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Dr	Theresa	Eynon	District and County Councillor	North West Leicestershire District and Leicestershire County Councils	xxxxx

Section, page or Policy (please specify for each comment) - Section, paragraph or Policy (please specify for each comment)	Comments - Comments
Policy G1	<p>I support the limits of development, protecting land to the south and west of the village centre.</p> <p>Hugglescote has taken the brunt of development in South East Coalville with most of the land between Hugglescote, Bardon and Ellistown already zoned or committed for housing or employment land.</p> <p>The land to the south and west includes wetlands as well as some agricultural land. These need to be protected as part of our commitment to taking climate change seriously.</p>

Policy G2b

I support the intention to direct traffic away from Hugglescote village centre.

The SE Coalville development is ideally placed for employment opportunities at East Midlands Airport, Burton, Derby or Birmingham. With so much development taking place in the east of the Parish, infrastructure improvements are needed to manage the increased traffic. Road infrastructure needs to encourage commuters to approach and leave their homes via the A511 rather than cut through the villages of Packington, Ravenstone, Snibston, Donington le Heath and Hugglescote in an attempt to avoid congestion on the major highway.

This policy is consistent with other Neighbourhood Plan Policies which work towards reducing vehicle movements through the village centre include Policy G2b (cycleways and footpaths), Policy T3 (support for the Leicester to Burton Railway line) and Policy E3 (increased home-working) all of which will improve the local environment and tackle climate change.

Policy G3d

I support Policy G3d and the intention that new residential development will be connected with local facilities by adequate and accessible footpaths and cycleways.

I support the idea of using the old mineral line to achieve the ambitions of Policies G3d.

To be consistent with this Policy, Policy T1c needs to be strengthened. The Parish does not just need 'improvements' to pedestrian and cycle routes but also new provision of such routes for new developments.

Policy T1c

Policy T1c needs to be strengthened so that it is consistent with Policy G3d.

The Parish does not just need 'improvements' to pedestrian and cycle routes. It also needs new provision of active travel routes for new housing and employment areas.

I support the idea of using the old LMS line to achieve this ambition . (I assume that it is this line, that passes behind Newbridge School, that is being referred to on page 45?)

Policy G3r

Policy G3r needs to include a comment on the maximum carry distance from the house to the bin-store (NWLDC's is 25m I believe). It should also recommend accessibility for the type of waste vehicles used by NWLDC.

Placing bin-stores at end of private cul-de-sacs and drives that are not accessible by large waste collection vehicles does not encourage recycling and can lead to waste materials blowing about the streets.

Policy T3

I agree that reopening of the Leicester to Burton Railway line would be a welcome improvement to local public transport. I am pleased to see the Neighbourhood Plan protecting the route.

The plan describes Public Transport as 'adequate'. I would ask 'adequate for what and for whom?' The current bus service to Leicester acts as a barely adequate safety net service for those people who cannot drive. It takes 28 minutes to travel from Forest Road, Hugglescote to the Leicester Royal Infirmary. It takes 1hr and 32 minutes by bus. This level of service does not make Hugglescote an attractive place to live for people working in Leicester town centre. Even the most determined environmentalist is unlikely to wish to spend ten hours a week sitting on a bus as part of their daily commute if they had access to a car instead.

Reopening the Leicester to Burton Railway to passenger transport would make Hugglescote a much more attractive place to live. It would connect Hugglescote with major centres of employment in Leicester, Burton and beyond to Birmingham. It would also connect Hugglescote to the attractions in the National Forest such as Conkers, Moira Furnace and Hicks Lodge.

Policy T2

I am pleased to see Policy T2 address the loss of off-street parking.

Fairfield Road and Crescent Road are mostly Victorian houses with no off-street parking provision. There used to be parking available next to The Gate Inn. This area was closed off after planning permission was given for housing. There used to be off-street parking on Fairfield Road in the form of garages until planning permission was given to build housing on the site.

Residents who depended on these garages asked for the plans to include off-street parking available to residents. Since gaining planning permission the owner has excluded the tenants. The site is now sits behind Heras fencing, the garages empty. The vehicles that used to occupy those garages have to be parked somewhere and that somewhere often ends up with residents in Garfield Road struggle to get out of their private drives.

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The great industrialists George and Robert Stephenson are spelled with a 'ph' – please correct typographical error!