

Harborough Local Plan

Strategic Transport Impact Assessment (STIA)

FINAL

60703827

January 2025



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Quality information

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Revision History

Revision	Revision date	Details	Name	Position
000	Nov 24	Draft	PB	RD
001	Nov 24	Final Draft	PB	RD
002	Dec 24	Final Draft (with Appendices)	PB	RD
003	Jan 25	FINAL	PB	RD

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1 Introduction

1.1 Overview

- 1.1.1 AECOM has been commissioned by Leicestershire County Council (LCC) on behalf of Harborough District Council (HDC) to prepare a Strategic Transport Impact Assessment (STIA) to assess the potential transport impacts (across all modes) of a series of development sites for inclusion in the updated Harborough Local Plan.
- 1.1.2 The STIA considers the impact of the proposed site access points, issues associated with road safety and sustainable access (walking/cycling/public transport), and potential highway impacts (including anticipated junction capacity impacts). The STIA presents a series of measures that could be taken to facilitate development by maximising sustainable modes, and mitigate the impacts of the developments should they be progressed.
- 1.1.3 This STIA does not consider detailed access design, mitigation design, or modelling of individual sites. It is expected that all sites would be required to prepare site specific Transport Assessments (TAs) and Travel Plans at the time of making any site specific planning applications.
- 1.1.4 For medium / large sites, site-specific TAs will likely require further vision-led modelling to distinguish the impacts of these specific sites from the wider local plan development proposals, and to develop sustainable transport-led mitigation packages. Further consideration of Vision-Led planning is provided in Section 1.3.
- 1.1.5 Mitigation for some sites, that are in close proximity to each other, may also need guidance from the planning authority to secure mitigation proposals on a contribution basis.

1.2 Joint Transport Evidence

- 1.2.1 HDC, together with Blaby District Council (BDC), Hinckley and Bosworth Borough Council (HBBC) and Oadby and Wigston Borough Council (OWBC) have agreed to develop a Joint Transport Evidence (JTE) base for forthcoming Local Plan reviews.
- 1.2.2 The rationale for developing a holistic JTE base stems from an appreciation of:
- The interdependent nature of the transport network and its use.
 - That there are major capacity and connectivity constraints on parts of the Strategic Road Network (SRN), which create wider impacts on the highway network including knock-on effects on the local network.
 - The potential for cumulative and cross-boundary impacts arising from strategic site development opportunities, which need to be addressed by an integrated approach rather than individual Local Plans.
 - The potential for unmet housing need from areas of the Leicester and Leicestershire Housing Market Area (HMA) to be accommodated by South Leicestershire Districts and Boroughs.
 - The need to build on existing policy and strategy.
- 1.2.3 AECOM was commissioned to develop the JTE. The work involves modelling spatial growth options, analysis of model outputs and reporting on the scale and nature of impacts arising from growth, and providing an initial view of the potential need for strategic mitigation. The outputs from this work will inform Districts and Boroughs in the selection of their preferred spatial growth options.
- 1.2.4 The JTE modelling has been undertaken using LCC's Pan Regional Transport Model (PRTM)

suite of software, which calculates likely routing choices of existing and future traffic. The use of PRTM is fully supported by both LCC Highways Development Management (HDM) and National Highways.

- 1.2.5 The development of the evidence base is planned according to the three following stages:
- Stage 1: a combined assessment of a range of alternative development strategy options for the four emerging Local Plans to inform the identification of a preferred option in each case. The focus is to identify key cross-boundary interactions/issues that could influence the choice of development strategy.
 - Stage 2 (in progress): a combined assessment of the preferred development strategies, determined by the District and Borough councils, to identify key areas of cumulative impact and strategic mitigation requirements.
 - Stage 3 (potential): a more detailed evidence base covering the key sub-areas of impact identified through Stage 2, including the development/assessment of mitigation packages for each sub-area.
- 1.2.6 Stage 1 of the JTE work has been completed and Stage 2 is currently underway.
- 1.2.7 This STIA, prepared for HDC, uses the modelling outputs from the JTE (Stage 2) work. As such, this report is fully consistent with the JTE work, though is focused on a different geographical scale (i.e. Harborough district).
- 1.2.8 In addition to the local transport mitigation identified in this report, the JTE Stage 2 work may outline the strategic mitigation needs emanating from the Local Plan development of the combined district / borough proposals at the south Leicestershire level.

1.3 Vision Led Transport Planning

- 1.3.1 There has been a transition in recent years from 'predict and provide' approaches to transport planning, to Vision Led planning. This has now been reflected in the National Planning Policy Framework (NPPF, Dec 2024).
- 1.3.2 Figure 1.1 indicates how the level of detail in Vision Led planning resolves as the detail of individual sites comes into focus. At this stage, this STIA has worked with the new Leicestershire Local Transport Plan (LTP), insights into the likely approach to be taken in the proposed HDC Local Plan, and the site location/quantum of development, only. As such, it is focused on the principles of assessing site allocations that themselves have been chosen with consideration of access to services and facilities by sustainable means, including walking, cycling and public transport (amongst other planning considerations).
- 1.3.3 It is noted, however, that information within documents supporting the new LTP (such as the Bus Service Improvement Plan, Local Cycling and Walking Infrastructure Plan and proposed Multi Modal Area Investment Plans, MMAIPs) continue to evolve. It is also expected that transport consultants working with individual developers – *particularly for the largest sites and those in urban areas* – will work within this evolved policy context to identify site-specific proposals to maximise the use of sustainable transport. As such, whilst sustainable modes have been considered first within this STIA, it is recognised that more work will be required for each site (within a site specific TA) to fully adopt a Vision Led approach through to the build-out phase.
- 1.3.4 In addition, Vision Led approaches are expected to require fallback approaches to be identified if the overall sustainable transport vision is not fulfilled. The highway modelling work included in this report identifies locations of potential highway impact but further work would be required to filter the schemes between those interventions necessary to facilitate the development at the point of 'build' (i.e. deal with residual trips) from those mitigation schemes that could be held back as mitigation measures if the vision is not fulfilled. Within this, a policy decision would likely be required as to whether these fallback schemes would be implemented, or if the cost estimates associated with them would simply be used to

benchmark the equivalent monetary contribution to further sustainable mode support.

Figure 1.1: Vision-Led Planning



1.4 Location of Developments

- 1.4.1 HDC has identified a series of development sites for consideration within the updated Harborough Local Plan. Appendix A identifies these developments with Table 1.1 providing details of the site uses and sizes.
- 1.4.2 As could be expected as part of the development of a Local Plan, some of the proposed site allocations have been updated since the JTE Stage 2 work. Sites within Table 1.1 that differ from the JTE modelled scenario are highlighted in **green**.

Table 1.1: Site allocations

Settlement	Reference ID	Location / Site Name	Dwellings	Employment
Thurnby & Bushby	8241	Land north of the A47, east of Zouche Way	125	0
Scraptoft	8227	Land between Scraptoft & Bushby	950	0
	8090	Land East of Beeby Road	175	0
Land south of Gartree Road	8631	Land South of Gartree Rd & East of Oadby	4000*	5Ha (Classification TBC)
Lutterworth	8167	Land off Leicester Road, Lutterworth	230	
	8104	Land at M1 Junction 20/Swinford Road	90	
	8179	Land south of Lutterworth Road / Coventry Road	0	3.4 Ha (Classification TBC)
Market Harborough	8143	Land east of Leicester Rd and south of Grand Union canal	250	0
	8122	East of Market Harborough Road	850**	0
	10597	Land south of Gallow Field Road	600	0
	8737	Land OS3070, Leicester Rd	0	0.6Ha (Classification TBC)
	10248 & 10253***	Compass Point Business Park	0	3.5Ha (Classification TBC)
	10240***	St Marys Road	0	0.88 Ha (3,000sqm) mixed town centre use
	12231***	Commons Carpark	0	1,000sqm mixed town centre uses
Broughton	10554	Land off Frolesworth Road	475	0
Fleckney	10042	Land north of Kilby Road	103	0
	8055	Land to the west of the Longgrey	47	0
Great Glen	8230	Land to the North of London Rd and east of Leicester Grammar School	400	0
Kibworth	8247	Land west of Warwick Road	475	0
	10642	Land south & west of Priory Business Park	0	3.1Ha (Classification TBC)
Billesdon	8155	Land at Gaulby Road	48	0
	12207	Billesdon Depot south of Gaulby Road	10	0
	8202	Former Lorry Park Gaulby Road	5	0
Great Bowden	8151	Land north of Dingley Road	15	0
	8054	Land off Dingley Rd and Nether Green	85	0
Houghton on the Hill	8206	Land north of Uppingham Road	80	0
	8135	Land north of Stretton Lane	24	0
Husbands Bosworth	8064	Land east of Welford Road	105	0
Ullesthorpe	10649	Land south of Ashby Road	30	0
	8180	Land north of Ashby Road	50	0
Magna Park	10491	Moorbarns Farm	0	89Ha (B8)
	10595	Land south of Lutterworth Rd / Coventry Rd Land south of George House, Coventry Road	0	15.8Ha (55,000sqm) B8
	12227	Land at Mere Lane	0	122Ha (285,000sqm) B8

* Circa 3,150 dwellings will be located within the Harborough District, with circa 850 dwellings located within the Oadby & Wigston District. For the purpose of this assessment, all 4,000 dwellings have been assumed within the Harborough District, to incorporate the full development impact upon the local highway network.

** Indicative build out rates indicate that only 500 dwellings will be delivered by 2041.

*** Whilst these specific sites were identified as part of the Preferred Allocations, 5Ha of employment land was allocated to Market Harborough Town Centre as a proxy within the JTE modelling due to uncertainty.

1.5 Methodology

- 1.5.1 **National Planning Policy Framework and National Planning Practice Guidance:** The National Planning Policy Framework (NPPF, December 2024¹) states that “*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.*”
- 1.5.2 The National Planning Practice Guidance (NPPG) portal states that: “*local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).*”
- 1.5.3 The methodology used within the assessment follows the current best practice as set out in paragraph 007 (reference ID: 42-007-20140306) and paragraph 015 (reference ID: 42-015-20140306) of the PPG.
- 1.5.4 **Guidance on Transport Assessment:** Although now withdrawn, LCC’s Highways Development Management (HDM) team continue to use the Guidance on Transport Assessment (GTA, Department for Transport (DfT), 2007) to establish the development thresholds that trigger a TA and / or TS. Within the GTA it states a Transport Assessment and Travel Plan (TP) are required in cases of non-residential education land uses with a floor area greater than 1,000 sqm.
- 1.5.5 **National Highways Circular:** The way in which National Highways manages planning applications is set out in Circular 01/2022 (Strategic road network and the delivery of sustainable development) and further articulated in *Planning for the Future, a guide to working with National Highways on planning matter* (October 2023).
- 1.5.6 **Active Travel England:** Active Travel England (ATE) were formed in 2022 and from Summer 2023 became a statutory consultee for all planning applications in England. ATE has published a number of toolkits aimed at securing good active travel outcomes from new development sites. These toolkits are grounded in Local Transport Note 1/20 (LTN1/20).
- 1.5.7 **Travel Plans:** Given the strategic nature of this work, no travel plan(s) has been prepared but this is anticipated to be a requirement of any planning permission for individual sites. Indeed, strong sustainable transport initiatives may constitute a mitigation measure in their own right vis-à-vis standard trip rates. This would be consistent with the vision-led approach being consulted upon for the NPPF (see Section 2).

¹ The NPPF (Dec 2023) continues to apply for the purpose of plan-making provided an authority reaches reg 19 by 12 March 2025. The latest wording of the NPPF has been used in this report as, for transport planning, it provides greater emphasis on sustainable modes of transport.

1.6 Report Structure

1.6.1 The remainder of this report is structured as follows:

- **Section 2** summarises the transport policy context within which this Strategic Transport Assessment has been conducted.
- **Section 3** provides a brief overview of Harborough's transport network, including an overview of the highway network, public transport network and walking / cycling network
- **Section 4** identifies the requirements to enable sites in terms of on-site infrastructure and sustainable transport measures to secure high levels of walking, cycling and public transport use.
- **Section 5** identifies the main highway-related impacts from the JTE modelling work and indicative highway mitigation schemes. Cost estimates for the highway mitigation schemes are then apportioned between development sites.
- **Section 6** summarises overall costs from Section 4 and Section 5.
- **Section 7** provides an overview of how each development site has been assessed in a standard 'pro-forma' style assessment.
- **Section 8** summarises the findings within this STIA.

2 Transport Policy Context

2.1 Overview

2.1.1 The purpose of this section is to identify the transport planning policy context within which the development is being brought forward. It considers both national and local (transport-related) planning policy.

2.1.2 The following documents have been reviewed:

- National Planning Policy Framework;
- Planning Practice Guidance (PPG): Travel Plans, Transport Assessment and Statements in Decision Making;
- Highways England Circular 01/2022;
- Harborough Local Plan;
- Leicestershire Local Transport Plan; and
- Leicestershire Highway Design Guide.

2.2 National Planning Policy Framework: NPPF

2.2.1 The NPPF sets out the Government's planning policies for England and provides a framework to develop localised planning strategies. Paragraphs 114 to 117 set out the Government's development planning policies with respect to transport. These paragraphs focus on, and emphasise, the promotion of sustainable transport.

2.2.2 NPPF states that:

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

- 2.2.3 The key policy test in the NPPF, therefore, is that transport impacts arising from new development are not 'severe'. This is confirmed by the Travel Plans, Transport Assessments and Statements PPG, paragraph 005, which states that: "*Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework.*"

2.3 Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking'

- 2.3.1 The Planning Practice Guidance (PPG) was first issued in March 2014 and builds upon the guidance set out within the NPPF. The Planning Practice Guidance (Travel Plans, Transport Assessments and Statements in Decision-Taking) provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to Transport Assessments / Statements, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 2.3.2 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so, they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.
- 2.3.3 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal. As per the methodology (Section 1), the scope of the TA has been agreed with LCC HDM and National Highways prior to commencing work on the TA.

2.4 Department for Transport Circular 01/2022

- 2.4.1 The Department for Transport Circular 01/2022 sets out the policies of the Secretary of State for Transport in relation to the Strategic Road Network (SRN). The policy paper explains National Highway's engagement role with the planning system and how it should manage, maintain, and operate the SRN.
- 2.4.2 Within the 'Principles of Sustainable Development' chapter, Circular 01/2022 states that National Highways recognises that new development should facilitate a reduction in the need to travel by private car. Furthermore, wider government policy sets out the desire for walking, wheeling, cycling and public transport to be the natural first choice for journeys.

2.4.3 Circular 01/2022 further states that:

“12. New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

15. “The Transport Decarbonisation Plan and the Future of Freight Plan also recognise that local planning and highway authorities need help when planning for sustainable transport and developing innovative policies to reduce car dependency. This includes moving away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’). The company will support local authorities in achieving this aim through its engagement with their plan-making and decision-taking stages, while recognising the varying challenges that will be presented by certain sites based on their land use, scale and/or location”.

43. The company expects development promoters to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements and new connections on the SRN.”

2.4.4 This approach differs from past advice, in that providing alternatives to the private car and encouraging sustainable travel, should be put ahead of adding additional capacity to the strategic highway network. There is a strong focus on supporting alternatives, such as public transport and active travel.

2.5 Leicestershire Local Transport Plan (LTP4)

2.5.1 LCC has recently adopted their new Local Transport Plan ‘Core Document’ (LTP4).

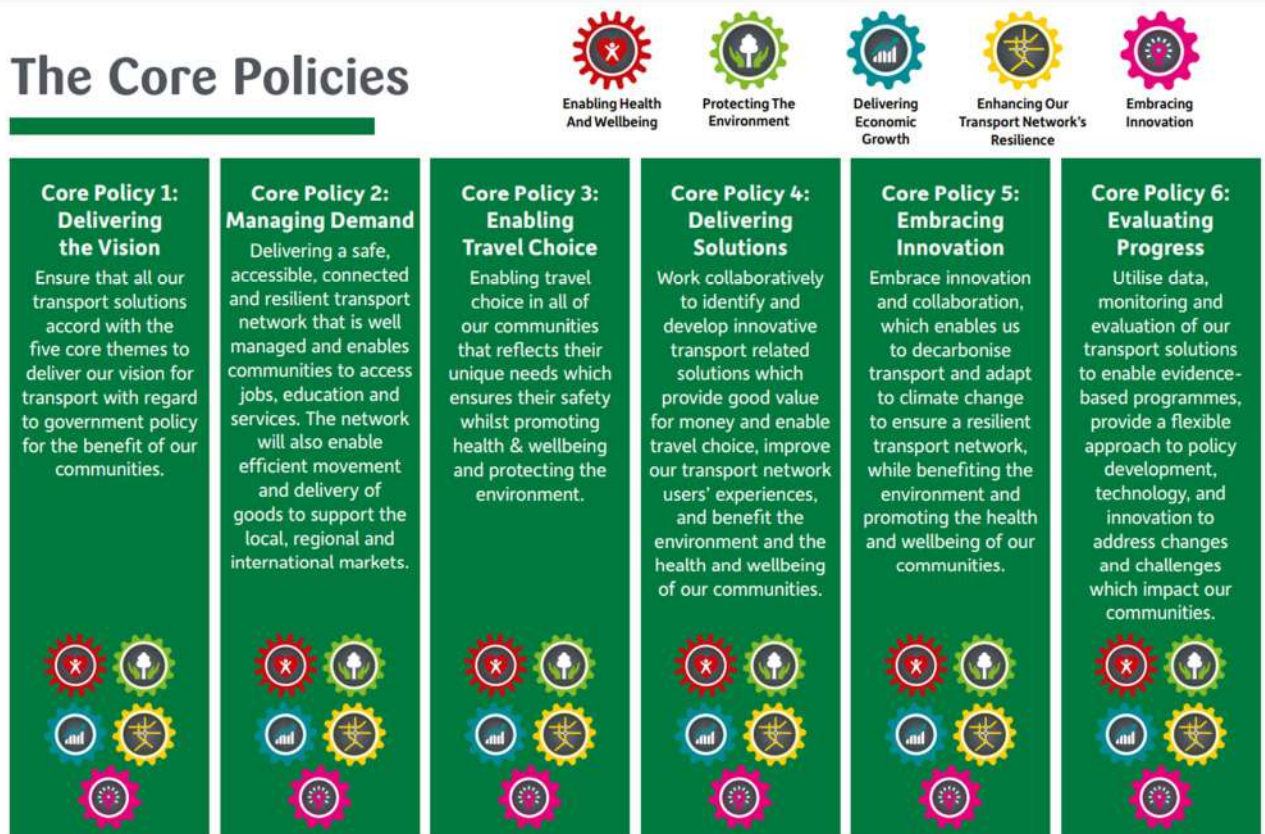
2.5.2 The new LTP4 ‘Core Document’ sets out a Vision of “Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment.”

2.5.3 This Vision is accompanied by the following aims, to:

- Meet the current and future needs of all users in a coordinated manner and enable travel choices
- Benefit all transport users including car drivers, freight, public transport, walking, wheeling, and cycling
- Provide wider public health, economic, and environmental benefits for local communities
- Provide the best value for money to taxpayers

2.5.4 The adopted ‘Core Document’ also includes the following Themes (top row of cogs) and Core Policies:

Figure 2.1: LCC LTP4 Core Policies



2.5.5 LTP4 represents a shift towards sustainable transport first and LCCs commitment to develop an Investment Plan and MMAIPs south of Leicester and in Market Harborough reflect this policy shift.

2.6 Leicestershire County Council Network Management Policy and Strategy (2020)

2.6.1 Leicestershire County Council Network Management Policy and Strategy is a document setting out the Council's vision and policies aimed to deliver an effective transport system for the people and businesses of Leicestershire.

- Policy 3 states that: ' In planning for the housing and economic needs of Leicester and Leicestershire's population, the County Council will employ a flexible approach to reviewing, amending and developing the network. This will ensure that the network reflects changing travel demand and traffic patterns, including any changes in the makeup of road users and introduction of new travel modes and technologies.
- Policy 5 states that network management will: "Have regard to our other wider obligations, policies and objectives set out in our Environment Strategy and associated Carbon Reduction Roadmap This will ensure that we continue to seek to minimise the environmental impacts of travel and transport (and provide benefits in support of our climate resilience and net zero carbon targets), so far as is reasonably practicable.

2.6.2 This STIA considers mitigation measures required to respond to a changing population and to enhance walking/cycling/public transport provision to serve these proposed new communities.

2.7 Design Manual for Roads and Bridges (DMRB)

- 2.7.1 Design Manual for Roads and Bridges (DMRB) adopted in 1993 provides explicit guidance on highway structures design, geotechnics and drainage, road geometry, pavement design as well as traffic signals and lighting. The guidance has been produced to ensure high quality and safety of highway design.
- 2.7.2 Whilst this STIA does not consider detailed design and therefore DMRB design requirements, the guidance has been considered when determining whether a development site is suitable (e.g. access etc.).

2.8 Manual for Streets

- 2.8.1 In terms of walkable neighbourhoods, Manual for Streets (MfS) at paragraph 4.4.1 states: "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."
- 2.8.2 In terms of site allocations, MfS is most pertinent to internal site layout and therefore has not formed the focus of this STIA but would be expected to be a key consideration in the design of site-specific TAs produced to support specific planning applications.

2.9 Leicestershire Highway Design Guide

- 2.9.1 The 'Leicestershire Highways Design Guide Part 2: Preparing development proposals' details the requirement for development proposals set by the Council. Part 7 - Appendix C of the Leicestershire Highways Design Guide sets out the requirements for 'assessing the transport impacts of development proposals'. These requirements in general echo the Department for Transport 'Guidance on Transport Assessment'.
- 2.9.2 Part 3 Design Guidance of the 'Leicestershire Highways Design Guide' document comprises the key design principles for development layouts to provide safe and free movement for all road users, including cars, lorries, pedestrians, cyclists and public transport.
- 2.9.3 Whilst this STIA does not consider detailed design and therefore DMRB design requirements, the guidance has been considered when determining whether a development site is suitable (e.g. access etc.).

2.10 Summary

- 2.10.1 The prevailing theme of national policy is that developments must be accessible by sustainable means of transport as well as to all members of the local community. Local policy echoes the sustainability sentiment of national policy and provides more detail relevant to the proposed site allocations.

3 Baseline Transport Networks

3.1 Overview

3.1.1 This section describes the existing transport networks within Harborough across all modes of transport, and known future development proposals of these networks.

