	-	0836	1106	1306	1506	1606	1736	
Measham - High Street (The Swan)	-	0841	1111	1311	1511	1611	1741	
Appleby Magna - Black Horse Hill (opp Black Horse)	-	0848	1118	1318	1518	1618	1748	
Snarestone - Appleby Road (Ashby Road)	-	0852	1122	1322	1522	1622	1752	
Newton Burgoland - Main Street (The Pinfold)	-	0856	1126	1326	1526	1626	1756	
Swepstone - Swepstone Road (Newton Road)	-	0858	1128	1328	1528	1628	1758	
Snarestone - Main Street (The Globe)	-	0902	1132	1332	1532	1632	1802	
Norton-Juxta-Twycross - Orton Lane (Main Street)	-	0907	1137	1337	-	1637	1807	
Twycross - Burton Road (Zoo Entrance)	-	0911	1141	1341	-	1641	1811	
Twycross - Main Road (opp Curzon Arms)	-	0915	1145	1345	-	1645	1815	
Bilstone - Gibbet Lane (opp Keepers Cottage)	-	0919	1149	1349	-	-	-	
Congerstone - Shadows Lane (Main Street)	-	0922	1152	1352	-	-	-	
Sibson - Sheepy Road (Cock Inn)	-	0931	1201	1401	-	1651	-	
Sheepy Parva - Mill Lane (Parva House)	0745	0935	1205	1405	-	1655	-	
Sheepy Magna - Main Road (opp Black Horse)	0747	0937	1207	1407	-	1657	-	
Ratcliffe Culey - Main Road (Gate Inn)	0752	0942	1212	1412	-	1702	-	
Atherstone - Station Street (Bus Station)	0804	0954	1224	1424	-	1714	-	
Witherley - Hall Lane (Mill Lane)	0811	1001	1231	1431	-	1721	-	
Atterton - Atterton Road (Farm)	0815	1005	1235	1435	-	1725	-	
Fenny Drayton - Old Forge Road (Quaker Close)	0819	1009	1239	1439	-	1729	-	
Nuneaton - Bus Station		0828	1018	1248	1448	-	1738	-

Nuneaton - Fenny Drayton - Atherstone - Twycross - Ashby-de-la-Zouch

7

Monday to Saturday

Operated by **Roberts Coaches**

Nuneaton - Bus Station (Stand C1)	-	0900	1100	1300	1545	1745	
Fenny Drayton - Old Forge Road (opp Quaker Close)	-	0910	1110	1310	1555	1755	
Atterton - Atterton Road (opp Farm)	-	0914	1114	1314	1559	1759	
Witherley - Hall Lane (Mill Lane)	-	0918	1118	1318	1603	1803	
Atherstone - Station Street (Bus Station)	-	0925	1125	1325	1610	1810	
Ratcliffe Culey - Main Road (Gate Inn)	-	0937	1137	1337	1622	1822	
Sheepy Magna - Main Road (Black Horse)	-	0941	1141	1341	1626	1826	
Sheepy Parva - Mill Lane (opp Parva House)	-	0943	1143	1343	1628	1828	
Sibson - Sheepy Road (opp Cock Inn)	0727	0947	1147	1347	1632	1832	
Congerstone - Shadows Lane (Main Street)	0736	0956	1156	1356	1641	-	
Bilstone - Gibbet Lane (Keepers Cottage)	0739	0959	1159	1359	1644	-	
Twycross - Main Road (Curzon Arms)	0743	1003	1203	1403	1648	1838	
Twycross - Burton Road (Zoo Entrance)	0747	1007	1207	1407	1652	-	
Norton-Juxta-Twycross - Orton Lane (opp Main Street)	0751	1011	1211	1411	1656	-	
Snarestone - Measham Road (opp Main Street)	0756	1016	1216	1416	-	-	
Swepstone - Swepstone Road (Newton Road)	0800	1020	1220	1420	-	-	
Newton Burgoland - Main Street (Belper Arms)	0802	1022	1222	1422	-	-	
Snarestone - Appleby Road (Ashby Road)	0806	1026	1226	1426	1701	-	
Appleby Magna - Black Horse Hill (Black Horse)	0810	1030	1230	1430	1705	-	
Measham - High Street (opp The Swan)	0817	1037	1237	1437	1712	-	
Packington - High Street (Bull & Lion)	0822	1042	1242	1442	1717	-	
Ashby-de-la-Zouch - Market Street		0828	1048	1248	1448	1723	-

This service is provided by  Leicestershire County Council

A large print version of this timetable is available upon request. Please contact the Helpline on 0116 305 0002.

No service on Sunday or Bank Holidays except Good Friday.