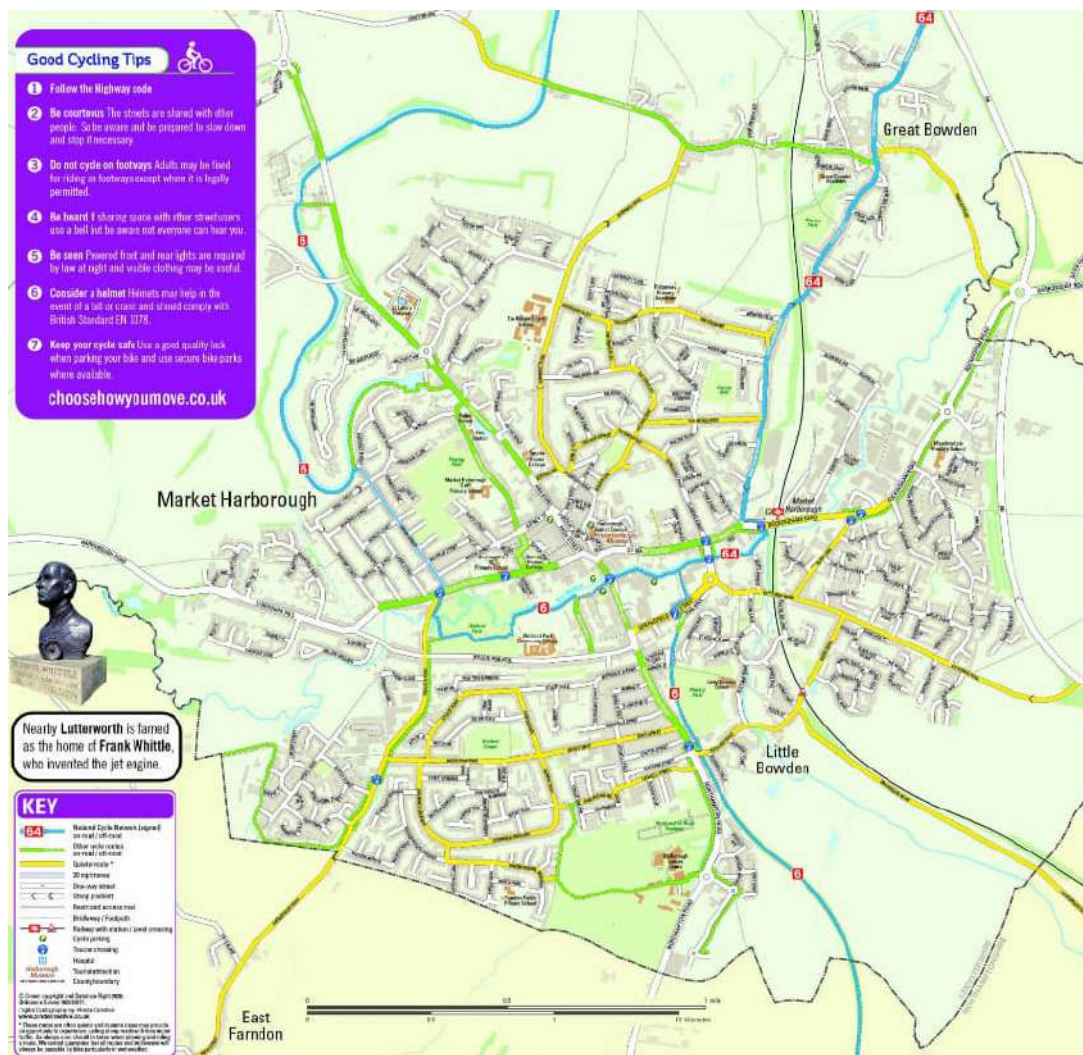
3.2 Walking / Cycling Network

3.2.1 Appendix B summarise the cycling network currently available within Harborough District.

3.2.2 The National Cycle Network (NCN) route 50 runs north-south through the district connecting Willoughby Waterleys to the north of the district to Swinford in the south. The NCN 6 also runs through the District, connecting Market Harborough with Leicester. NCN routes 63 and 64 provide connectivity to the east of the District. Other routes (comprising bridleways, as well as on-road routes) are also shown on the map.

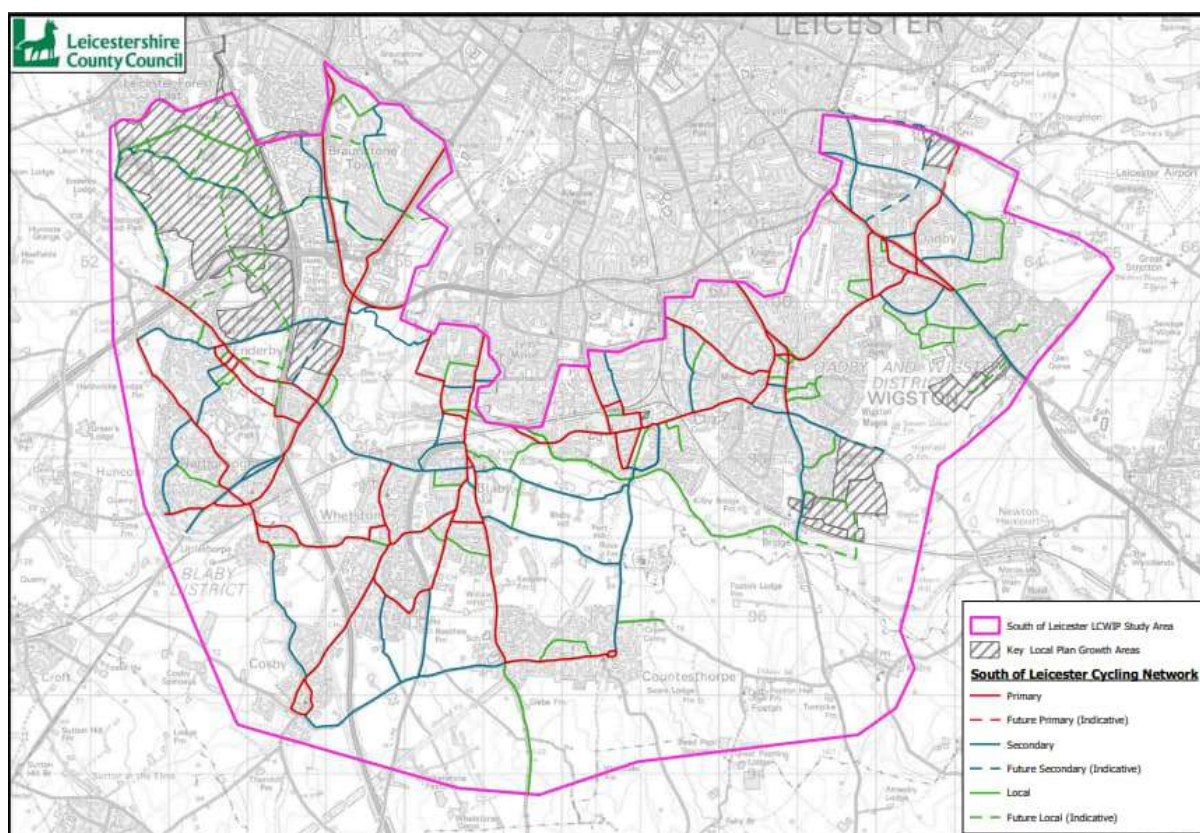
3.2.3 Figure 3.1 shows the Market Harborough town centre cycle map. Local connectivity is available, as well as longer distance connectivity via NCN 6 and NCN 64.

Figure 3.1: Market Harborough Cycle Network



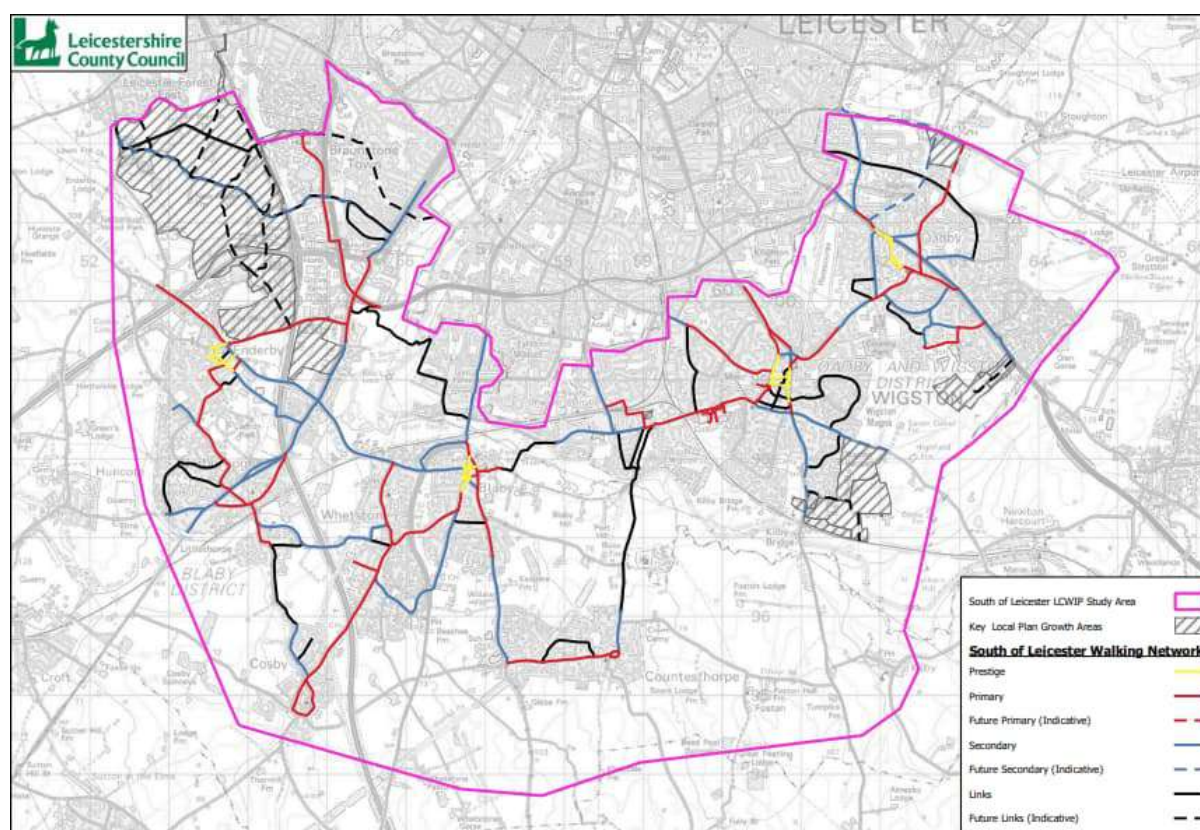
- 3.2.4 It is understood that an LCWIP for the Market Harborough area is currently in development, having undertaken the first round of public consultation. LCC also intends creating an LCWIP for Lutterworth; however, this process has not yet begun.
- 3.2.5 An LCWIP is available covering the South of Leicestershire area, setting out the vision and priorities for cycling, walking and wheeling in the area. This largely covers the Blaby and Oadby & Wigston Districts, but has some relevance to the Harborough district.
- 3.2.6 The South of Leicester LCWIP cycling priority network map is shown in Figure 3.2, whilst Figure 3.3 shows the Walking and Wheeling priority network map. A cross-boundary route is proposed via Willoughby Road connecting Countesthorpe (Blaby District) to Willoughby Waterleys (Harborough District). An additional route may extend from Oadby towards Great Glen via the A6.

Figure 3.2: South of Leicester LCWIP area cycling priority network map



Source: South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP), Leicestershire County Council, 2023

Figure 3.3: South of Leicester LCWIP area walking and wheeling priority network map

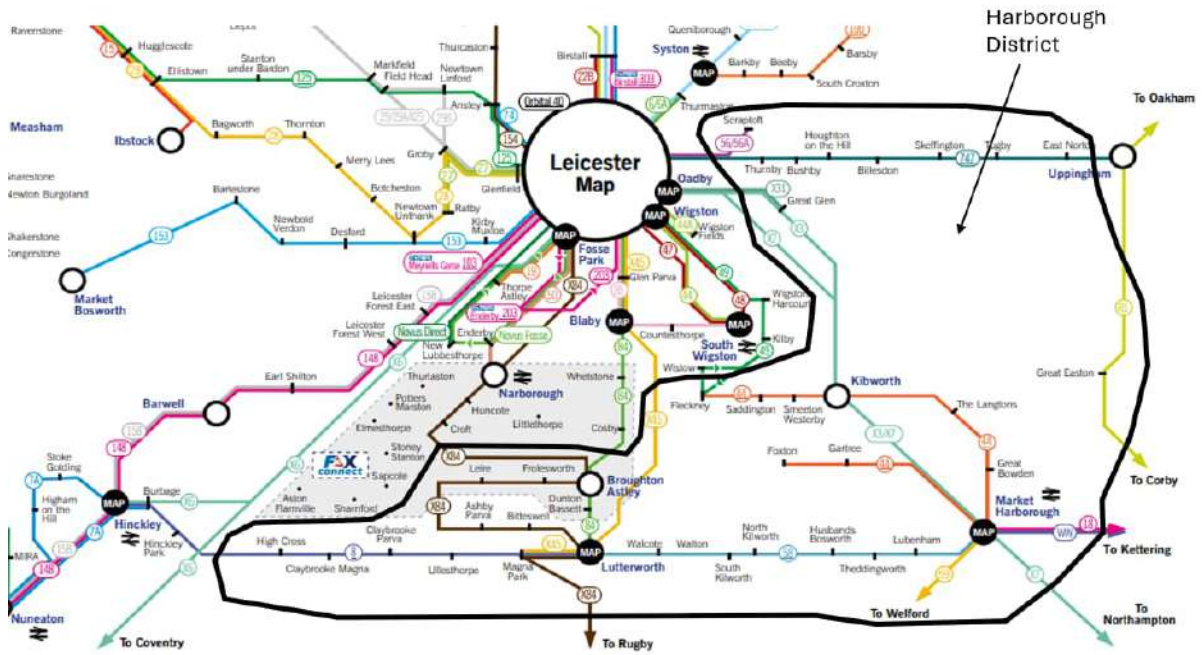


Source: South of Leicester Area Local Cycling and Walking Infrastructure Plan (LCWIP), Leicestershire County Council, 2023

3.3 Public Transport Network (Bus)

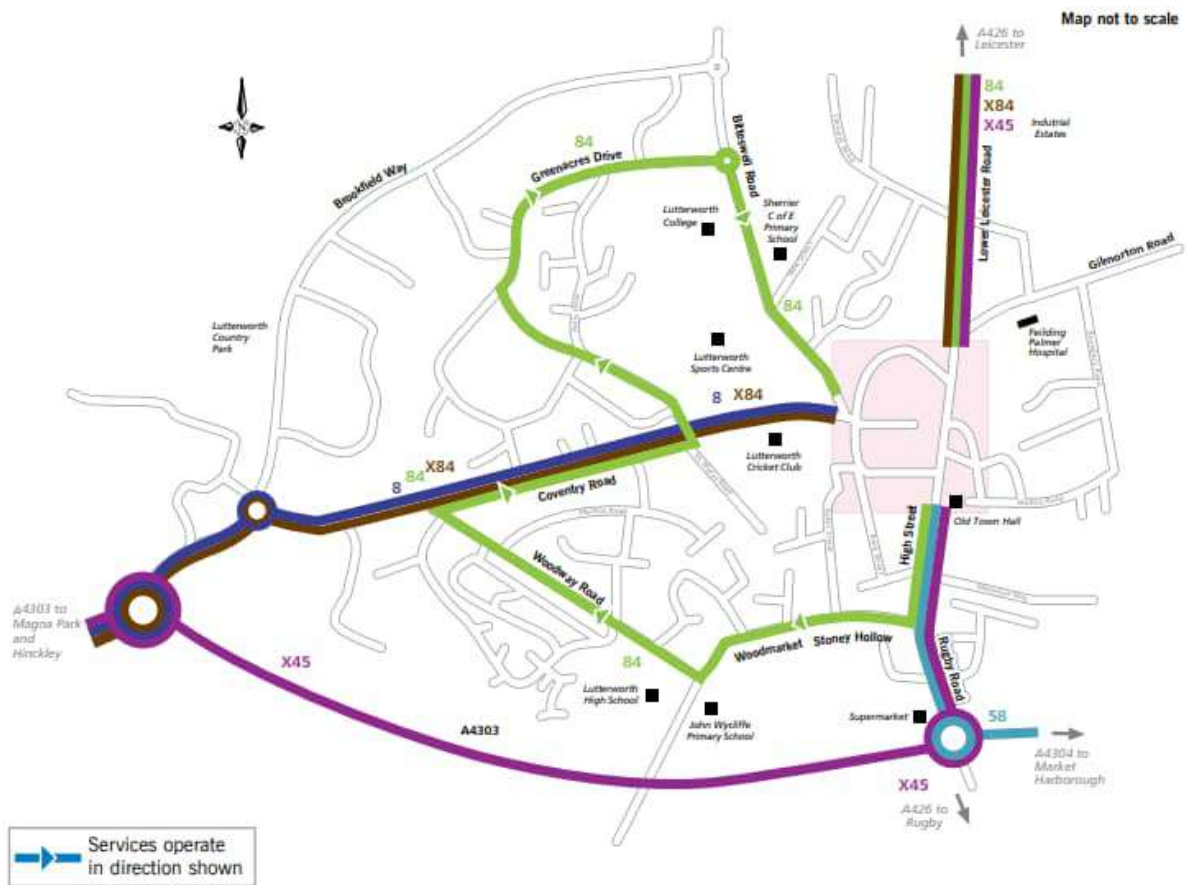
- 3.3.1 Figure 3.4 summarises the bus network serving the Harborough District, with Figure 3.5 and Figure 3.6 showing more detailed maps of Lutterworth and Market Harborough, respectively.
- 3.3.2 Harborough District is served by both traditional buses, as well as Demand Responsive Transport (DRT) services. The DRT, FoxConnect, serves the rural areas to the west of the district, including the villages of Broughton Astley, Dunston Bassett, Leire, Frolesworth, Ullesthorpe and Claybrooke Magna.
- 3.3.3 Table 3.1 summarises the bus services currently operating in Harborough. As can be seen from these figures and tables, services across the district are typically infrequent (hourly or less).
- 3.3.4 It is understood that Leicestershire is currently reviewing its bus network and that this work is ongoing. The Harborough bus network is due to be reviewed in 2025, following which an examination of bus-related 'pinch-point' will be undertaken to inform scheme design. As such, the bus services in Table 3.1 will be subject to imminent review.

Figure 3.4: Leicestershire Bus Network – Harborough and surrounding areas



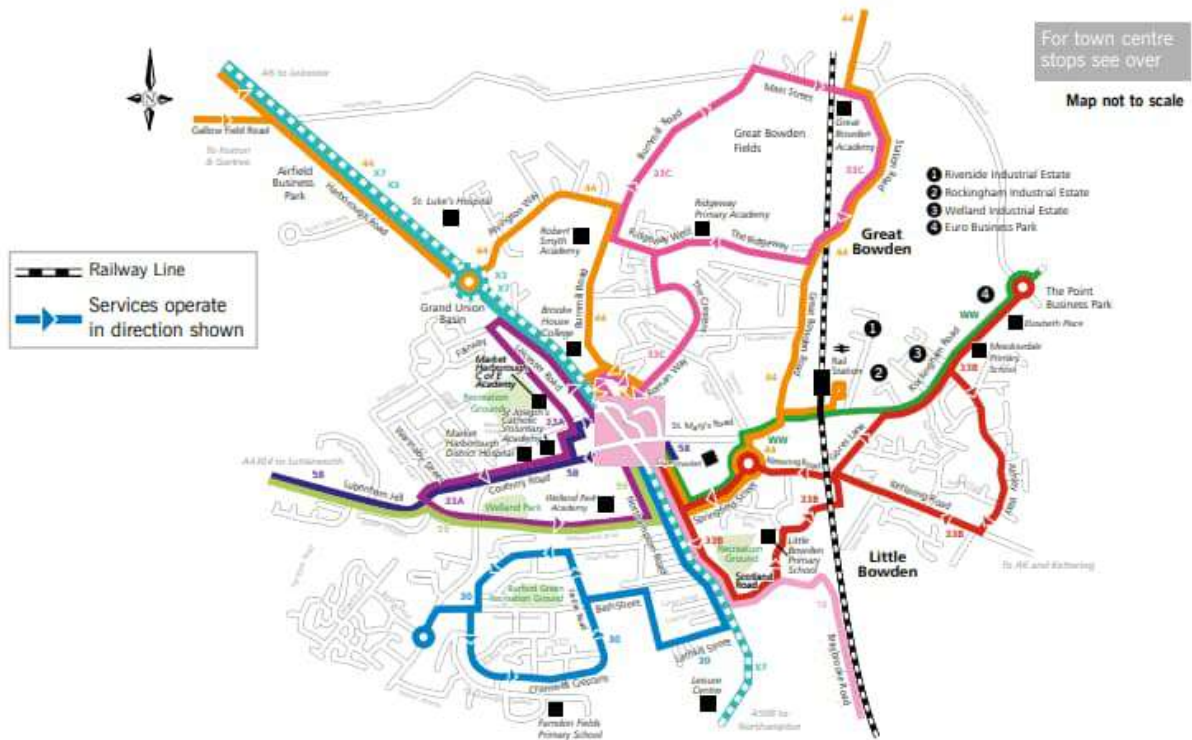
Source: Choose How You Move, January 2024

Figure 3.5: Lutterworth Town Centre Bus Network



Source: Choose How You Move, January 2024

Figure 3.6: Market Harborough Town Centre Bus Network



Source: Choose How You Move, January 2024

Table 3.1: Harborough bus services - Summary

Service	Operator	Route	Frequency
84	Arriva	Lutterworth – Dunston Bassett – Broughton Astley – Cosby – Whetstone – Blaby – Leicester	Mon – Sat Daytime & Evening: Hourly
X84	Arriva	Leicester – Fosse Park – Broughton Astley – Lutterworth – Magna Park – Rugby	Mon – Sat Daytime & Evening: Hourly
X45	Arriva	Magna Park – Lutterworth – Leicester	Infrequent
8	Arriva	Lutterworth – Magna Park – Ullesthorpe – Hinckley Park – Burbage - Hinckley	Mon – Sat Daytime & Evening: Hourly
58	Centrebus	Market Harborough – Lutterworth	Mon – Sat Daytime: Infrequent
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	Mon – Sat Daytime: 2 Hourly (hourly at peak times)
X3	Arriva	Market Harborough – Kibworth – Great Glen – Oadby – Leicester	Mon – Sat Daytime & Evening: Hourly
X7	Stagecoach	Northampton – Market Harborough – Kibworth – Oadby – Leicester	Mon – Sun Daytime & Evening: Hourly
WW	Lawsons of Corby	Market Harborough – Cottingham	Once a week (Tuesday)
59	Stagecoach	Market Harborough – Marston Trussell – Sibbertoft – Clipstone – Naseby – Cold Ashby – Welford	Once a day (Tuesday and Friday)
49	Arriva	Leicester – Wigston Magna – Wigston Harcourt – Fleckney	Mon – Sat Daytime: Hourly
18	Stagecoach	Market Harborough – Kettering	Mon – Sat Daytime: Hourly
30	Centrebus	Market Harborough Town Service: Southern Estates	Mon – Saturday Daytime: Hourly (off-peak only)
33A	Stagecoach	Market Harborough Town Service:	Mon – Sat Daytime: Hourly

Service	Operator	Route	Frequency
		Coventry Road	
33B	Stagecoach	Market Harborough Town Service: Little Bowden	Mon – Sat Daytime: Hourly
33C	Stagecoach	Market Harborough Town Service: Great Bowden	Mon – Sat Daytime: Hourly

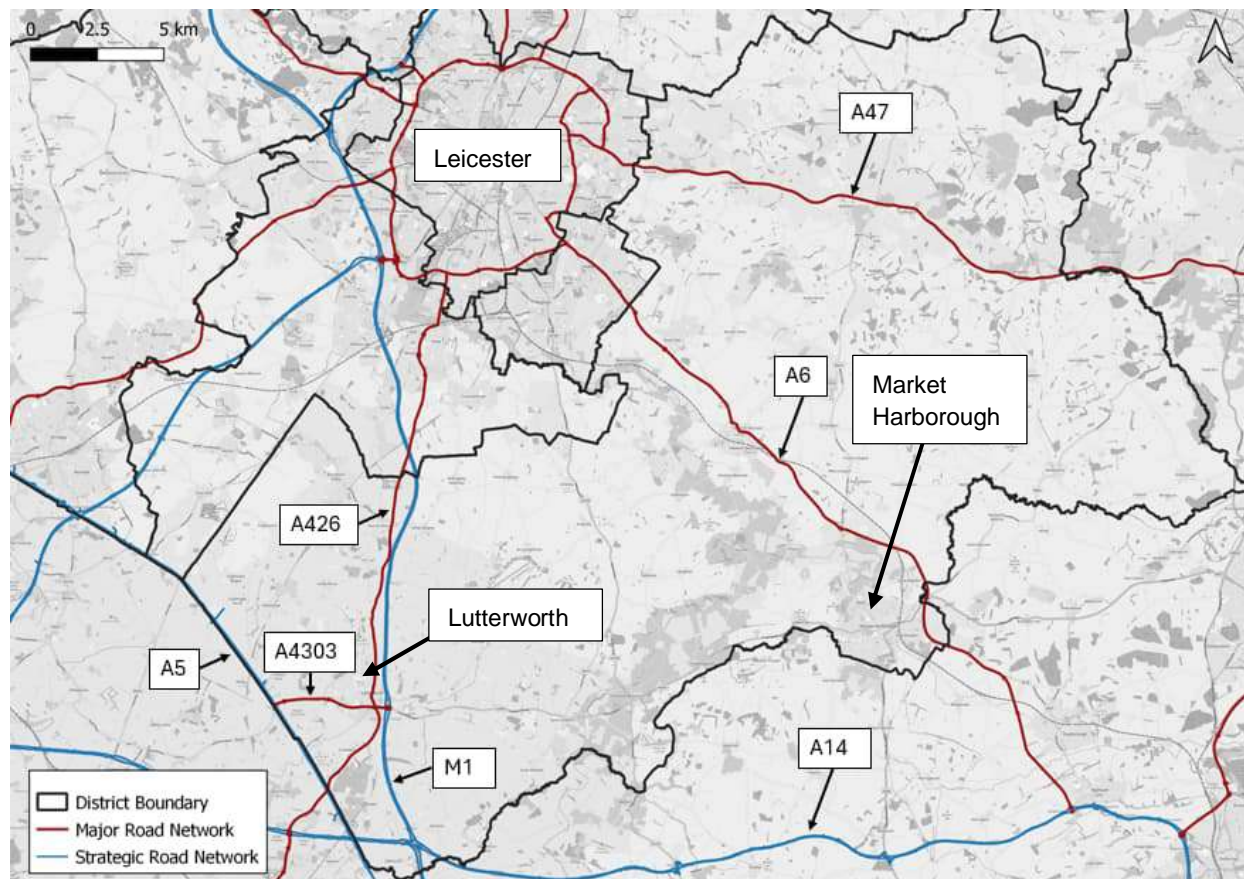
3.4 Public Transport Network (Train)

- 3.4.1 There is one train station located within the Harborough District. Market Harborough Station is located within the centre of Market Harborough.
- 3.4.2 Market Harborough station lies on the Midland Main Line, providing connectivity between London St. Pancras and Nottingham. To the north lies Leicester station and to the south lies Kettering station.
- 3.4.3 Trains run every 30 minutes in both directions. Car parking is available at the station (approximately 500 spaces), with a further 36 bicycle storage spaces (sheltered, with CCTV).
- 3.4.4 The station can be reached via the 44 bus (or the X3 / X7 with a 700m walk). The Station is connected to the local cycle network via the NCN64, as well as an off road route via St Mary's Road.
- 3.4.5 In summary, railway connectivity from Market Harborough is good; however, the rest of the district is not served by rail infrastructure.

3.5 Highway Network

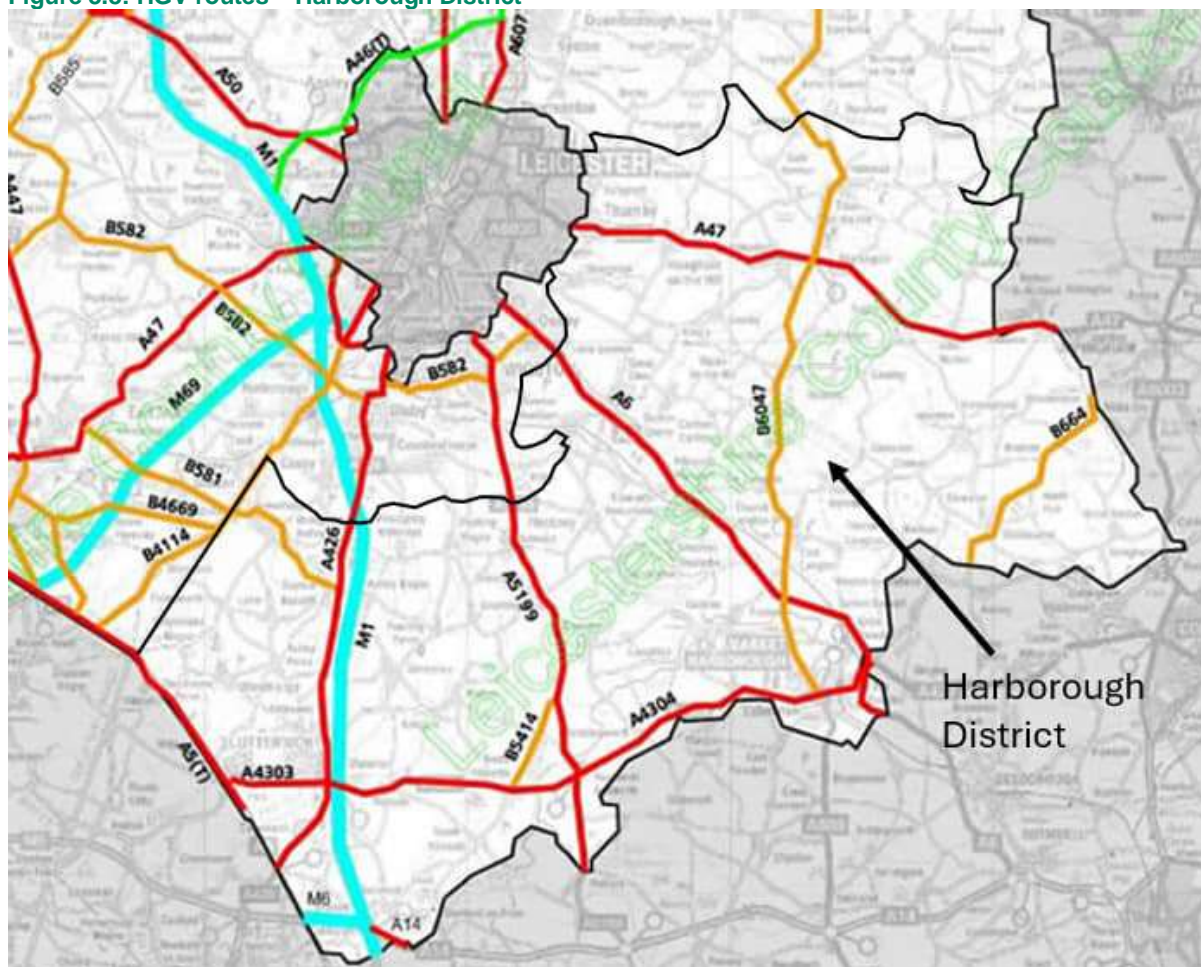
- 3.5.1 **Network Structure:** The Harborough District highway network is comprised of both the Strategic Road Network (SRN) routes, managed by National Highways, and those routes managed by the local highway authority, Leicestershire County Council. Non-SRN routes include the Major Road Network (MRN), A-roads, B-roads and minor routes.
- 3.5.2 In terms of the strategic highway network, the M1 transects the district north-south, passing the town of Lutterworth as well as several smaller villages, whilst the A5 (to the west of the district) delineates Leicestershire and Warwickshire. To the south, a small section of the A14 routes within the Harborough District.
- 3.5.3 In terms of the major road network, the MRN routes comprise the A4303 and A426 to the south-west of the District, the A6 transecting through the centre of the District (passing Market Harborough) and the A47.
- 3.5.4 The SRN and MRN network is shown in Figure 3.7. As can be seen from this figure, much of the district is comprised of local roads (lying outside of the MRN and SRN network).

Figure 3.7: SRN and MRN Network – Harborough District



3.5.5 **Heavy Goods Vehicles:** Several routes through Harborough are identified as being suitable for HGVs as shown in Figure 3.8. This includes the A426, A4303, A14, A4304, A5199, A6 and A47.

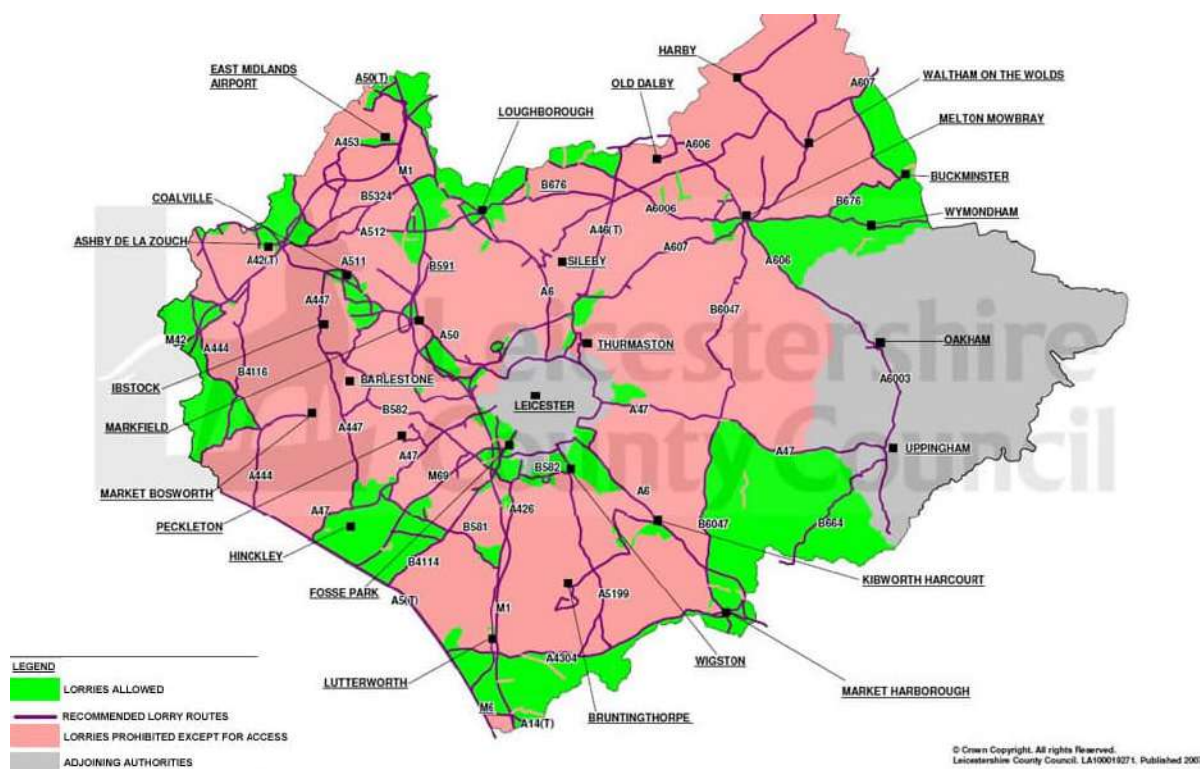
Figure 3.8: HGV routes – Harborough District



Source: https://www.hgvcity.com/Lorry_Routes/Leicestershire_Lorry_Routes.htm

3.5.6 HGV restrictions within Leicestershire are identified in Figure 3.9, with the majority of Harborough District identified as an area where HGVs are only permitted for access. This is pertinent in relation to those sites identified for employment use.

Figure 3.9: HGV restrictions - Leicestershire



Source: https://www.hgvcity.com/Lorry_Routes/Leicestershire_Lorry_Routes.htm

3.5.7 **Highway Capacity:** The PRTM has been used to identify the junctions at or approaching capacity within the 2041 Core scenario (i.e. the traffic conditions in 2041 if the Local Plan developments are not built).

3.5.8 Junctions with a turning movement with a Volume to Capacity ratio (V/C) of 85% or higher have been identified in Figure 3.10 for the AM peak period, and Figure 3.11 for the PM Peak period. Within these diagrams:

- a V/C of 85% - 100% indicates that a junction is approaching capacity and is likely to experience some queuing.
- a junction with a V/C of over 100% is one that is over its theoretical capacity and is likely to experience delays.

3.5.9 Further information regarding the detail of the PRTM modelling approach is available within the JTE Stage 1 reporting and is not replicated in this STIA. This detail includes the approach to COVID19 and committed developments (including proposed transport infrastructure, housing and employment sites, and miscellaneous proposals such as the proposed new prison at Gartree, Market Harborough).

Figure 3.10: Junctions at or approaching Capacity – 2041 Core AM

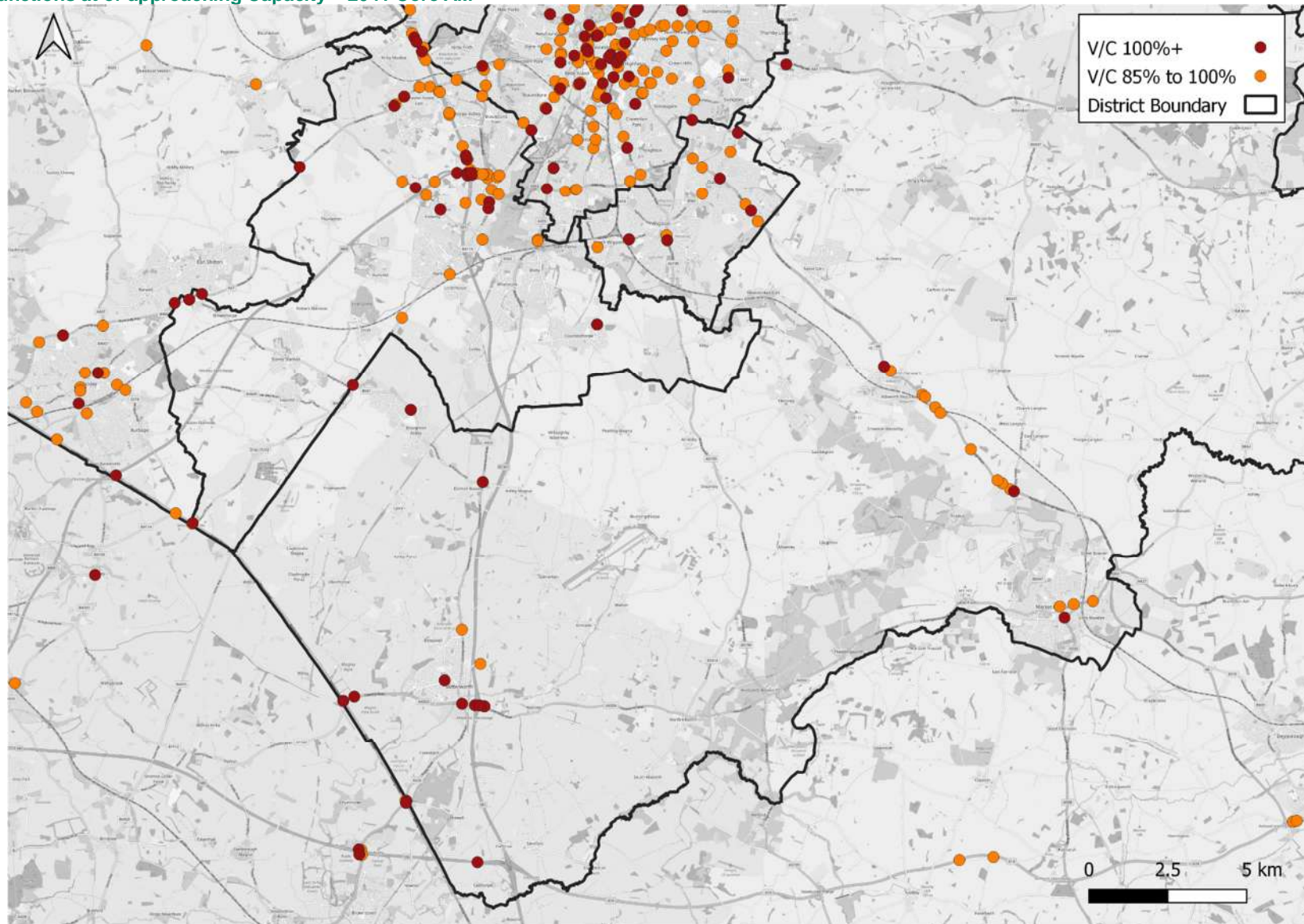
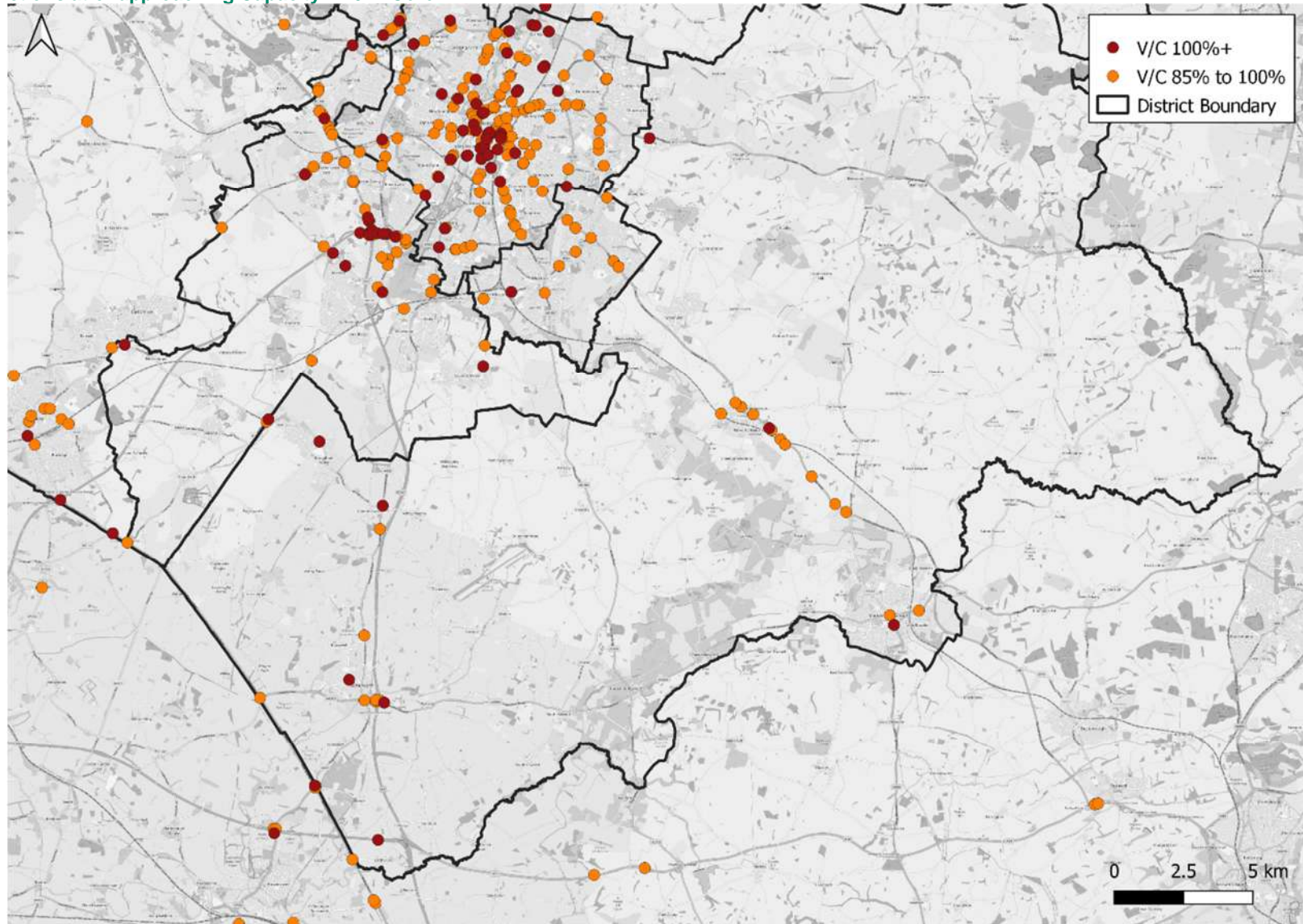


Figure 3.11: Junctions at or approaching Capacity – 2041 Core PM



3.6 Summary

3.6.1 Figure 3.12 summarises the policy context (Section 2) and baseline conditions (Section 3) in relation to the Vision-Led approach articulated in Section 1.3.

Figure 3.12: Vision Led Planning (Harborough Specific Context)



4 Site Facilitation

4.1 Overview

- 4.1.1 The purpose of this section is to consider the likely way in which the proposed HDC site allocations could be facilitated through the requirement for on-site infrastructure (largest sites only) and the approach to maximising accessibility via sustainable transport.

4.2 On-Site Infrastructure

- 4.2.1 As requested by HDC, indicative cost estimates have been prepared (for the purpose of Local Plan feasibility, only) for the primary highway and drainage infrastructure for the largest of the proposed site allocations. These on-site infrastructure cost estimates are summarised in Table 4.1, with the detail contained in Appendix C.