Appendix D – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 108 to 186 (units:)
 Range Selected by User: 100 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 22/09/12

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
------------------------------------	---

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

C3	5 days
----	--------

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days

WYG Executive Park, Avalon Way Leicester

Licence No: 705102

Filtering Stage 3 selection (Cont.):

Car ownership within 5 miles:

1.1 to 1.5 5 days

Travel Plan:

No 5 days

LIST OF SITES relevant to selection parameters

1	CH-03-A-06 CREWE ROAD	SEMI-DET./BUNGALOWS		CESHIRE
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
2	LN-03-A-02 HYKEHAM ROAD	MIXED HOUSES		LINCOLNSHIRE
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	186		
	Survey date: MONDAY	14/05/07		Survey Type: MANUAL
3	NY-03-A-06 HORSEFAIR	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
4	SH-03-A-04 ST MICHAEL'S STREET	TERRACED		SHROPSHIRE
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	108		
	Survey date: THURSDAY	11/06/09		Survey Type: MANUAL
5	WO-03-A-03 BLAKEBROOK BLAKEBROOK KIDDERMINSTER	DETACHED		WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	138		
	Survey date: FRIDAY	05/05/06		Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	135	0.142	5	135	0.349	5	135	0.491
08:00 - 09:00	5	135	0.296	5	135	0.747	5	135	1.043
09:00 - 10:00	5	135	0.262	5	135	0.371	5	135	0.633
10:00 - 11:00	5	135	0.280	5	135	0.296	5	135	0.576
11:00 - 12:00	5	135	0.278	5	135	0.305	5	135	0.583
12:00 - 13:00	5	135	0.317	5	135	0.321	5	135	0.638
13:00 - 14:00	5	135	0.311	5	135	0.241	5	135	0.552
14:00 - 15:00	5	135	0.287	5	135	0.303	5	135	0.590
15:00 - 16:00	5	135	0.578	5	135	0.364	5	135	0.942
16:00 - 17:00	5	135	0.527	5	135	0.284	5	135	0.811
17:00 - 18:00	5	135	0.615	5	135	0.389	5	135	1.004
18:00 - 19:00	5	135	0.391	5	135	0.361	5	135	0.752
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.284			4.331			8.615

Parameter summary

Trip rate parameter range selected: 108 - 186 (units:)
 Survey date date range: 01/01/05 - 22/09/12
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0



Appendix E – Measham Census Journey to Work Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 11 June 2014]

population All usual residents aged 16 to 74
units Persons
area type 2011 wards
area name E05005523 : Measham
rural urban Total

Method of Travel to Work	2011	Modal Split
Train	17	0.7%
Bus, minibus or coach	32	1.3%
Taxi	9	0.4%
Motorcycle, scooter or moped	34	1.4%
Driving a car or van	1,943	78.8%
Passenger in a car or van	174	7.1%
Bicycle	27	1.1%
On foot	219	8.9%
Other method of travel to work	10	0.4%
Totals	2,465	100.0%

Trip Rates (per dwelling)

Mode	AM Peak (8am to 9am)		PM Peak (5pm to 6pm)	
	Arrivals	Departures	Arrivals	Departures
Person	0.296	0.747	0.615	0.389
Vehicles	0.233	0.589	0.485	0.307

Trip Generation (150 dwellings)

Mode	AM Peak (8am to 9am)		PM Peak (5pm to 6pm)	
	Arrivals	Departures	Arrivals	Departures
Person	44	112	92	58
Vehicles	35	88	73	46



Appendix F – Trip Distribution/Assignment

2001 census - UK travel flows (ward)

ONS Crown Copyright Reserved [from Nomis on 11 June 2014]

area of residence 31UHGM : Measham (2003 CAS ward)
 date 2001

area of workplace	Car Driver	High Street	Atherstone Road (S)	Burton Road	Tamworth Road
31UHFZ : Appleby	42				42
31UHGA : Ashby Castle	28	28			
31UHGB : Ashby Holywell	169	169			
31UHGC : Ashby Ivanhoe	27	27			
31UHGD : Bardon	3	3			
31UHGE : Breedon	3	3			
31UHGF : Castle Donington	24	24			
31UHGG : Coalville	61	61			
31UHGH : Greenhill	7	7			
31UHGJ : Hugglescote	45	45			
31UH GK : Ibstock and Heather	28	14	14		
31UHGM : Measham	214	71	71		72
31UHGN : Moira	15	15			
31UHGP : Oakthorpe and Donisthorpe	8			8	
31UHGQ : Ravenstone and Packington	24	24			
31UHGR : Snibston	17	17			
31UHGS : Thringstone	3	3			
31UHGT : Valley	17	17			
31UHGU : Whitwick	3	3			
Halton	3				3
Salford	3				3
Sheffield	3	3			
Leeds	3	3			
Derby City	11	11			
Leicester City	46	46			
Nottingham	9	9			
Amber Valley	6	6			
Derbyshire Dales	6	6			
Erewash	3	3			
South Derbyshire	89	89			
Blaby	15	15			
Charnwood	51	51			
Harborough	12		12		
Hinckley and Bosworth	82		82		
Oadby and Wigston	3	3			
Daventry	3		3		
Northampton	3		3		
Ashfield	3	3			
Bassetlaw	3	3			
Gedling	3	3			
Rushcliffe	6	6			
Stoke on Trent	3			3	
Telford and Wrekin	3				3
East Staffordshire	70			70	
Lichfield	30				30
Stafford	3				3
Tamworth	68				68
North Warwickshire	75		75		
Nuneaton and Bedworth	10		10		
Rugby	3		3		
Warwick	3				3
Birmingham	95				95
Coventry	12		12		
Dudley	6				6
Sandwell	12				12
Solihull	36				36
Walsall	6				6
Wolverhampton	3				3
Peterborough	6	6			
Bedford	3	3			
Kensington and Chelsea	3	3			
Totals	1,554	803	285	81	385
Percentage Distribution		51.7%	18.3%	5.2%	24.8%