Table 4.1: On Site Costs

Development Group	Site(s)	Cost
Scraptoft	8227 (Land between Scraptoft and Bushby)	£11,400,000
Great Glen	8631 (Land South of Gartree Road and East of Oadby)	£39,800,000
	8230 (Land to the North of London Road and Leicester Grammar School)	
Market Harborough North	8122 (Land East of Market Harborough Road)	£17,800,000
	8143 (Land east of Leicester Road and south of Grand Union Canal)	
	10597 (Land South of Gallow Field Road)	

4.3 Walking and Cycling Facilitation Measures

- 4.3.1 As noted in Section 1, the requirements for active travel mitigation have become more important in recent years, with the formation of Active Travel England (ATE) and the publication of LTN1/20. Pedestrians and cyclists are now recognised at the top of the transport hierarchy. As such, each site has been examined to identify potential schemes to maximise accessibility by walking, wheeling (including mobility aids) and cycling.
- 4.3.2 Notwithstanding this, detailed examination of potential routes is beyond the scope for this work, particularly in the context of there being no LCWIP for the area. For the purposes of this work, it has been assumed connections would be required to existing infrastructure (where this exists) and, for larger sites, provision would also be needed to connect to local services and facilities. For smaller, more rural sites it has been assumed that users would make use of the designated quiet lanes, and in this instance cycle signage has been costed to this effect. As such, the indicative walking / cycling measures have been developed through an initial appreciation of the site location and proposed site size.
- 4.3.3 The Department for Transport published its “*Summary and Syntheses of Evidence: Cycle City Ambition Programme 2013-2018*” in 2019 which contains benchmark cost estimates for cycle infrastructure. This has been used, together with an element for inflation², to estimate 2024

² For capital costs (i.e. those associated with physical infrastructure) inflation has been calculated using AECOM constructed Civil Engineering Cost Index, which is a composite labour and materials cost index (developed using BCIS PAFI data). For revenue costs (i.e. those associated with operating costs etc.) inflation has been calculated using the Bank of England Inflation Rate Calculator.

costs associated with providing cycle infrastructure for the proposed site allocations. Notwithstanding this, further liaison (by developers) with ATE and Leicestershire's sustainable transport team would be required for each cluster and development site to agree the active travel mitigation strategy prior to any planning applications being submitted.

4.3.4 Table 4.2 presents the indicative walking and cycling measures costed for each site, whilst Table 4.3 summarises the costs for each site. The costs include optimism bias at 46% as per TAG guidance, and are rounded to the nearest £1,000.

Table 4.2: Site Mitigation measures – Walking and Cycling

Site	Reference ID	Potential Infrastructure
Land at Gaulby Road	8155	Cycle Signage (Gaulby Road)
Billesdon Depot south of Gaulby Road	12207	Cycle Signage (Gaulby Road)
Former Lorry Park Gaulby Road	8202	Cycle Signage (Gaulby Road)
Land off Frolesworth Road, Broughton Astley	10554	Strategic Cycle Route (Frolesworth Road to Main Street) Cycle Signage
Land north of Kilby Road	10042	Cycle Signage (to village centre and NCN6)
Land to the west of the Longgrey	8055	Cycle Signage (to village centre and NCN6)
Land north of Dingley Road	8151	Cycle signage (connecting the site to NCN64)
Land off Dingley Rd and Nether Green	8054	Cycle signage (connecting the site to NCN64)
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	Cycle route upgrades (A6) Cycle Signage (A6) Upgraded cycle crossing (Florence Wragg Way / A6)
Land South of Gartree Road & East of Oadby	8631	Cycle route upgrades (A6) Cycle Signage (A6) Upgraded cycle crossing (Florence Wragg Way / A6) Strategic cycle route (Gartree Road)
Land north of Uppingham Road	8206	Cycle Signage (A47 / Main Street)
Land north of Stretton Lane	8135	Cycle Signage (Stretton Lane and Main Street)
Land east of Welford Road	8064	Site Permeability and Footpath Connections
Land west of Warwick Road	8247	Strategic Cycle Route (Local Centre via Warwick Road and Fleckney Road) Cycle Signage
Land south & west of Priory Business Park	10642	Strategic Cycle Route (Local Centre via Warwick Road and Fleckney Road) Cycle Signage
Land at M1 Junction 20/Swinford Road	8104	Cycle Signage (A4303 / Rugby Road to Town Centre)
Land off Leicester Road, Lutterworth	8167	Cycle Signage (A426 / Bill Crane Way to Town Centre)
Land south of Lutterworth Road/Coventry Road	8179	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)
Land east of Leicester Rd and south of Grand Union canal	8143	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage

Site	Reference ID	Potential Infrastructure
East of Market Harborough Road	8122	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
Land south of Gallow Field Road	10597	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
Land OS3070, Leicester Rd	8737	Cycle Superhighway (Harborough Road / Leicester Road) Crossing Upgrade (Harborough Road / Wellington Way & Leicester Road / Alvington Way) Cycle Signage
Compass Point Business Park	10248&10253	Strategic Cycle Route (to NCN6 via Moseley Avenue) Cycle Signage
Land north of the A47, east of Zouche Way	8241	Cycle route upgrades Cycle Signage
Land between Scraftoft & Bushby	8227	Strategic Cycle Route (Site to Education provision) Cycle Signage
Land East of Beeby Road	8090	Strategic Cycle Route (Site to Local Centre) Cycle Signage
Land south of Ashby Road	10649	Cycle Signage
Land north of Ashby Road	8180	Cycle Signage
Land south of George House, Coventry Road	10595	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)
Land at Mere Lane	12227	Cycle route upgrades Cycle Signage Crossing upgrade (Coventry Road / Brookfield Way / Blakenhall Drive)

4.3.5 For Sites at Market Harborough, connectivity to the railway station will likely be the priority requirement.

4.3.6 In addition to connections listed above, it is expected that each site developer will consider how to make their site permeable (through the provision of active mode access points in addition to those for vehicular traffic, where appropriate).

Table 4.3: Walking and Cycling mitigation cost by development site (Indicative) & scenario

Site	Reference ID	Cost Estimate
Land at Gaulby Road	8155	£65,000
Billesdon Depot south of Gaulby Road	12207	£13,000
Former Lorry Park Gaulby Road	8202	£7,000
Land off Frolesworth Road, Broughton Astley	10554	£873,000
Land north of Kilby Road	10042	£29,000
Land to the west of the Longgrey	8055	£13,000
Land north of Dingley Road	8151	£2,000
Land off Dingley Rd and Nether Green	8054	£9,000

Site	Reference ID	Cost Estimate
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	£627,000
Land South of Gartree Road & East of Oadby	8631	£10,277,000
Land north of Uppingham Road	8206	£19,000
Land north of Stretton Lane	8135	£19,000
Land east of Welford Road	8064	£-
Land west of Warwick Road	8247	£1,959,000
Land south & west of Priory Business Park	10642	£441,000
Land at M1 Junction 20/Swinford Road	8104	£15,000
Land off Leicester Road, Lutterworth	8167	£51,000
Land south of Lutterworth Road/Coventry Road	8179	£97,000
Land east of Leicester Rd and south of Grand Union canal	8143	£1,916,000
East of Market Harborough Road	8122	£3,831,000
Land south of Gallow Field Road	10597	£4,597,000
Land OS3070, Leicester Rd	8737	£102,000
Compass Point Business Park	10248&10253	£347,000
Land north of the A47, east of Zouche Way	8241	£383,000
Land between Scraftoft & Bushby	8227	£1,499,000
Land East of Beeby Road	8090	£1,020,000
Land south of Ashby Road	10649	£4,000
Land north of Ashby Road	8180	£6,000
Land south of George House, Coventry Road	10595	£107,000
Land at Mere Lane	12227	£823,000
Total		£29,151,000

- 4.3.7 The above costs should be considered as guide to Local Plan feasibility, only. Actual costs for specific development proposals will be confirmed through the standard planning process. It is anticipated that each developer will work to identify appropriate schemes with LCC and ATE as each masterplan is progressed through the Vision Led approach.

4.4 Public Transport Facilitation Measures

- 4.4.1 Leicestershire County Council's Planning Obligations Policy (2019) sets out that developers may be expected to contribute to both improved public transport infrastructure, or improved / diverted bus services.
- 4.4.2 The Leicestershire policy documentation does not contain any 'typical' costs for such mitigation; however, a similar policy document from Nottinghamshire (dated January 2024) outlines typical infrastructure costs for bus stops and also identifies the 'typical' cost of £150K per annum gross for a full day, Monday - Saturday operation for a double decker / single deck. This support is typically over 8 years but on a reducing contribution per year basis.
- 4.4.3 Table 4.4 provides an indication of the measures costed for each site, whilst Table 4.5 summarises the high-level indicative cost estimates for public transport contributions (rounded to the nearest £1,000). The indicative measures have been developed through an initial appreciation of the site location and proposed site size.
- 4.4.4 The cost of public transport improvements in locations benefiting multiple sites have been split proportionally across each site. Upgrades to public transport infrastructure would benefit multiple Local Plan sites (particularly as a result of route improvements along key corridors, such as the A6), as such the resulting costs have been presented on a site-by-site basis, rather than by cluster. A summation of total cluster costs is presented in Section 5.
- 4.4.5 As noted in Section 3, Leicestershire CC are currently in the process of reviewing its bus network which may mean large scale changes to the bus network in Harborough. In addition,

no consideration has been taken with respect to phasing of the bus support (i.e. starting any new services following completion of the nth dwelling).

- 4.4.6 Further liaison with bus operators and Leicestershire’s public transport team would be required for each cluster and development site to agree the public transport mitigation strategy and costs prior to any planning applications being submitted.

Table 4.4: Site Mitigation measures – Public Transport (Indicative)

Site	Reference ID	Potential Infrastructure
Land at Gaulby Road	8155	Bus stop upgrades (Church Street)
Billesdon Depot south of Gaulby Road	12207	Bus stop upgrades (Church Street)
Former Lorry Park Gaulby Road	8202	Bus stop upgrades (Church Street)
Land off Frolesworth Road, Broughton Astley	10554	Bus Stop upgrades (Main Street) Bus Stop construction (Frolesworth Road)
Land north of Kilby Road	10042	Bus Stop upgrades (Moores Nursery – NB) Bus Stop construction (Moores Nursery – SB)
Land to the west of the Longgrey	8055	Bus Stop upgrades (Moores Nursery – NB) Bus Stop construction (Moores Nursery – SB)
Land north of Dingley Road	8151	Bus Stop upgrades (Main Street – NB) Bus Stop construction (Main Street – SB)
Land off Dingley Rd and Nether Green	8054	Bus Stop upgrades (Main Street – NB) Bus Stop construction (Main Street – SB)
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	Increased bus service frequency Bus service diversion Bus Stop upgrades (Leicester Grammar School)
Land South of Gartree Road & East of Oadby	8631	Increased bus service frequency Bus service diversion Bus Stop upgrades (Gorse Lane)
Land north of Uppingham Road	8206	Bus Stop construction (Site Access)
Land north of Stretton Lane	8135	Bus Stop upgrades (St Catherines Way (adj North Way))
Land east of Welford Road	8064	Bus Stop upgrades (Cherry Tree Close)
Land west of Warwick Road	8247	Bus Stop construction (Polwell Road)
Land south & west of Priory Business Park	10642	Bus stop upgrades (Polwell Road) Bus stop construction (A6 / Wistow Rd junction)
Land at M1 Junction 20/Swinford Road	8104	N/A – anticipated improvement as part of committed developments
Land off Leicester Road, Lutterworth	8167	Bus Stop construction (Site Access)
Land south of Lutterworth Road/Coventry Road	8179	Bus stop construction (A4303 / Coventry Rd junction) Increased bus frequency
Land east of Leicester Rd and south of Grand Union canal	8143	Increased bus service frequency Bus Stop construction (Site Access)
East of Market Harborough Road	8122	Increased bus service frequency Bus service diversion Bus Stop upgrades (Airfield Business Park)
Land south of Gallow Field Road	10597	Increased bus service frequency Bus service diversion Bus Stop construction (Site Access)
Land OS3070, Leicester Rd	8737	Increased bus service frequency Bus Stop construction (Site Access)
Compass Point Business Park	10248&10253	Bus stop construction (Site access)
Land north of the A47, east of Zouche Way	8241	Bus Stop upgrades (The Cedars)
Land between Scraftoft & Bushby	8227	Increased bus service frequency Bus Stop upgrades (Southfield Close)
Land East of Beeby Road	8090	Increased bus service frequency Bus Stop upgrades (Southfield Close)
Land south of Ashby Road	10649	Bus Stop upgrades (South Avenue)

Site	Reference ID	Potential Infrastructure
Land north of Ashby Road	8180	Bus Stop upgrades (South Avenue)
Land south of George House, Coventry Road	10595	Increased bus service frequency Bus Stop upgrades (George Building)
Land at Mere Lane	12227	Increased bus service frequency Bus service diversion (Via Mere Lane)

Table 4.5: Public Transport mitigation cost by development site

Site	Reference ID	Cost Estimate
Land at Gaulby Road	8155	£4,000
Billesdon Depot south of Gaulby Road	12207	£1,000
Former Lorry Park Gaulby Road	8202	£-
Land off Frolesworth Road, Broughton Astley	10554	£70,000
Land north of Kilby Road	10042	£30,000
Land to the west of the Longgrey	8055	£8,000
Land north of Dingley Road	8151	£5,000
Land off Dingley Rd and Nether Green	8054	£30,000
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	£224,000
Land South of Gartree Road & East of Oadby	8631	£1,077,000
Land north of Uppingham Road	8206	£35,000
Land north of Stretton Lane	8135	£33,000
Land east of Welford Road	8064	£25,000
Land west of Warwick Road	8247	£29,000
Land south & west of Priory Business Park	10642	£41,000
Land at M1 Junction 20/Swinford Road	8104	£-
Land off Leicester Road, Lutterworth	8167	£54,000
Land south of Lutterworth Road/Coventry Road	8179	£225,000
Land east of Leicester Rd and south of Grand Union canal	8143	£164,000
East of Market Harborough Road	8122	£278,000
Land south of Gallow Field Road	10597	£346,000
Land OS3070, Leicester Rd	8737	£9,000
Compass Point Business Park	10248&10253	£44,000
Land north of the A47, east of Zouche Way	8241	£25,000
Land between Scraftoft & Bushby	8227	£804,000
Land East of Beeby Road	8090	£148,000
Land south of Ashby Road	10649	£9,000
Land north of Ashby Road	8180	£16,000
Land south of George House, Coventry Road	10595	£207,000
Land at Mere Lane	1227	£1,483,000
Total		£5,424,000

4.4.7 The above costs should be considered as guide to Local Plan feasibility, only. Actual costs for specific development proposals will be confirmed through the standard planning process.

4.5 Supporting Measures

4.5.1 In addition to public transport costs, LCC's Planning Obligations Policy (2019) includes for securing costs associated with behavioural change programmes such as Leicestershire's *Choose How You Move* scheme. These costs can be broadly split between travel planning activity (welcome packs, for new residents etc) and ongoing travel plan monitoring costs.

- 4.5.2 Behavioural change programmes are most effective at points of change, such as moving house or moving job and would offer a mechanism through which to promote the sustainable transport packages provided at each site under the Vision Led approach.
- 4.5.3 Table 4.6 summarises the indicative costings associated with travel planning measures at each site. Costs are based upon a flat monitoring fee of £6,000 per site for a Full Travel Plan and £11,337 for a Framework Travel Plan, with an additional £52.84 per dwelling / employee covering the cost of travel packs etc. Costs have been rounded to the nearest £1,000.

Table 4.6: Travel Planning cost by development site (Indicative)

Site	Reference ID	Cost Estimate
Land at Gaulby Road	8155	£9,000
Billesdon Depot south of Gaulby Road	12207	£7,000
Former Lorry Park Gaulby Road	8202	£6,000
Land off Frolesworth Road, Broughton Astley	10554	£31,000
Land north of Kilby Road	10042	£11,000
Land to the west of the Longgrey	8055	£8,000
Land north of Dingley Road	8151	£7,000
Land off Dingley Rd and Nether Green	8054	£10,000
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	£27,000
Land South of Gartree Road & East of Oadby	8631	£140,000
Land north of Uppingham Road	8206	£16,000
Land north of Stretton Lane	8135	£7,000
Land east of Welford Road	8064	£12,000
Land west of Warwick Road	8247	£31,000
Land south & west of Priory Business Park	10642	£26,000
Land at M1 Junction 20/Swinford Road	8104	£16,000
Land off Leicester Road, Lutterworth	8167	£18,000
Land south of Lutterworth Road/Coventry Road	8179	£22,000
Land east of Leicester Rd and south of Grand Union canal	8143	£25,000
East of Market Harborough Road	8122	£32,000
Land south of Gallow Field Road	10597	£43,000
Land OS3070, Leicester Rd	8737	£14,000
Compass Point Business Park	10248&10253	£29,000
Land north of the A47, east of Zouche Way	8241	£13,000
Land between Scraptoft & Bushby	8227	£62,000
Land East of Beeby Road	8090	£15,000
Land south of Ashby Road	10649	£8,000
Land north of Ashby Road	8180	£9,000
Land south of George House, Coventry Road	10595	£24,000
Land at Mere Lane	1227	£141,000
Total		£819,000

- 4.5.4 The above costs should be considered as guide to Local Plan feasibility, only. Actual costs for specific development proposals will be confirmed through the standard planning process.

5 Off Site Highway Network Impacts and Mitigation

5.1 Overview

5.1.1 Section 4 sets out the likely requirements to enable development through on-site infrastructure and connectivity by sustainable modes. This section sets out the modelled highway network impacts of the proposed Local Plan growth, and potential mitigation options. As noted in Section 1.3, further work would be required to understand these impacts as the follow on development-specific masterplanning work is progressed to identify:

- Those schemes required to mitigate residual traffic at the time of 'build';
- Those schemes that could be potential 'fallback' mitigation if vision-led approaches require further intervention.

5.1.2 In the latter case, a policy decision may be required by LCC/HDC to determine if the costs presented (subject to the caveats later in this report) are ultimately allocated to highway network improvements or used to benchmark the contributions to further sustainable transport initiatives.

5.2 Potential Highway Network Impact Locations

5.2.1 The modelling outputs from the JTE (Stage 2) have been used in this work for a 2041 forecast year. This includes all the proposed developments in HDC, BDC, HBBC and OWBC³.

5.2.2 To identify the potential impacts within Harborough, Volume / Capacity (V/C) ratios have been extracted from the model for each junction. The V/C ratios been extracted on a 'worst-arm' basis for each junction, rather than averaging across all junction arms (which can disguise impacts on particular movements when averaged across all arms).

5.2.3 Junctions have been flagged for potential mitigation where the V/C ratio exceeds 85% in either the Core 2041 forecast (i.e. *without* Local Plan development) and Preferred 2041 forecast (i.e. *with* Local Plan development).

5.2.4 The level of change in the V/C has then been examined to identify those junctions where there is a large worsening in the performance of a junction (and the V/C ratio exceeds 85% in either of the future year forecasts). Junctions experiencing a large worsening are labelled as likely 'Primary Impact' locations, as they more than likely will require mitigation.

5.2.5 Marginal changes in V/C performance (wherein the V/C ratio exceeds 85% in either of the future year forecasts) have also been flagged as potentially requiring mitigation, given that PRTM is a strategic model and that more detailed modelling of specific junctions may reveal issues that is not evident in the PRTM V/C statistics. These junctions have been labelled as potential 'Secondary Impact' locations.

5.2.6 Figure 5.1 shows the location of the proposed Harborough Local Plan development sites, and the two classes of junctions (by degree of V/C worsening) that have been flagged for mitigation.

5.2.7 It is noted that:

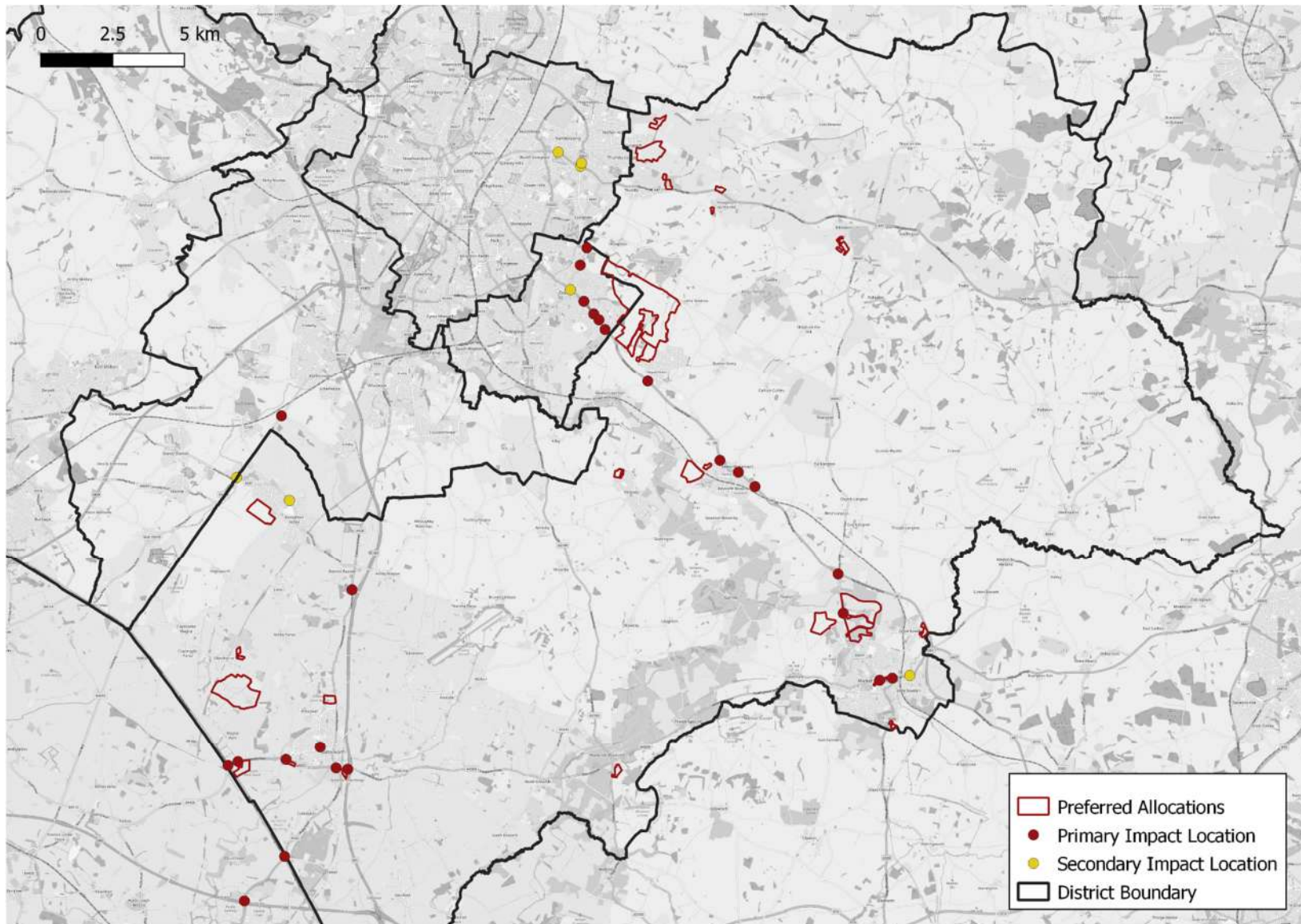
- A common approach to modelling has been taken across all sites to ensure an equitable view across the proposed Local Plan site allocations. As individual site proposals are developed ahead of planning applications, it is expected that developers

³ It is assumed that the site allocations within the JTE modelling located in Harborough are predominantly responsible for any changes of V/C in Harborough, although separate analysis has been conducted to examine cross-border impacts as described later in this chapter:

(particularly for medium / large sites) will articulate a vision-led approach. As such, the model approach adopted in this report should be considered suitable for Local Plan viability (e.g. to enable the likely 'fallback' position to be identified) and further modelling and site specific TA work will be required at the planning application stage.

- Some capacity-constrained sections of the network may be forcing development traffic to use less suitable / appropriate routes, rather than showing as a worsening at an 'expected' junction (e.g. A47 / Station Road). As such, the list of junction impact locations does not exclude other junctions from being assessed at the detailed TA stage. Furthermore, it should be noted that any highway capacity improvements at such capacity constrained locations may not produce overall improvements in network performance, if they were to draw traffic away from less suitable routes and back onto more strategic routes. This should be explored in more detail within the site specific Transport Assessment supporting individual planning applications.
- Given that some Harborough developments are on the border of neighbouring districts / boroughs, this list includes some junctions beyond the boundary of Harborough. This is considered further later in this report.

Figure 5.1: Junction Impact Locations (2041)



5.3 Potential Highway Impact Mitigation Schemes

5.3.1 Following the identification of potential impact locations, a high-level review has been undertaken (Table 5.1) to determine potential mitigation schemes. It should, however, be noted that:

- The indicative mitigation schemes are based on the impacts modelled within the JTE Stage 2 modelling.
- no design work has been undertaken, and the types of mitigation are intended to enable high-level cost estimates for the purposes of Local Plan feasibility, only. All indicative schemes would therefore be subject to further analysis and feasibility work being undertaken.
- Alternative schemes may be available at each mitigation site, to be determined at planning application stage. Individual development sites will need to agree site-specific mitigation with LCC HDM at the time individual sites are brought forward for a site-specific planning application.
- Some locations may already have schemes identified in relation to committed developments. These have still been included here, given the purpose of supporting local plan viability, and that committed developments may not ultimately be realised as they rely on prevailing market conditions in the housing sector etc.
- Leicestershire County Council has conducted separate feasibility work at several locations identified below, as part of strategy work or parallel programmes (such as LCWIP, BSIP). Scheme designs would need to be progressed to align objectives across these programmes.

Table 5.1: Junction Mitigation Options

	Junction	Current Configuration	Indicative Mitigation Option
Primary Impact Location (more than likely requires mitigation)	A6 Leicester Road / Wistow Road	3 arm roundabout	Lane widening (1 arm)
	A6 Leicester Road / Marsh Drive / Church Road	Staggered crossroads (priority)	4-way staggered signalisation
	A6 / Station Road	4 arm roundabout	Roundabout signalisation and lane widening (1 arm)
	A6 Harborough Road / New Road	Priority junction	Full signalisation of junction (3-way).
	A6 Harborough Road / B6047 Melton Road	5 arm roundabout	Full signalisation of roundabout (5-way).
	B6047 / Leicester Lane / Gallow Field Road	Priority crossroads	Full signalisation of the junction (4-way) + Slip lane removal
	A4304 Saint Mary's Road / High Street / Northampton Road	Signalised junction	Segregated cycleway*
	A508 Saint Mary's Road / A508 Springfield Street / A4304	Signalised crossroads	Lane widening (1 arm)
	A4303 Lutterworth Road / A426 Rugby Road	4 arm roundabout	Full signalisation
	A4303 Coventry Road / A5 Watling Street	5 arm roundabout	Roundabout signalisation and lane widening (1 arm)
	A4303 Coventry Road / Hunter Boulevard	4 arm roundabout	Lane widening (1 arm)
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	4 arm roundabout	Roundabout signalisation and lane widening (1 arm)
	Coventry Road / Lutterworth Sports Centre	Signalised junction	Lane widening (1 arm)

	Junction	Current Configuration	Indicative Mitigation Option
	A426 Lutterworth Road / Gilmorton Lane	Staggered priority crossroads	Staggered signalisation + Lane widening (1 arm)
	M1 / A4303	Grade separated 4 arm roundabout	Roundabout signalisation and lane widening (all arms)
	A5 / A426 Rugby Road / Gibbet Lane / A426	5 arm roundabout	Roundabout signalisation and lane widening (1 arm)
	A6 / London Road / Waldron Drive	Signalised crossroads	Road markings and signal adjustments
	A6 / Woodside Road	Priority junction	Road marking amendments and rerouting
	A6 Harborough Road / Ash Tree Road	Signalised junction	Lane widening (1 arm)
	B582 / Manor Road / Manor Road Extension	Double mini-roundabout	Creation of signalised crossway (4-way)
	A6 Glen Road / Florence Wragg Way	3 arm roundabout	Lane widening (1 arm)
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	3 arm roundabout	Full signalisation (3-way).
	B4114 Coventry Road / Croft Road	Signalised junction	Lane widening (1 arm)
	M6 / A426	4 arm roundabout	Lane widening (2 arms)
Secondary Impact Location (potentially requires mitigation)	A47 Uppingham Road / Scraftoft Lane	Signalised junction	Lane widening (1 or more arms)
	A563 / Colchester Road	Signalised crossroads	Lane widening (1 arm)
	A47 / Colchester Road / Goodwood Road	Signalised crossroads	Lane widening (1 or more arms)
	A6 Harborough Road / B582 New Street	Signalised crossroads	Lane widening (1 or more arms)
	A4304 Rockingham Road / Gores Lane	Signalised junction	Lane widening (1 or more arms)
	B4114 Coventry Road / B581 Coventry Road	Signalised junction	Lane widening (1 or more arms)
	B581 Broughton Way / Cosby Road	Signalised crossroads	Lane widening (1 or more arms)

* Given the constrained nature of the road layout in this location, there are limited vehicular mitigation measures available. The introduction of a segregated cycleway along Northampton Road from Scotland Road to the A4303 Saint Mary's Road / High Street junction will help to remove local trips from the network as well as encourage multi-modal trips (owing to improved accessibility to Market Harborough Railway Station).

5.4 Highway Mitigation Cost Estimates

5.4.1 Table 5.2 sets out the high-level indicative cost estimates for the identified junction mitigation (rounded to the nearest £1,000), with more detail provided in Appendix D.

5.4.2 No design work has been undertaken, and the mitigation presented for each location is intended to be indicative and would be subject to further analysis and feasibility work being undertaken. Alternative schemes may be available at each mitigation site. As such, the costs presented should be considered as guide to Local Plan feasibility, only. Actual costs for specific development proposals will be confirmed through the standard planning process.

Table 5.2: Highway Mitigation Costs

	Junction	Indicative Mitigation Option	Indicative Mitigation Cost
Primary Impact Location (more than likely requires mitigation)	A6 Leicester Road / Wistow Road	Lane widening (1 arm)	£300,000
	A6 Leicester Road / Marsh Drive / Church Road	4-way staggered signalisation	£2,900,000
	A6 / Station Road	roundabout signalisation and lane widening (1 arm)	£4,200,000
	A6 Harborough Road / New Road	Full signalisation of junction (3-way).	£3,000,000
	A6 Harborough Road / B6047 Melton Road	Full signalisation of roundabout (5-way).	£4,800,000

	Junction	Indicative Mitigation Option	Indicative Mitigation Cost
	B6047 / Leicester Lane / Gallow Field Road	Full signalisation of junction (4-way) + Slip lane removal	£3,000,000
	A4304 Saint Mary's Road / High Street / Northampton Road	Segregated cycleway	£1,800,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	Lane widening (1 arm)	£1,500,000
	A4303 Lutterworth Road / A426 Rugby Road	Full signalisation	£3,900,000
	A4303 Coventry Road / A5 Watling Street	Roundabout signalisation and lane widening (1 arm)	£4,800,000
	A4303 Coventry Road / Hunter Boulevard	Lane widening (1 arm)	£500,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	Roundabout signalisation and lane widening (1 arm)	£4,300,000
	Coventry Road / Lutterworth Sports Centre	Lane widening (1 arm)	£900,000
	A426 Lutterworth Road / Gilmorton Lane	Staggered signalisation + Lane widening (1 arm)	£2,700,000
	M1 / A4303	Roundabout signalisation and lane widening (all arms)	£5,800,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	Roundabout signalisation and lane widening (1 arm)	£4,200,000
	A6 / London Road / Waldron Drive	Road markings and signal adjustments	£200,000
	A6 / Woodside Road	Road marking amendments and rerouting	£400,000
	A6 Harborough Road / Ash Tree Road	Lane widening (1 arm)	£2,600,000
	B582 / Manor Road / Manor Road Extension	Creation of signalised crossway (4-way)	£3,200,000
	A6 Glen Road / Florence Wragg Way	Lane widening (1 arm)	£500,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	Full signalisation (3-way).	£1,200,000
	B4114 Coventry Road / Croft Road	Lane widening (1 arm)	£900,000
	M6 / A426	Lane widening (2 arms)	£1,300,000
Secondary Impact Location (potentially requires mitigation)	A47 Uppingham Road / Scraftoft Lane	Lane widening (1 or more arms)	£1,062,500
	A563 / Colchester Road	Lane widening (1 arm)	£400,000
	A47 / Colchester Road / Goodwood Road	Lane widening (1 or more arms)	£1,062,500
	A6 Harborough Road / B582 New Street	Lane widening (1 or more arms)	£1,062,500
	A4304 Rockingham Road / Gores Lane	Lane widening (1 or more arms)	£1,062,500
	B4114 Coventry Road / B581 Coventry Road	Lane widening (1 or more arms)	£1,062,500
	B581 Broughton Way / Cosby Road	Lane widening (1 or more arms)	£1,062,500
	TOTAL		

Assumptions:

- The above cost estimates are high level for indicative budget purposes only, and are subject to design development.
- Cost estimates are based on Spon's Civil Engineering and Highway works Price Book 2024 and project experience.
- The proposed carriageway construction has been based on a total thickness of bituminous layers of 300mm, 150mm type 1 sub-base and 250mm capping.
- It is assumed that all existing drainage has sufficient capacity to accept any additional run-off from the proposed highway mitigation.
- Traffic management costs have been estimated based on a rate of £12,500 per month, and an assumed construction duration for each mitigation scheme.
- Preliminary costs have been assumed to be 15% of construction and traffic management costs for each scheme.
- A contingency allowance of 20% has been included for each scheme.
- An optimism bias of 46% has been applied to the costs for each scheme, based on the upper capital expenditure limit for standard civil engineering projects, in accordance with the Supplementary Green Book Guidance produced by HM Treasury.

Limitations:

- No allowance has been made for the following items:
- Professional fees
 - Ground investigation, or other surveys
 - Ground remediation, or removal of unsuitable material
 - Demolition of buildings/structures
 - Utility supplies and diversions
 - Statutory authority fees/approvals
 - Street lighting connections/reinforcement
 - Land ownership costs
 - Earthworks
 - Temporary works
 - Retaining structures
 - Diversion or upgrade of any drainage
 - Surface water attenuation or flow control devices
 - Repair/reinstatement of the existing highway outside of the proposed mitigation
 - Landscaping
 - Vehicle restraint systems
 - Land drainage

- 5.4.3 Only those junctions that have been flagged as ‘Primary Impact Locations’ have been specifically costed, given that impacts at other junctions are marginal (and would likely to be subject to further analysis).
- 5.4.4 As such, costings for junctions identified as potential ‘Secondary Impact Locations’ have been calculated by averaging the mitigation cost for similar highway interventions (e.g. a Secondary Impact Location requiring lane widening of one or more arms has been calculated by averaging the mitigation costs of Primary Impact locations requiring land widening of one or more arms).

5.5 Highway Mitigation Cost Estimate Apportionment

- 5.5.1 Traffic from more than one site may contribute to an impact at a particular junction location. As such, analysis has been undertaken to consider the allocation of costs between development sites.
- 5.5.2 This analysis has been based on determining the number of Local Plan Development-related trips forecast / modelled to route through each of the junctions that has been flagged as requiring mitigation. This has been achieved through Select Link Analysis⁴ (SLA) of those zones within the model that represent development sites.
- 5.5.3 Within the initial JTE Phase 2 modelling, two different approaches were taken depending on whether a new development site was freestanding or whether it expanded an additional suburb/employment site.
- Where the site was freestanding, new zones were included in the PRTM model and default PRTM trip generation rates were applied.
 - Where a site expanded an existing area of development, the existing PRTM zone structure was retained and the trip generation of the existing developed area was uplifted.
- 5.5.4 The above means that, for sites that increase trips to and from existing zones, the SLA will include non-Local Plan development trips and may also have a different trip generation rate to freestanding developments. To produce an equitable cost share for all development sites (for the purposes of Local Plan feasibility, only), following the extraction of the SLA data, the trip generation for each zone has been manually adjusted to a common trip rate base (Table 5.3) which also enables existing trips to be removed.

Table 5.3: PRTM Trip Generation Rates

	AM Peak	PM Peak
Trip Rate – Per Dwelling	0.552	0.552
Trip Rate – B1 (100sqm)	1.77	1.37
Trip Rate – B2 (100sqm)	0.26	0.25
Trip Rate – B8 (100sqm)	0.12	0.1

- 5.5.5 This approach means that the pattern of trips from the SLA is retained but each development is attributed costs on a *like-for-like* basis.
- 5.5.6 Table 5.4 summarises the resulting costs split between each development site, with Appendix E showing how each development contributes to the traffic at each junction that has been flagged as requiring mitigation⁵.

⁴ Select Link Analysis is a method of seeing where trips from a specific zone (development) or link (road) route across the wider modelled area.

⁵ Given time constraints, it was not possible to update and re-run the JTE Phase 2 modelling for the final site allocations. Therefore, the junction mitigation costs have been apportioned by adjusting the trip generation rates (and resulting cost splits). The mitigation locations and mitigation schemes identified in Section 4 remain as per the JTE2 modelled scenario.

Table 5.4: Highway mitigation costs by development site

Development Site	Reference ID	Cost Apportionment
Land at Gaulby Road	8155	£151,000
Billesdon Depot south of Gaulby Road	12207	£32,000
Former Lorry Park Gaulby Road	8202	£16,000
Land off Frolesworth Road, Broughton Astley	10554	£3,391,000
Land north of Kilby Road	10042	£366,000
Land to the west of the Longgry	8055	£167,000
Land north of Dingley Road	8151	£171,000
Land off Dingley Rd and Nether Green	8054	£970,000
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	£2,517,000
Land South of Gartree Road & East of Oadby	8631	£7,657,000
Land north of Uppingham Road	8206	£205,000
Land north of Stretton Lane	8135	£61,000
Land east of Welford Road	8064	£1,372,000
Land west of Warwick Road	8247	£2,993,000
Land south & west of Priory Business Park	10642	£670,000
Land at M1 Junction 20/Swinford Road	8104	£2,513,000
Land off Leicester Road, Lutterworth	8167	£2,975,000
Land south of Lutterworth Road/Coventry Road	8179	£2,677,000
Land east of Leicester Rd and south of Grand Union canal	8143	£1,960,000
East of Market Harborough Road	8122	£3,920,000
Land south of Gallow Field Road	10597	£4,561,000
Land OS3070, Leicester Rd	8737	£104,000
Compass Point Business Park	10248&10253	£1,249,000
Land north of the A47, east of Zouche Way	8241	£318,000
Land between Scraftoft & Bushby	8227	£2,114,000
Land East of Beeby Road	8090	£359,000
Land south of Ashby Road	10649	£344,000
Land north of Ashby Road	8180	£573,000
Land south of George House, Coventry Road	10595	£1,833,000
Land at Mere Lane	12227	£9,579,000
<i>Oadby & Wigston Sites (total)</i>	<i>N/A</i>	<i>£9,857,000</i>
Total		£65,675,000

5.5.7 It is noted that there are several Local Plan development sites within the Oadby and Wigston District located close to the Harborough boundary. These sites would therefore share an apportionment of the junction mitigation costs, particularly on junctions along the A6. The costs associated with developments within Oadby & Wigston have therefore also been presented within Table 5.4, such that the mitigation total balances against the overall scheme cost in Table 5.2 (with the marginal difference due to the impact of rounding).

5.6 Harborough-Development impact on A6 Corridor

- 5.6.1 Traffic flow associated with HDC Local Plan allocations will route beyond the district boundary and both HDC and LCC requested additional detail on the likely impacts along the A6 corridor, through the Oadby & Wigston District into Leicester City.
- 5.6.2 As described previously, the JTE Stage 2 modelling outputs have been used to identify junctions forecast to see a worsening in V/C. The section of the A6 between the A6/B582 junction and A6/A594 junction has therefore been analysed (n.b. junctions to the south are already included within 'Primary Impact' and 'Secondary impact' analysis owing to the direct impact of the Harborough Local Plan developments on these junctions). Figure 5.2 presents the junctions forecast to see a worsening in performance as a result of the Local Plan developments (note: this includes all developments across the modelled area, and not just Local Plan developments within Harborough).
- 5.6.3 The impact locations are as follows:
- A6 / Regent Street / The Parade
 - A6 / ASDA / Brabazon Road
 - A6 / A563
 - A6 / A6030 / Knighton Road
 - A6 / Stoneygate Road / Avenue Road
 - A6 / B598 / Mayfield Road
 - A6 / Granville Road / Evington Road
 - A6 / University Road
 - A6 / Saxby Street
 - A6 / A594
- 5.6.4 It is not possible to ascertain the increase in traffic flow associated with Harborough developments as a proportion of total increase in development traffic at these junctions owing to reassignment effects (i.e. routeing of Local Plan traffic through the junction displaces some trips from the without Local Plan Core Scenario). Notwithstanding this, Table 5.7 presents the traffic flow associated with Harborough site allocations as a proportion of total traffic flow through the junction in the 2041 Preferred Scenario.
- 5.6.5 The table shows that the majority of developments have minimal impact upon the A6 corridor impact junctions, with the exception of Land to the North of London Road and east of Leicester Grammar School and Land South of Gartree Road & East of Oadby. Cells highlighted yellow show developments with negligible impact upon A6 corridor junctions, whilst those highlighted orange represent developments with a more substantial impact.
- 5.6.6 It is noted that existing congestion on the A6 may be forcing the model to assign development trips to less appropriate routes. LCC/HDC would therefore need to undertake further work to understand these impacts, and the degree to which these trips should be encouraged back onto the A6 through highway capacity enhancement. It is understood that a series of MMAIPs are being developed by LCC which will guide this policy development.

Figure 5.2: A6 Corridor Junction Impact Locations

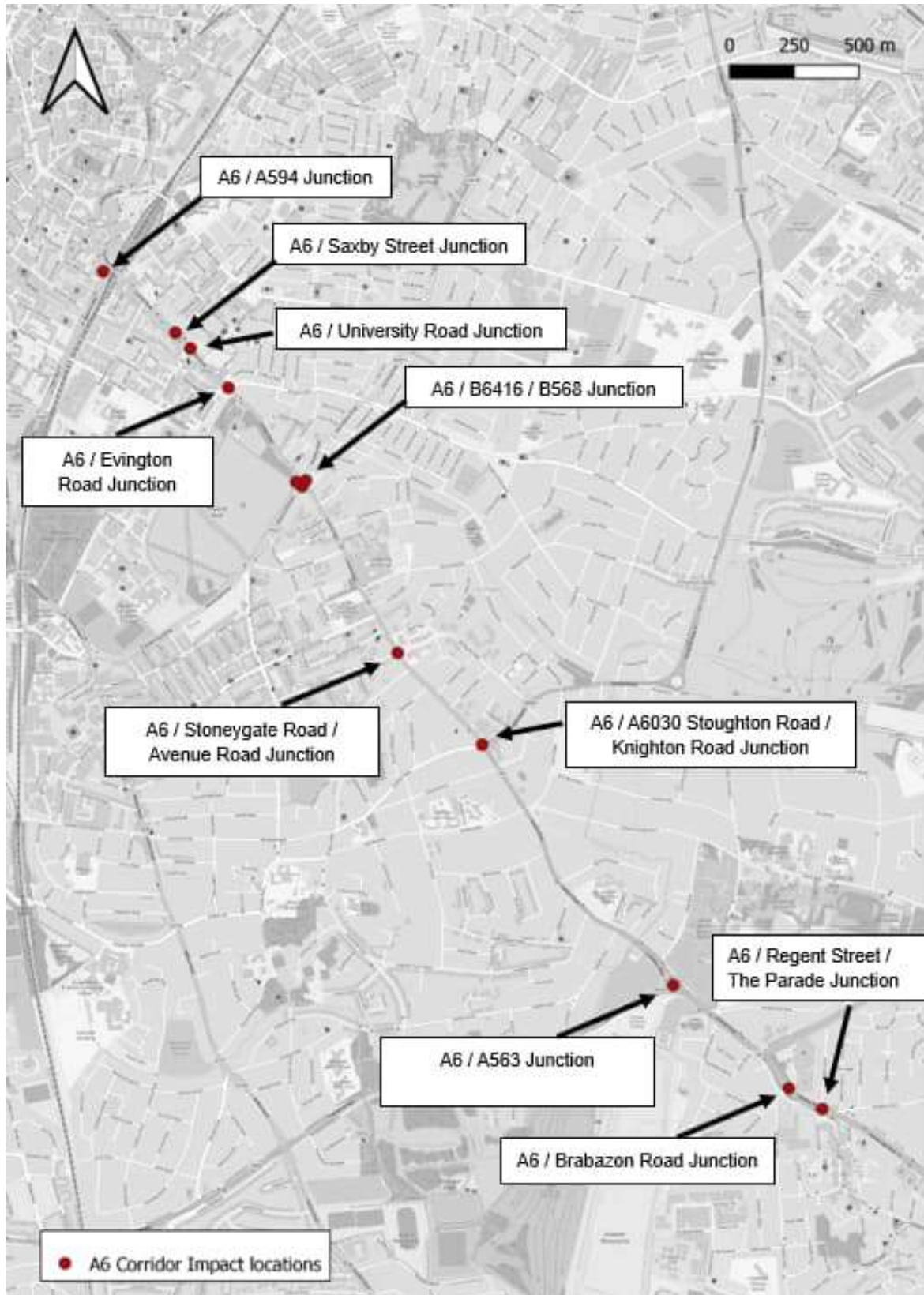


Table 5.5: Harborough development impacts on A6 Corridor Impact Junctions

	A6 / Regent St / The Parade	A6 / ASDA / Brabazon Rd	A6 / A563	A6 / A6030 Stoughton Rd / Knighton Rd	A6 / Avenue Rd / Stoneysgate Rd	A6 / B568 Victoria Park Road / B6416 Mayfield Road	A6 / Granville Road / Evington Road	A6 / University Road	A6 / Saxby Street	A6 / A594
Land at Gaulby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Billesdon Depot south of Gaulby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Former Lorry Park Gaulby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land off Frolesworth Road, Broughton Astley	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land north of Kilby Road	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Land to the west of the Longgrey	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land north of Dingley Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land off Dingley Rd and Nether Green	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land to the North of London Road and east of Leicester Grammar School, Great Glen	1.2%	0.9%	0.7%	0.3%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%
Land South of Gartree Road & East of Oadby	4.4%	2.9%	4.1%	4.5%	2.8%	4.2%	2.6%	2.6%	2.3%	1.0%
Land north of Uppingham Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land north of Stretton Lane	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land east of Welford Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land west of Warwick Road	0.7%	0.5%	0.3%	0.4%	0.4%	0.2%	0.2%	0.2%	0.2%	0.1%
Land south & west of Priory Business Park	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Land at M1 Junction 20/Swinford Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land off Leicester Road, Lutterworth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Land south of Lutterworth Road/Coventry Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land east of Leicester Rd and south of Grand Union canal	0.3%	0.3%	0.2%	0.2%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%
East of Market Harborough Road	0.7%	0.6%	0.5%	0.5%	0.5%	0.2%	0.2%	0.2%	0.2%	0.1%
Land south of Gallow Field Road	0.7%	0.5%	0.4%	0.5%	0.6%	0.3%	0.2%	0.2%	0.2%	0.1%
Land OS3070, Leicester Rd	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Compass Point Business Park	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land north of the A47, east of Zouche Way	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land between Scraftoft & Bushby	0.4%	0.2%	0.2%	0.3%	0.0%	0.2%	0.3%	0.2%	0.2%	0.2%
Land East of Beeby Road	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land south of Ashby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land north of Ashby Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land south of George House, Coventry Road	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Land at Mere Lane	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

6 Total Costs

6.1 Overview

6.1.1 This section sets out the total high-level transport-related costs for the proposed Harborough site allocations (from Sections 5 and 6) on the basis that.

- the proposed schemes and solutions have been prepared to inform Local Plan feasibility, only. Further TA, design work and feasibility analysis is required for all sites as they move towards a planning application.
- it is recognised that there will be competing demands for S016 contributions through the planning system (e.g. education, health, etc) and therefore the total cost contribution sought from each development site is likely to be matter of negotiation between developers, the local highway authority, and the local planning authority. Such negotiation is beyond the scope of this commission.

6.1.2 All costs within this section are presented in 2024 prices.

6.2 Total Cost Summary

6.2.1 The total high-level cost estimates for each site is shown in Table 6.1. The figures include a summation of indicative highway mitigation cost, public transport mitigation cost, walking & cycling mitigation cost and travel planning mitigation cost. (*n.b. the costs associated with on-site infrastructure is not included within the figures shown in Table 6.1*).

Table 6.1: Total cost by development site (Indicative)

Site	Reference ID	Cost Estimate
Land at Gaulby Road	8155	£228,000
Billesdon Depot south of Gaulby Road	12207	£52,000
Former Lorry Park Gaulby Road	8202	£29,000
Land off Frolesworth Road, Broughton Astley	10554	£4,365,000
Land north of Kilby Road	10042	£437,000
Land to the west of the Longgrey	8055	£196,000
Land north of Dingley Road	8151	£185,000
Land off Dingley Rd and Nether Green	8054	£1,019,000
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	£3,395,000
Land South of Gartree Road & East of Oadby	8631	£19,152,000
Land north of Uppingham Road	8206	£274,000
Land north of Stretton Lane	8135	£121,000
Land east of Welford Road	8064	£1,408,000
Land west of Warwick Road	8247	£5,012,000
Land south & west of Priory Business Park	10642	£1,179,000
Land at M1 Junction 20/Swinford Road	8104	£2,544,000
Land off Leicester Road, Lutterworth	8167	£3,098,000
Land south of Lutterworth Road/Coventry Road	8179	£3,020,000
Land east of Leicester Rd and south of Grand Union canal	8143	£4,064,000
East of Market Harborough Road	8122	£8,062,000
Land south of Gallow Field Road	10597	£9,547,000
Land OS3070, Leicester Rd	8737	£229,000
Compass Point Business Park	10248&10253	£1,668,000

Site	Reference ID	Cost Estimate
Land north of the A47, east of Zouche Way	8241	£739,000
Land between Scraftoft & Bushby	8227	£4,478,000
Land East of Beeby Road	8090	£1,542,000
Land south of Ashby Road	10649	£364,000
Land north of Ashby Road	8180	£603,000
Land south of George House, Coventry Road	10595	£2,170,000
Land at Mere Lane	12227	£12,026,000
Total		£91,206,000

6.2.2 Many of the sites are located within proximity to one another. Costs could therefore be considered on a 'cluster' basis to incorporate infrastructure requirements across a development area and to ensure sustainable travel infrastructure is integrated.

6.2.3 The following clusters of sites have been grouped for cost purposes:

- Scraftoft / Thurnby / Bushby:
 - 8241 (Land north of the A47, east of Zouche Way)
 - 8227 (Land between Scraftoft & Bushby)
 - 8090 (Land East of Beeby Road)
- Land south of Gartree Road and East of Oadby Area:
 - 8631 (Land South of Gartree Road & East of Oadby)
 - 8230 (Land to the North of London Road and east of Leicester Grammar School, Great Glen)
- North Market Harborough:
 - 8143 (Land east of Leicester Rd and south of Grand Union canal)
 - 8122 (East of Market Harborough Road)
 - 10597 (Land south of Gallow Field Road)

6.2.4 The costs associated with the clusters are shown in Table 6.2 for each scenario.

Table 6.2: Total Cluster cost

Cluster	Highway	Public Transport	Walking & Cycling	Travel Planning	Total Cost
Scraftoft / Thurnby / Bushby	£2,791,000	£977,000	£2,902,000	£89,000	£6,759,000
Land south of Gartree Road and East of Oadby Area	£10,174,000	£1,301,000	£10,905,000	£167,000	£22,547,000
North Market Harborough	£10,441,000	£788,000	£10,344,000	£100,000	£21,673,000

6.3 Phasing

6.3.1 No consideration of phasing has been included in this report, given that the build-out of sites is not known and masterplanning work will continue to evolve. Phasing would need to be considered at the detailed planning application stage.

7 Development Site Assessment

7.1 Overview

7.1.1 As noted in Section 1, each site would be expected to prepare a site-specific TA prior to submitting a planning application. Notwithstanding this, for the purposes of assessing site viability, this Section considers each site in terms of site access and how each site could be integrated into the transport network.

7.2 Development Site Proformas

7.2.1 Appendix F provides a TA proforma for each development site that considers:

- Point of access
- The local highway network;
- Existing walking and cycling networks, and improvements that would be required to these networks to facilitate the development;
- Existing public transport provision; and improvements that would be required to these services to facilitate the development;
- Road safety.

7.2.2 In terms of road safety, collision statistics have been obtained from the DfT (via the Crashmap database) from 01/01/2017 to 31/12/2022. Due to the impacts of national COVID-19 lockdowns on traffic flows, an extra year of data beyond the five years has been included in the analysis. At the time of a detailed planning application, the latest road safety statistics would need to be obtained from LCC.

7.3 Site Access

7.3.1 In terms of site access, Table 7.1 provides a Red-Amber-Green (RAG) rating of potential constraints, with more detail provided in Appendix G. *(Note: A red rating is applied to a constraint that could result in elevated additional costs in order to provide access to the site. However, access to the site should still be achievable).*

7.4 Site Clusters

7.4.1 It is expected sites that are in close proximity (clusters) would be managed through the planning process by HDC and LCC to maximise potential for complementary site development to maximise the potential for sustainable transport (active modes and public transport).

Table 7.1: Access Assessment

		Potential constraints (Low/Medium/High)								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Land north of the A47, east of Zouche Way - 8241	Zouche Way Northern Access									
	Zouche Way Southern Access									
	Access from A47									
Land East of Beeby Road - 8090	Existing Access to Southwest									
Land between Scraftoft & Bushby - 8227	Station Lane Access									
	Covert Lane Western Access									
	Covert Lane Eastern Access									
Land South of Gartree Rd & East of Oadby - 8631	Gartree Road West Access									
	Gartree Road East Access									
	London Road Access									
Land off Leicester Road, Lutterworth - 8167	Leicester Road Access									
Land at M1 Junction 20/Swinford Road - 8104	Swinford Road Access									
Land south of Lutterworth Road / Coventry Road - 8179	Fairacres Coventry Road access									
Land east of Leicester Rd and south of Grand Union canal - 8143	B6047 Parcel A Access									
	Windmill Road Parcel B Access									
East of Market Harborough Road - 8122	B6047 Roundabout Access									
Land south of Gallow Field Road - 10597	Airfield Road Roundabout Access									

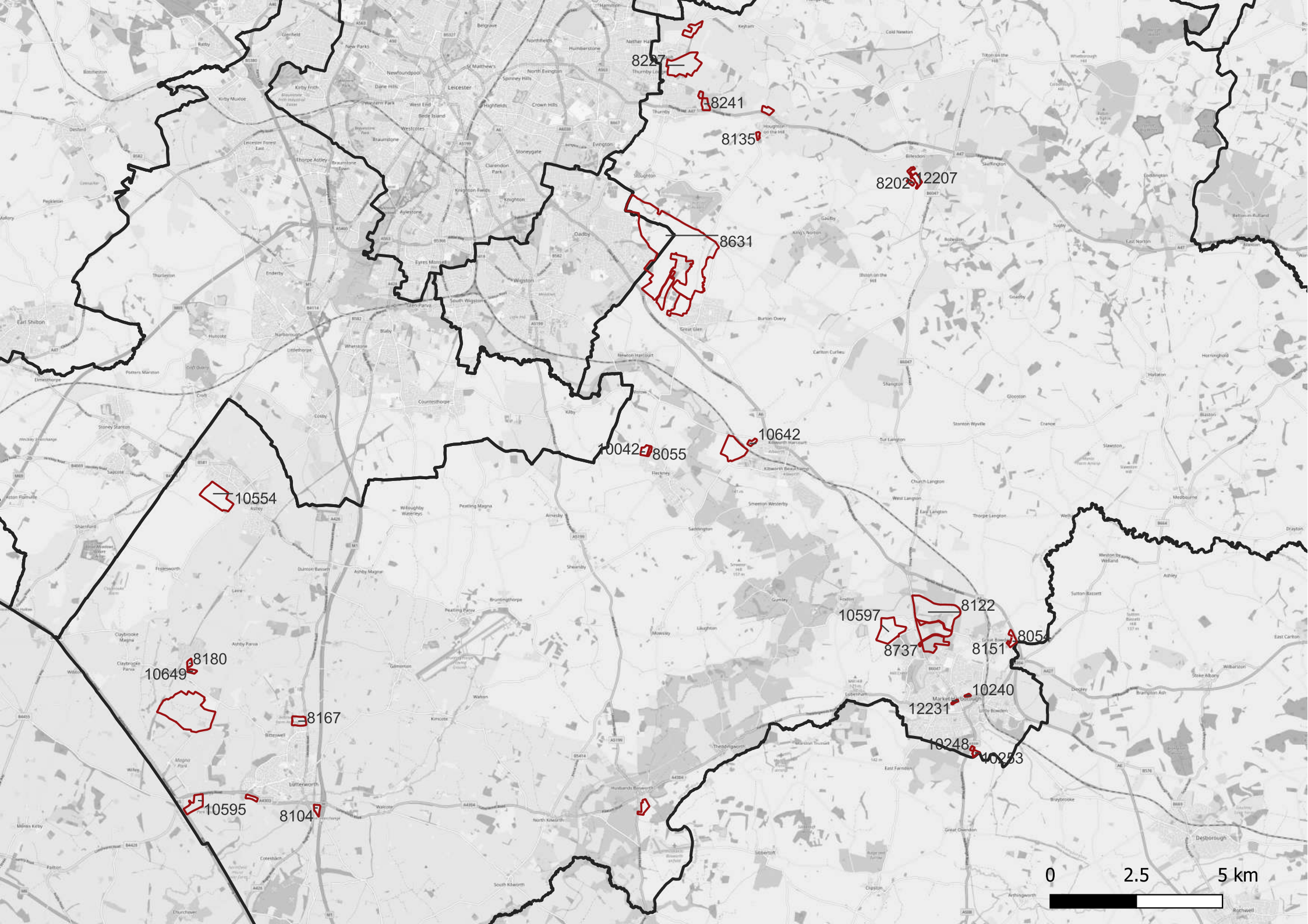
		Potential constraints (Low/Medium/High)								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Land OS3070, Leicester Rd - 8737	B6047 Access									
Compass Point Business Park - 10248 & 10253	North roundabout access									
	South roundabout access									
St Marys Road - 10240	Access along St Mary's Road									
Commons Carpark - 12231	Existing Access to car park									
Land off Frolesworth Road - 10554	Frolesworth Road Access									
Land north of Kilby Road - 10042	Garner Way West Drive									
	Garner Way East Drive									
Land to the west of the Longgreys - 8055	Longgreys Access									
Land to the North of London Rd and east of Leicester Grammar School - 8230	Heron Close Access									
	Bridgewater Drive Access									
	London Road Access									
Land west of Warwick Road - 8247	Warwick Road Western Access									
	Warwick Road Eastern Access									
Land south & west of Priory Business Park - 10642	Access along Warwick Road									
Land at Gaulby Road - 8155	Gaulby Road Western Access									
	Gaulby Road Eastern Access									
Billesdon Depot south of Gaulby Road - 12207	Gaulby Road Access									

		Potential constraints (Low/Medium/High)								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Former Lorry Park Gaulby Road – 8202	Gaulby Road Access	High	Low	Low	Medium	High	High	Low	Low	Low
Land north of Dingley Road – 8151	Dingley Road Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land off Dingley Rd and Nether Green - 8054	Dingley Road Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land north of Uppingham Road - 8206	Uppingham Road Access	Low	Low	Low	Low	Low	Low	Low	Low	High
Land north of Stretton Lane - 8135	Stretton Lane Access	Medium	Low	Low	Medium	High	High	Low	Low	High
Land east of Welford Road - 8064	Welford Road Access	Medium	Low	Low	Low	Low	Low	Medium	Low	Low
Land south of Ashby Road - 10649	Ashby Road Southern Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land north of Ashby Road - 8180	Ashby Road Northern Access	Low	Low	Low	Low	Low	Medium	Medium	Low	Low
Land south of George House, Coventry Road - 10595	Coventry Road Access	Low	Low	Low	Medium	High	Low	Low	Low	Low
Land at Mere Lane - 12227	Access along Mere Lane	Low	Low	Low	Medium	High	Low	Medium	Low	Low

8 Summary

- 8.1.1 This report has considered the proposed site allocations for the new Harborough Local Plan. These site allocations have been considered at a strategic level, through site and cluster level identification of the impacts within Harborough, and the schemes required to mitigate and facilitate this growth across all modes. This work has been based on modelling undertaken for the Joint Transport Evidence covering Harborough, Blaby, Hinckley and Bosworth and Oadby and Wigston Borough Council.
- 8.1.2 Potential allocations have then been considered through the development of TA Proformas, including a review of access constraints.
- 8.1.3 The costs presented in this report are intended to inform Local Plan feasibility, only. All sites would be expected to submit site-specific Transport Assessments at the time of any planning application at which time a site-specific package would be agreed with the relevant statutory consultees.
- 8.1.4 In addition to the local transport mitigation identified in this report, the JTE Stage 2 work may outline the strategic mitigation needs emanating from the Local Plan development of the combined district / borough proposals.

Appendix A Site Locations



8227

8241

8135

8202

12207

8631

10642

10042

8055

10554

10649

8180

8167

10595

8104

8122

8051

8151

10240

10597

8737

12231

10248

10253

0

2.5

5 km

Appendix B Cycle Network

MARKET HARBOURGH area

KEY

- National Cycle Network (signed) on-road / off-road
- Other cycle routes on-road / off-road
- Quieter route *
- Leisure route
- Bridleway
- Railway line with station
- Level crossing
- Park & Ride to Leicester
- Tourist attraction
- District boundary
- College
- Harb.1 Brampton Valley (off-road)
- Harb.2 Foxton Locks Trail (90% off-road)
- Harb.3 Grand Union Canal (off-road)
- Harb.4 Market Harborough Road (80% off-road)
- M1.2 Burrough Hill

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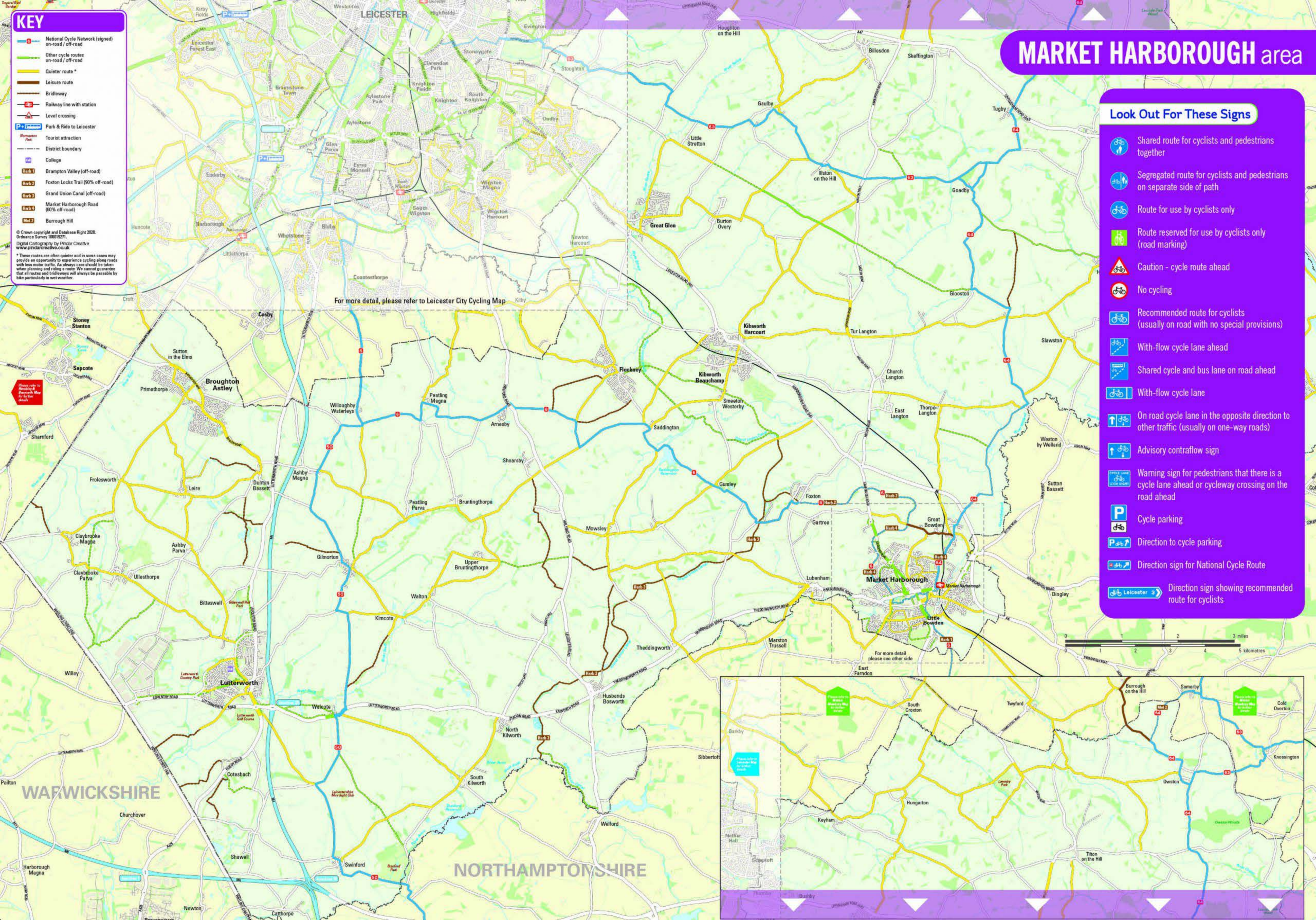
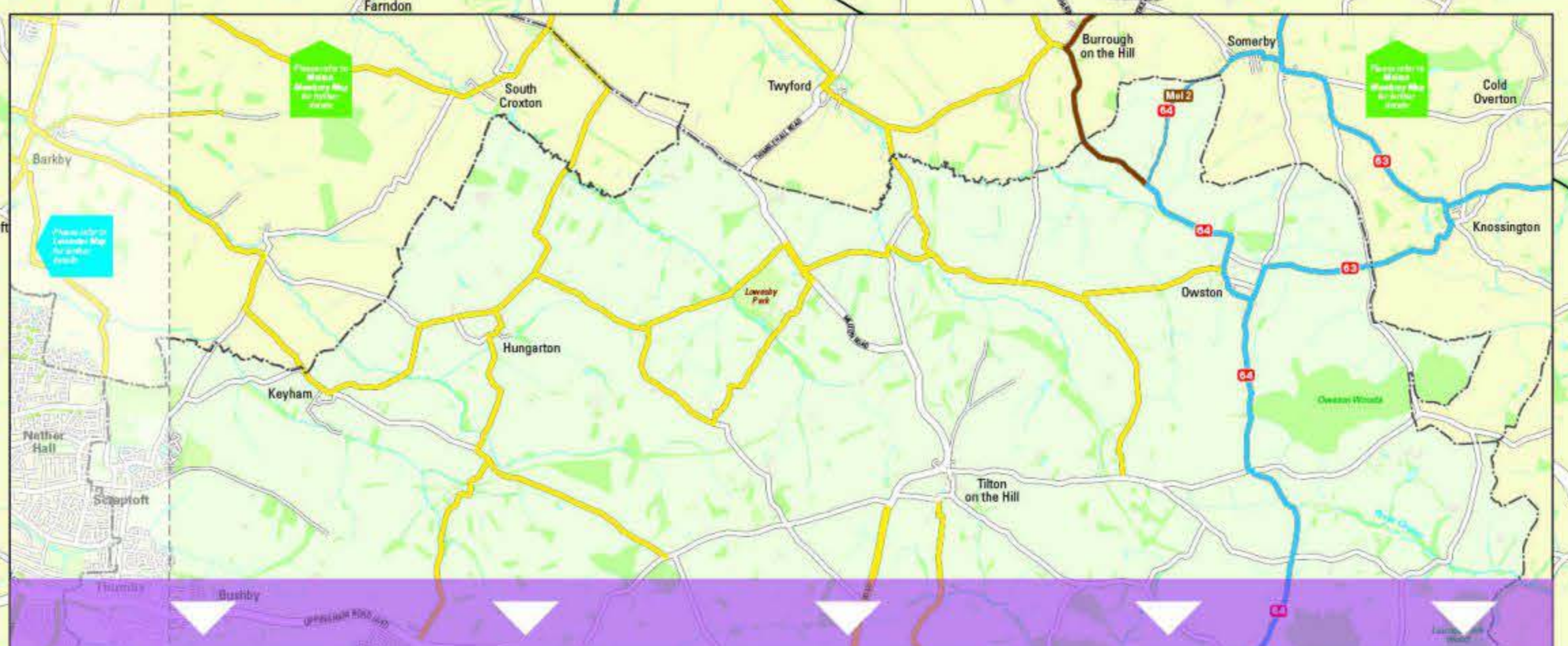
* These routes are often quieter and in some cases may provide an opportunity to experience cycling along roads with less motor traffic. As always care should be taken when planning and riding a route. We cannot guarantee that all routes and bridleways will always be passable by bike particularly in wet weather.

Look Out For These Signs

- Shared route for cyclists and pedestrians together
- Segregated route for cyclists and pedestrians on separate side of path
- Route for use by cyclists only
- Route reserved for use by cyclists only (road marking)
- Caution - cycle route ahead
- No cycling
- Recommended route for cyclists (usually on road with no special provisions)
- With-flow cycle lane ahead
- Shared cycle and bus lane on road ahead
- With-flow cycle lane
- On road cycle lane in the opposite direction to other traffic (usually on one-way roads)
- Advisory contraflow sign
- Warning sign for pedestrians that there is a cycle lane ahead or cycleway crossing on the road ahead
- Cycle parking
- Direction to cycle parking
- Direction sign for National Cycle Route
- Direction sign showing recommended route for cyclists

For more detail, please refer to Leicester City Cycling Map

For more detail please see other side



Appendix C On-Site Infrastructure Cost Estimates

On-Site Infrastructure Construction Cost Estimates

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for four large development sites.

For each site the extent of the highway infrastructure that has been costed is shown highlighted in red on the site masterplan, and a summary of the key elements that have been costed is provided, along with the overall construction cost estimate.

Scraptoft and Bushby (Site ID 8227)



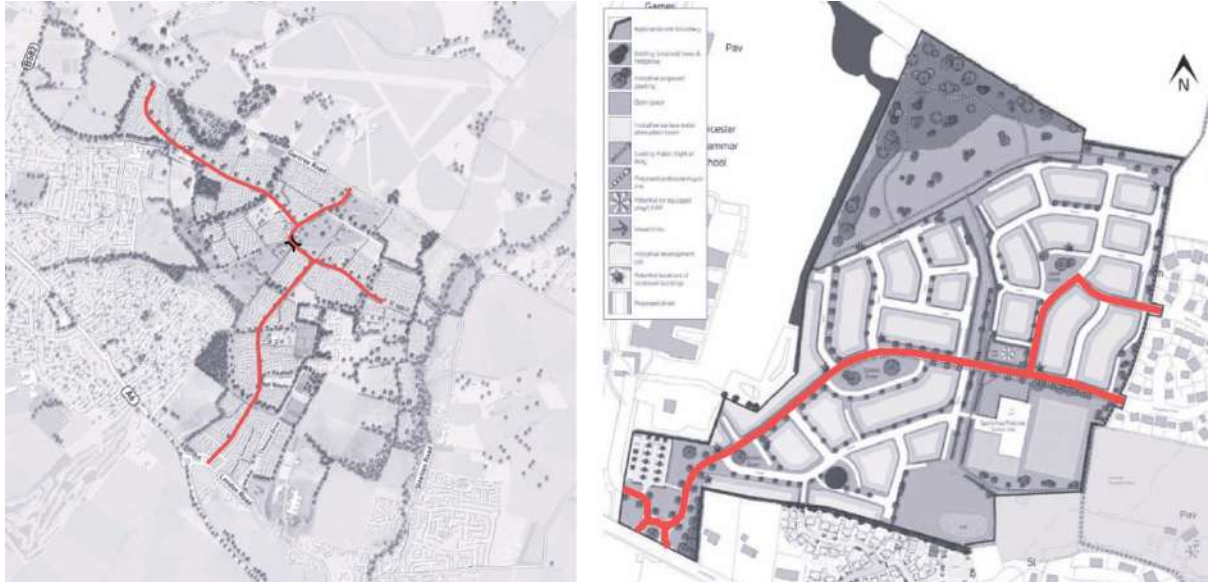
Costed Infrastructure

- Approximately 1,910m of development access road.
- Surface water drainage within the development access road and 3 no. detention basins.
- Foul water drainage within the development access road.
- Proposed roundabout to the northwest of the site.

Estimated Construction Cost

£11,400,000

**Gartree Road / East Oadby (Site ID 8631)
& London Road / Leicester Grammar School (Site ID 8230)**



Costed Infrastructure

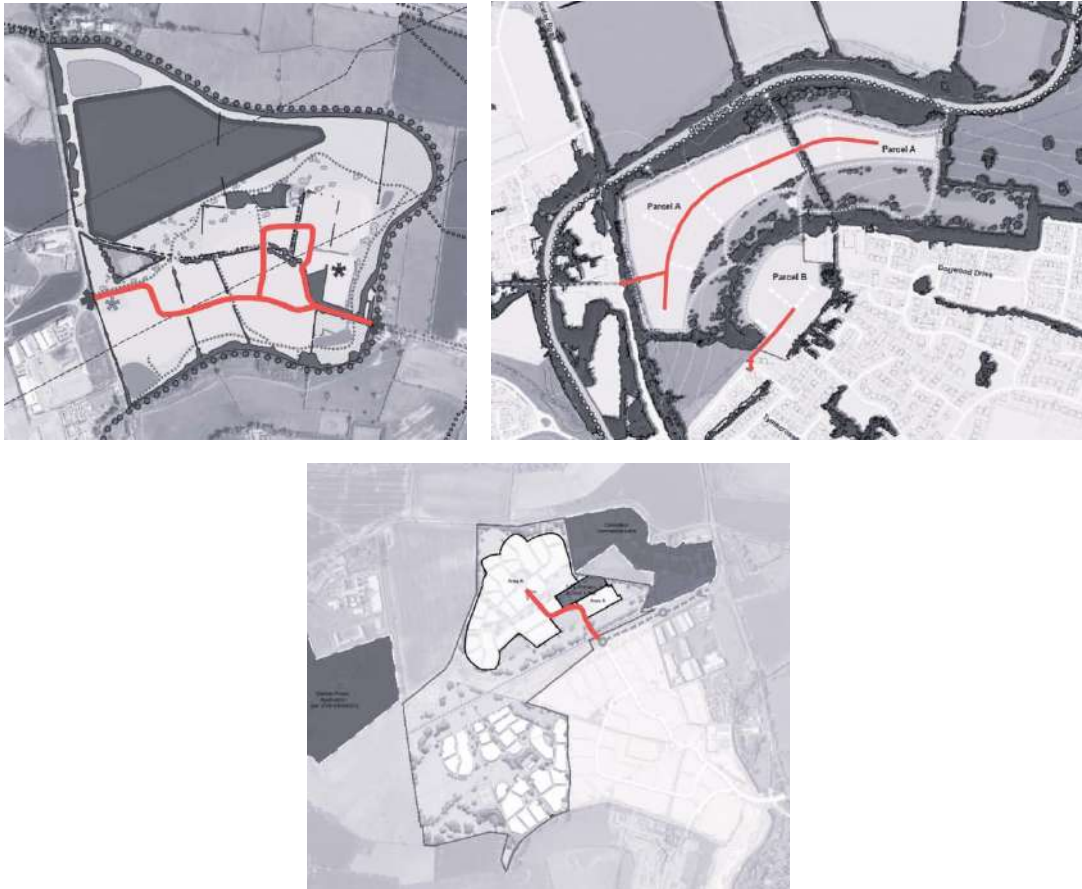
- Approximately 6,175m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.
- Proposed roundabout on London Road.
- Proposed highway bridge for bus priority route.

Estimated Construction Cost

£39,800,000

Market Harborough Road (Site ID 8122) & Leicester Road (Site ID 8143)

& Gallow Field Road (Site ID 10597)



Costed Infrastructure

- Approximately 3,025m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.

Estimated Construction Cost

£17,800,000

Assumptions

- The above cost estimates are high level for indicative budget purposes only, and are subject to design development.
- Cost estimates are based on Spon's Civil Engineering and Highway works Price Book 2024 and project experience.
- The proposed carriageway construction has been based on a total thickness of bituminous layers of 300mm, 150mm type 1 sub-base and 250mm capping.
- The proposed carriageways are 7.3m in width with a 2m footway on either side and includes cost for excavation, marking, lighting and drainage.
- It is assumed that all existing drainage network has sufficient capacity to accept additional run-off from the proposed development restricted to greenfield run-off rates.
- Traffic management costs have been estimated based on a rate of £12,500 per month, and an assumed construction duration for each highway scheme.
- Preliminaries have been assumed to be 15% of the combined construction cost estimate and traffic management costs for each scheme.
- A contingency allowance of 20% has been included for each scheme.

- An optimism bias of 46% has been applied to the costs for each scheme, based on the upper capital expenditure limit for standard civil engineering projects, in accordance with the Supplementary Green Book Guidance produced by HM Treasury.

Exclusions

No allowance has been made for the following items:

- Professional fees
- Ground investigation, or other surveys
- Ground remediation, or removal of unsuitable material
- Demolition of buildings/structures
- Utility supplies and diversions
- Statutory authority fees/approvals
- Street lighting connections/reinforcement
- Land ownership costs
- Earthworks
- Temporary works
- Retaining structures
- Diversion or upgrade of any drainage
- Repair/reinstatement of the existing highway outside of the development site boundaries
- Landscaping
- Vehicle restraint systems
- Land drainage
- Cycle, or other active travel infrastructure
- Blue/green corridors, or other SuDS features

Appendix D Junction Mitigation Cost Estimates

A6 Leicester Road / Wistow Road



Proposed Mitigation Measure

Lane widening on the northern arm (A6) to extend section with 2 lanes earlier on the approach to the roundabout.

Estimated Construction Cost

£300,000

A6 Leicester Road / Marsh Drive / Church Road



Proposed Mitigation Measure

Staggered signalisation of junction (4-way).

Estimated Construction Cost

£2,900,000

A6 / Station Road



Proposed Mitigation Measure

Full signalisation of the existing roundabout (4-way) and lane widening to introduce a dedicated right turn lane on the southern arm (Station Road).

Estimated Construction Cost

£4,200,000

A6 Harbrough Road / New Road



Proposed Mitigation Measure

Full signalisation of junction (3-way).

Estimated Construction Cost

£3,000,000

A6 Harborough Road / B6047 Melton Road



Proposed Mitigation Measure

Full signalisation of roundabout (5-way).

Estimated Construction Cost

£4,800,000

B6047 / Leicester Lane / Gallow Field Road



Proposed Mitigation Measure

Full signalisation of the junction (4-way) and removal of existing slip lanes.

Estimated Construction Cost

£3,000,000

A4303 Saint Mary's Road / High Street / Northampton Road



Proposed Mitigation Measure

Introduction of 900m of proposed segregated cycleway along Northampton Road from Scotland Road to the A4303 Saint Mary's Road / High Street junction.

Estimated Construction Cost

£1,800,000

A4303 Saint Mary's Road / A508 Kettering Road / A4304



Proposed Mitigation Measure

Lane widening to introduce a dedicated right turn lane on the southern arm (A508 Kettering Road).

Estimated Construction Cost

£1,500,000

A4303 Lutterworth Road / A426 Rugby Road



Proposed Mitigation Measure

Full Signalisation (calculated via an average of junction signalisation costs)

Estimated Construction Cost

£3,900,000

A4303 Coventry Road / A5 Watling Street



Proposed Mitigation Measure

Full signalisation of the roundabout and lane widening to introduce a dedicated left turn lane on the eastern arm (A4303 Coventry Road).

Estimated Construction Cost

£4,800,000

A4303 Coventry Road / Hunter Boulevard



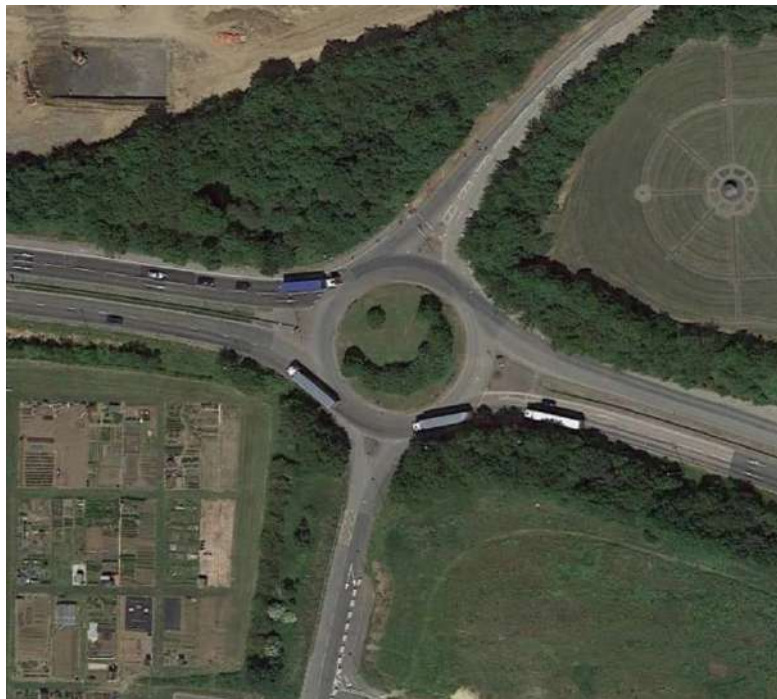
Proposed Mitigation Measure

Lane widening to introduce a dedicated left turn lane on the western arm (A4303 Coventry Road).

Estimated Construction Cost

£500,000

A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road



Proposed Mitigation Measure

Full signalisation of the roundabout and lane widening to introduce a dedicated left turn lane on the western arm (A4303 Coventry Road).

Estimated Construction Cost

£4,300,000

Coventry Road / Lutterworth Sports Centre



Proposed Mitigation Measure

Lane widening to introduce a dedicated left turn lane on the northern arm (Lutterworth Sports Centre).

Estimated Construction Cost

£900,000

A426 Lutterworth Road / Gilmorton Lane



Proposed Mitigation Measure

Staggered signalisation of the junction (4-way) with lane widening on the western arm (Church Lane) to create dedicated left turn and right turn lanes on approach to the junction.

Estimated Construction Cost

£2,700,000

M1 / A4303



Proposed Mitigation Measure

Historically priced in 2018 as part of the Lutterworth development. Proposal includes full signalisation of the roundabout and circulatory carriageway. Lane widening on the northbound and southbound slip roads (from the M1) to extend section with 2 lanes. Additional widening on the eastern arm, western arm and the circulatory carriageway to introduce an additional lane.

Estimated Construction Cost

£5,800,000

A5 / A426 Rugby Road / Gibbet Lane / A426



Proposed Mitigation Measure

Full signalisation of roundabout with lane widening on northwestern arm (A5 southbound) to create an additional lane.

Estimated Construction Cost

£4,200,000

A6 / London Road / Waldron Drive



Proposed Mitigation Measure

Installation of double yellow lines and “keep clear” road markings along the western arm (London Road) with adjustment of traffic signal timings.

Estimated Construction Cost

£200,000

A6 / Woodside Road



Proposed Mitigation Measure

Amendment of the existing central reservation to create a continuous traffic island. Traffic from the adjacent residential streets will be diverted south to the Great Gorse Roundabout. A6 northbound will be resurfaced to remove the existing road markings and create 2 continuous lanes.

Estimated Construction Cost

£400,000

A6 Harborough Road / Ash Tree Road



Proposed Mitigation Measure

Lane widening to create dedicated left and right turn lanes on the southwestern arm (Ash Tree Road).

Estimated Construction Cost

£2,600,000

B582 / Manor Road / Manor Road Extension



Proposed Mitigation Measure

Removal of existing mini roundabouts and realignment of the carriageway to create a signalised crossroads (4-way).

Estimated Construction Cost

£3,200,000

A6 Glen Road / Florence Wragg Way



Proposed Mitigation Measure

Lane widening to introduce a dedicated right turn lane on the southeastern arm (A6 Glen Road).

Estimated Construction Cost

£500,000

B582 Gartree Road / Gartree Road / A582 Stoughton Road



Proposed Mitigation Measure

Existing mini roundabout to be removed, junction to be fully signalised (3-way).

Estimated Construction Cost

£1,200,000

B4114 Coventry Road / Croft Road



Proposed Mitigation Measure

Lane widening to introduce a dedicated right turn lane on the eastern arm (Croft Road).

Estimated Construction Cost

£900,000

M6 / A426



Proposed Mitigation Measure

Lane widening on both sides of the carriageway on the northeastern arm (A426) to introduce 2 lanes in both directions to the north of the roundabout.

Estimated Construction Cost

£1,300,000

Assumptions

- The above cost estimates are high level for indicative budget purposes only, and are subject to design development.
- Cost estimates are based on Spon's Civil Engineering and Highway works Price Book 2024 and project experience.
- The proposed carriageway construction has been based on a total thickness of bituminous layers of 300mm, 150mm type 1 sub-base and 250mm capping.
- It is assumed that all existing drainage has sufficient capacity to accept any additional run-off from the proposed highway mitigation.
- Traffic management costs have been estimated based on a rate of £12,500 per month, and an assumed construction duration for each mitigation scheme.
- Preliminary costs have been assumed to be 15% of construction and traffic management costs for each scheme.
- A contingency allowance of 20% has been included for each scheme.
- An optimism bias of 46% has been applied to the costs for each scheme, based on the upper capital expenditure limit for standard civil engineering projects, in accordance with the Supplementary Green Book Guidance produced by HM Treasury.

Exclusions

No allowance has been made for the following items:

- Professional fees
- Ground investigation, or other surveys
- Ground remediation, or removal of unsuitable material
- Demolition of buildings/structures
- Utility supplies and diversions
- Statutory authority fees/approvals
- Street lighting connections/reinforcement
- Land ownership costs
- Earthworks
- Temporary works
- Retaining structures
- Diversion or upgrade of any drainage
- Surface water attenuation or flow control devices
- Repair/reinstatement of the existing highway outside of the proposed mitigation
- Landscaping
- Vehicle restraint systems
- Land drainage

Appendix E Cost Apportionment (Junctions)

Proportionality (Harborough & Oadby Sites) - Secondary Impact Locations

Development Name	Reference ID	A47 Uppingham Road / Scaptoft Lane	A563 / Colchester Road	A47 / Colchester Road / Goodwood Road	A6 Harborough Road / B582 New Street	A4304 Rockingham Road / Gores Lane	B4114 Coventry Road / B581 Coventry Road	A581 Broughton Way / Cosby Road
Land at Gaulby Road	8155	1%	0%	0%	1%	0%	1%	0%
Billesdon Depot south of Gaulby Road	12207	0%	0%	0%	0%	0%	0%	0%
Former Lorry Park Gaulby Road	8202	0%	0%	0%	0%	0%	0%	0%
Land off Frolesworth Road, Broughton Astley	10554	0%	0%	0%	0%	0%	60%	65%
Land north of Kilby Road	10042	0%	0%	0%	0%	1%	1%	0%
Land to the west of the Longgreys	8055	0%	0%	0%	0%	1%	0%	0%
Land north of Dingley Road	8151	0%	0%	0%	0%	0%	0%	0%
Land off Dingley Rd and Nether Green	8054	0%	0%	0%	0%	2%	0%	0%
Land to the North of London Road and east of Leicester Grammar School, Great Glen	8230	1%	1%	2%	6%	7%	2%	1%
Land South of Gartree Road & East of Oadby	8631	11%	12%	21%	23%	3%	4%	5%
Land north of Uppingham Road	8206	2%	1%	3%	0%	1%	0%	0%
Land north of Stretton Lane	8135	1%	0%	1%	0%	0%	0%	0%
Land east of Welford Road	8064	0%	0%	0%	0%	2%	1%	1%
Land west of Warwick Road	8247	1%	1%	2%	4%	13%	2%	2%
Land south & west of Priory Business Park	10642	0%	0%	1%	1%	3%	0%	0%
Land at M1 Junction 20/Swinford Road	8104	0%	0%	0%	0%	0%	0%	1%
Land off Leicester Road, Lutterworth	8167	0%	0%	0%	0%	0%	3%	3%
Land south of Lutterworth Road/Coventry Road	8179	0%	0%	0%	0%	0%	0%	0%
Land east of Leicester Rd and south of Grand Union canal	8143	0%	0%	1%	0%	2%	0%	1%
East of Market Harborough Road	8122	1%	0%	1%	3%	8%	1%	1%
Land south of Gallow Field Road	10597	1%	0%	2%	4%	11%	2%	2%
Land OS3070, Leicester Rd	8737	0%	0%	0%	0%	0%	0%	0%
Compass Point Business Park	10248&10253	0%	0%	0%	0%	31%	0%	0%
Land north of the A47, east of Zouche Way	8241	5%	2%	7%	1%	1%	0%	0%
Land between Scaptoft & Bushby	8227	59%	55%	36%	3%	3%	0%	1%
Land East of Beeby Road	8090	10%	9%	6%	0%	1%	0%	0%
Land south of Ashby Road	10649	0%	0%	0%	0%	0%	1%	1%
Land north of Ashby Road	8180	0%	0%	0%	0%	0%	1%	1%
Land south of George House, Coventry Road	10595	0%	0%	0%	0%	0%	0%	0%
Land at Mere Lane	12227	0%	0%	0%	0%	1%	11%	2%
Oadby & Wigston Sites		5%	16%	16%	52%	4%	10%	12%

Appendix F Site Pro Formas

SITE ID: 8054	SETTLEMENT: Great Bowden 02	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	85
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8151 Land North of Dingley Road – 15 Dwellings. 		

Site Location Map and Access Arrangements:

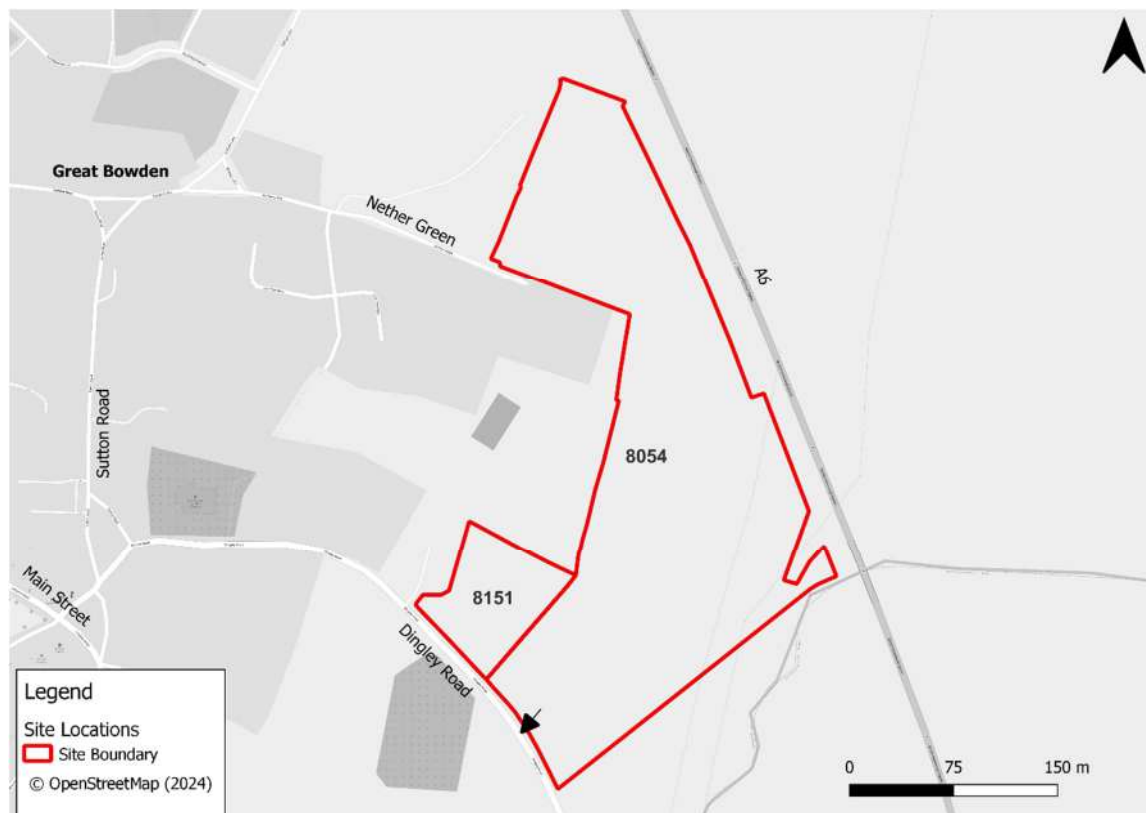


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8054 (Land off Dingley Road and Nether Green) is located to the northeast of Market Harborough. The site is located to the west of the A6 Market Harborough Bypass which provides connections between the site and Leicester to the north, and Rothwell to the south. The site is also located to the north of Dingley Road which is a local road routing between the centre of Great Bowden and the existing Dingley Road / A6 / Harborough Road / A4304 roundabout.

At the time of writing there are no planning applications, or planning permission associated with the site. However, the site is partially covered by Conservation Areas Policy (HC1), as shown in the figure below.

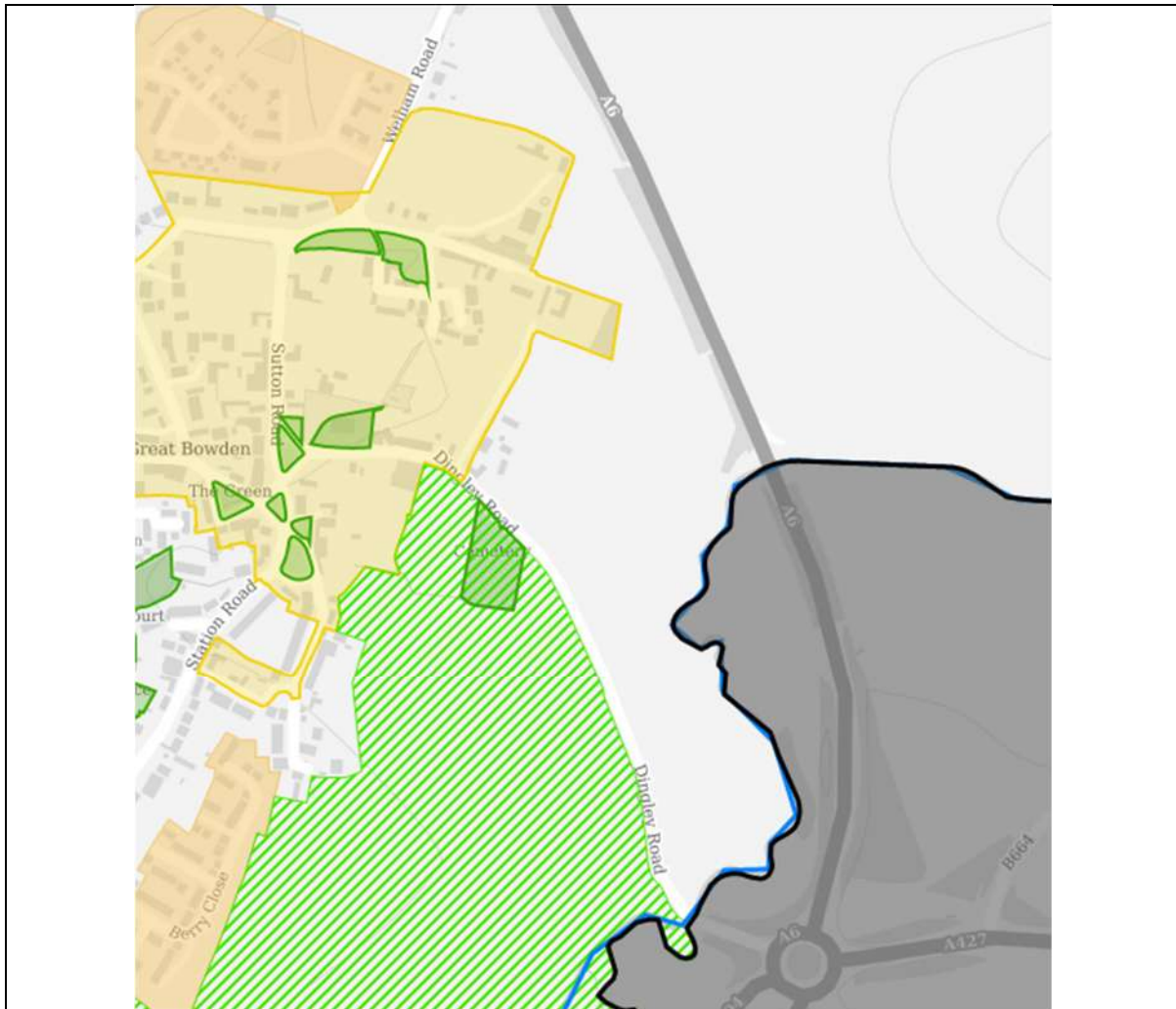


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Potential access to the site may be achieved from Dingley Road. The potential constraints associated with the access point off Dingley Road are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 8054	Dingley Road Access	Green	Green	Green	Green	Green	Green	Orange	Green	Green	

Description of surrounding Highway Network:

Dingley Road is a single carriageway local distributor road, subject to a 30mph speed limit on the approach to the village of Great Bowden. To the south of the village the speed limit increases to the national speed limit. There is a footway on the eastern side of the carriageway, with regular streetlighting.

The A6 Market Harborough Bypass is a single carriageway distributor road connecting Leicester to Rothwell, subject to the national speed limit. There is no streetlighting or footways on either side of the carriageway.

Main Street / Station Road routes through Great Bowden and is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular street lighting.

Description of existing Public Transport provision:

There are currently two bus services which route through Great Bowden in proximity to the site. These are the number 44 and 33C services. The number 44 provides connection between Fleckney, Market Harborough and Foxton via The Langtons. The 33C is the local service between Market Harborough and Great Bowden. The table below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	2 Hourly (Hourly Peak)	No Service	No Service
33c	Stagecoach	Market Harborough Town Service: Great Bowden	Hourly	No Service	No Service

Source: Choose How You Move, Market Harborough, LCC, 2024

There is an existing bus stop located on Main Street / Station Road, approximately 350m to the west of the site. The stop, located outside of the Shoulder of Mutton pub comprises of a sheltered seating area, and a ‘flag and pole’ stop which displays a printed timetable. Services from this stop go to Market Harborough Market Hall and Foxton. There is no northbound bus stop in this location.

The nearest station to the site is Market Harborough Station, which is located approximately 0.77km to the southwest of the site. The number 44 bus service provides a direct connection between the site and Market Harborough Station.

Description of existing Walking & Cycling provision:

Walking Infrastructure

The figure below shows the PRoWs that route through Great Bowden and highlights that there is a PRoW (A70/1) to the west of the site. This PRoW provides a direct link between Dingley Road and Nether Green. Footpath A54/1 is located approximately 350m south of the site and provides a direct link between Dingley Road and Station Road via Berry Close.

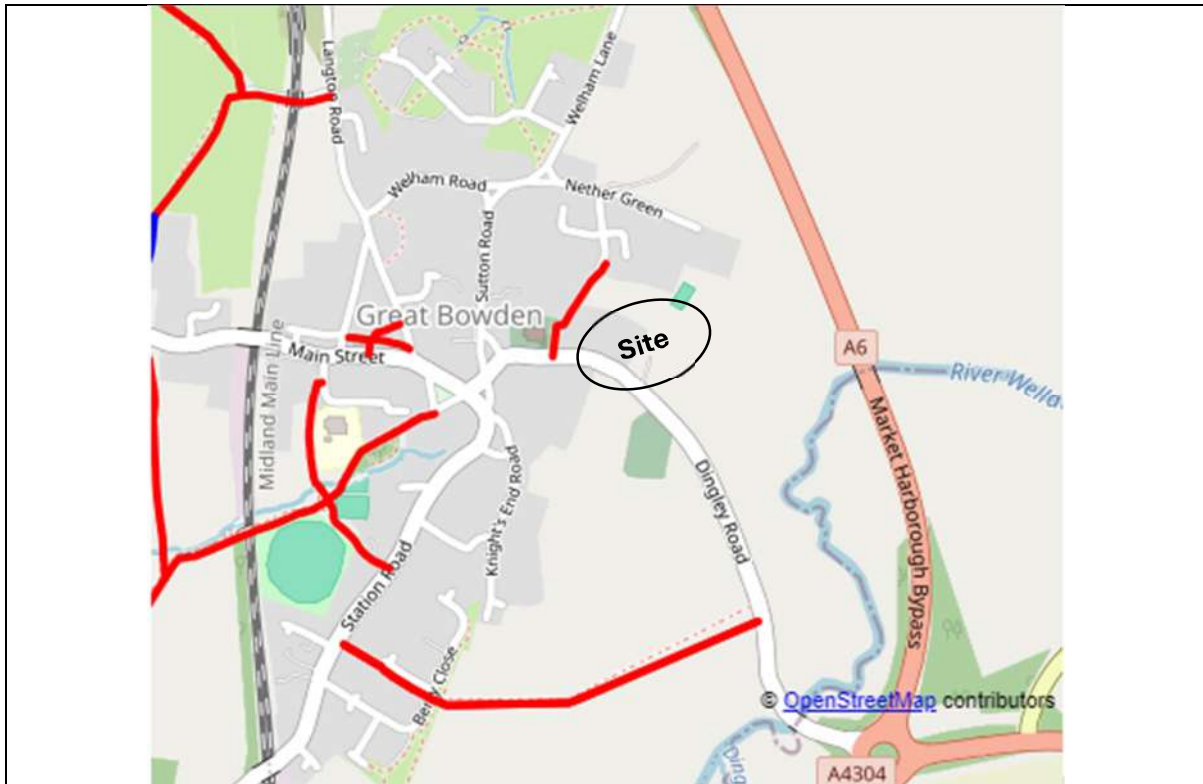


Figure 3: Public Rights of Way

Cycle Infrastructure

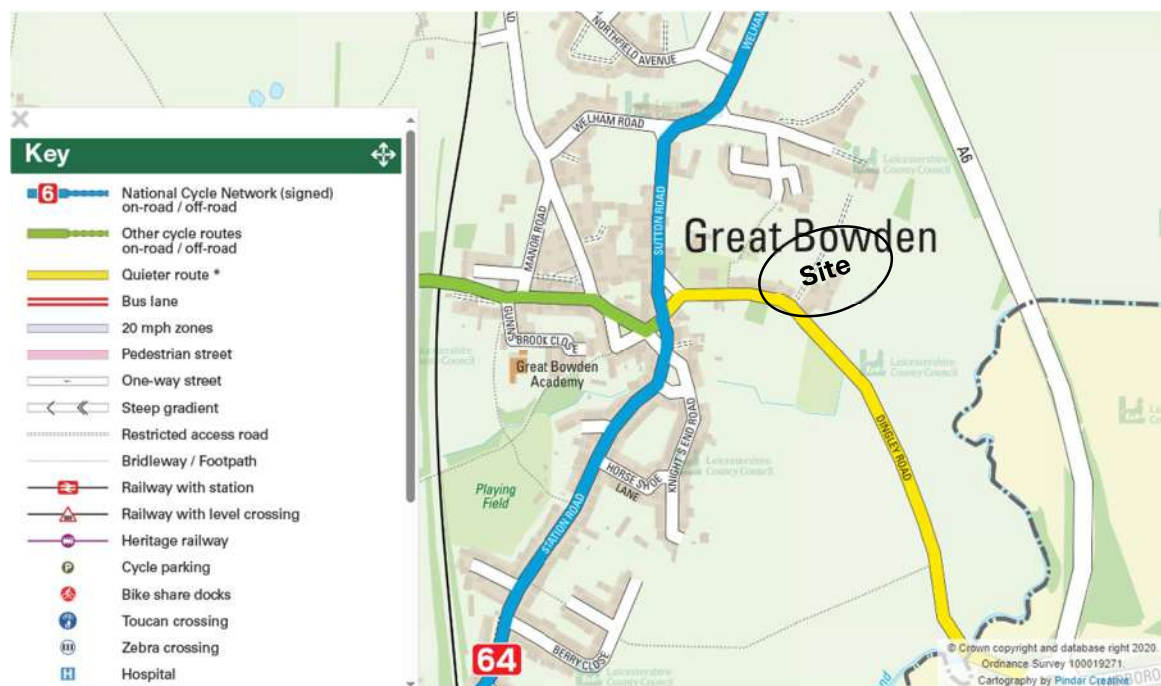


Figure 4: Local Cycle Network (Source: Choose How You Move, LCC, 2024)

The above shows that National Cycle Network Route 64 routes through the centre of Great Bowden, approximately 300m to the west of the site. Further to this, Dingley Road, on which the site is located has been identified as a 'Quieter Route' and provides a direct link between National Cycle Network Route 64 and the Dingley Road / A6 / A427 Harborough Road / Rockingham Road roundabout. Main Street has been identified as

an on-road cycle route which is located approximately 350m to the west of the site. Main Street provides a connection from Great Bowden and National Cycle Network Route 6, which is an off-road route along the Grand Union Canal.

Road Safety Analysis:

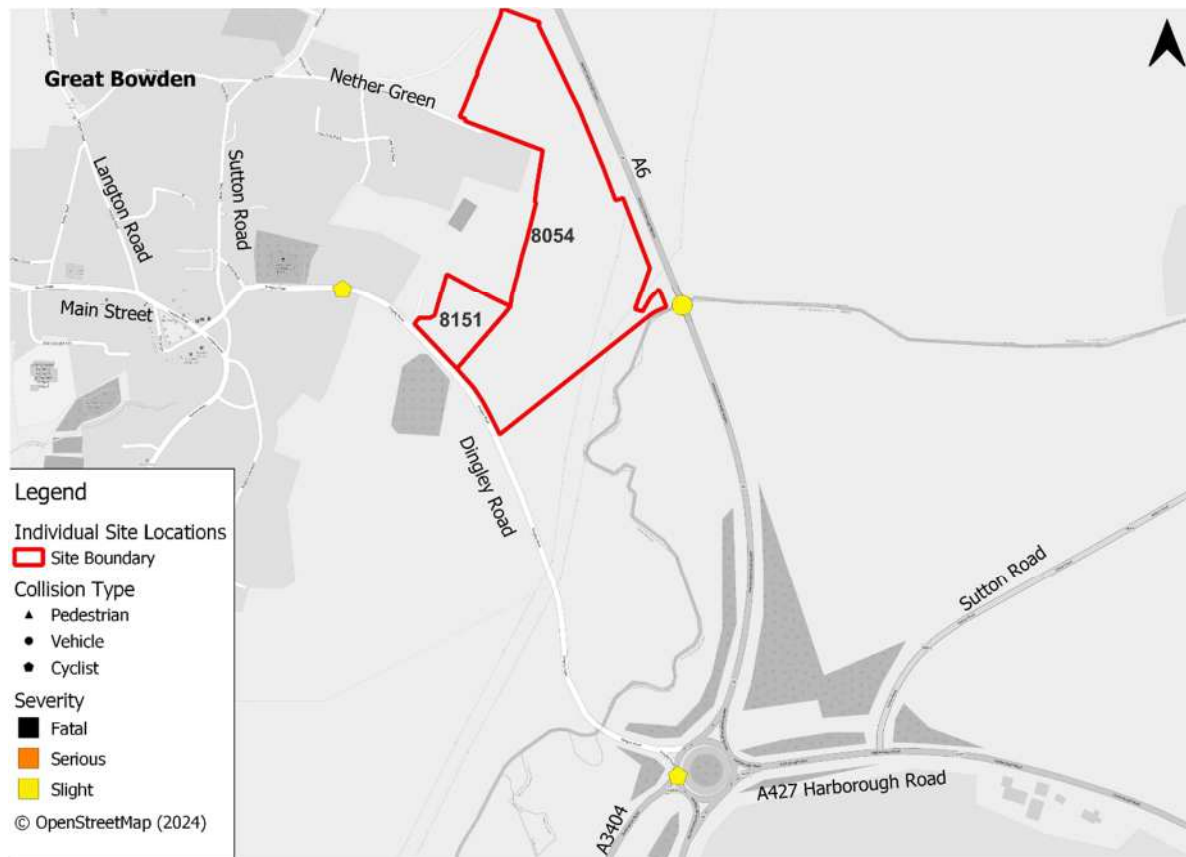


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

One ‘Slight’ collision involving a cyclist occurred on Dingley Road approximately 200m to the west of the site. A second ‘Slight’ collision involving a cyclist occurred at the Dingley Road / A6 / A427 Harborough Road / Rockingham Road roundabout.

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

Expected Trip Generation:

The identified site is 5.7 hectares and could accommodate approximately 85 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	47	47
Trips – Employment	0	0
Total Trips	47	47

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8054 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8054 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	1.2%
	A6 Leicester Road / Marsh Drive / Church Road	1.5%
	A6 / Station Road	0.6%
	A6 Harborough Road / New Road	1.9%
	A6 Harborough Road / B6047 Melton Road	1.9%
	B6047 / Leicester Lane / Gallow Field Road	1.2%

	A4304 Saint Mary's Road / High Street / Northampton Road	0.0%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	37.2%
	A4303 Lutterworth Road / A426 Rugby Road	0.5%
	A4303 Coventry Road / A5 Watling Street	0.2%
	A4303 Coventry Road / Hunter Boulevard	0.3%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.4%
	Coventry Road / Lutterworth Sports Centre	0.2%
	A426 Lutterworth Road / Gilmorton Lane	0.1%
	M1 / A4303	0.6%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.3%
	A6 / London Road / Waldron Drive	0.5%
	A6 / Woodside Road	0.5%
	A6 Harborough Road / Ash Tree Road	0.5%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.4%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.1%
	M6 / A426	0.6%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.2%
	A6 Harborough Road / B582 New Street	0.4%
	A4304 Rockingham Road / Gores Lane	2.3%
	B4114 Coventry Road / B581 Coventry Road	0.1%
	A581 Broughton Way / Cosby Road	0.1%

Key 'Primary Impact Location' junctions:

- A508 Saint Mary's Road / A508 Springfield Street / A4304
- A6 Harborough Road / New Road
- A6 Harborough Road / B6047 Melton Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Leicester Road / Wistow Road
- B6047 / Leicester Lane / Gallow Field Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:Walking / Cycling:

Dingley Road is a designated 'quieter route'. A potential mitigation measure would be to encourage active travel by installing cycle signage along Dingley Road connecting the site to the NCN63 at Dingley Road / Sutton Road / Station Road.

Public Transport:

To support public transport use associated with site 8054, a potential mitigation measure could be to upgrade the existing bus stop on Main Street to provide real time information and lighting for southbound services (to Market Harborough), as well as construct a new bus stop in this location serving northbound services.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8054 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£4,000
	A6 Leicester Road / Marsh Drive / Church Road	£44,000
	A6 / Station Road	£24,000
	A6 Harborough Road / New Road	£58,000
	A6 Harborough Road / B6047 Melton Road	£90,000
	B6047 / Leicester Lane / Gallow Field Road	£37,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£-
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£557,000
	A4303 Lutterworth Road / A426 Rugby Road	£19,000
	A4303 Coventry Road / A5 Watling Street	£8,000
	A4303 Coventry Road / Hunter Boulevard	£1,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£16,000
	Coventry Road / Lutterworth Sports Centre	£2,000
	A426 Lutterworth Road / Gilmorton Lane	£2,000
	M1 / A4303	£35,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£11,000
	A6 / London Road / Waldron Drive	£1,000
	A6 / Woodside Road	£2,000
	A6 Harborough Road / Ash Tree Road	£12,000
	B582 / Manor Road / Manor Road Extension	£1,000
A6 Glen Road / Florence Wragg Way	£2,000	

	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£8,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£1,000
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£2,000
	A6 Harborough Road / B582 New Street	£4,000
	A4304 Rockingham Road / Gores Lane	£24,000
	B4114 Coventry Road / B581 Coventry Road	£1,000
	A581 Broughton Way / Cosby Road	£1,000
TOTAL		£968,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8054 (Land off Dingley Road and Nether Green) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£9,000
Public Transport	£30,000
Travel Planning	£10,000
Junction Improvements	£970,000
TOTAL	£1,019,000
COST PER DWELLING	£11,992
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	28/11/2024	28/11/24	09/01/25

SITE ID: 8055	SETTLEMENT: Fleckney 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	47
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10042 Land North of Kilby Road – 103 Dwellings. 		

Site Location Map and Access Arrangements:

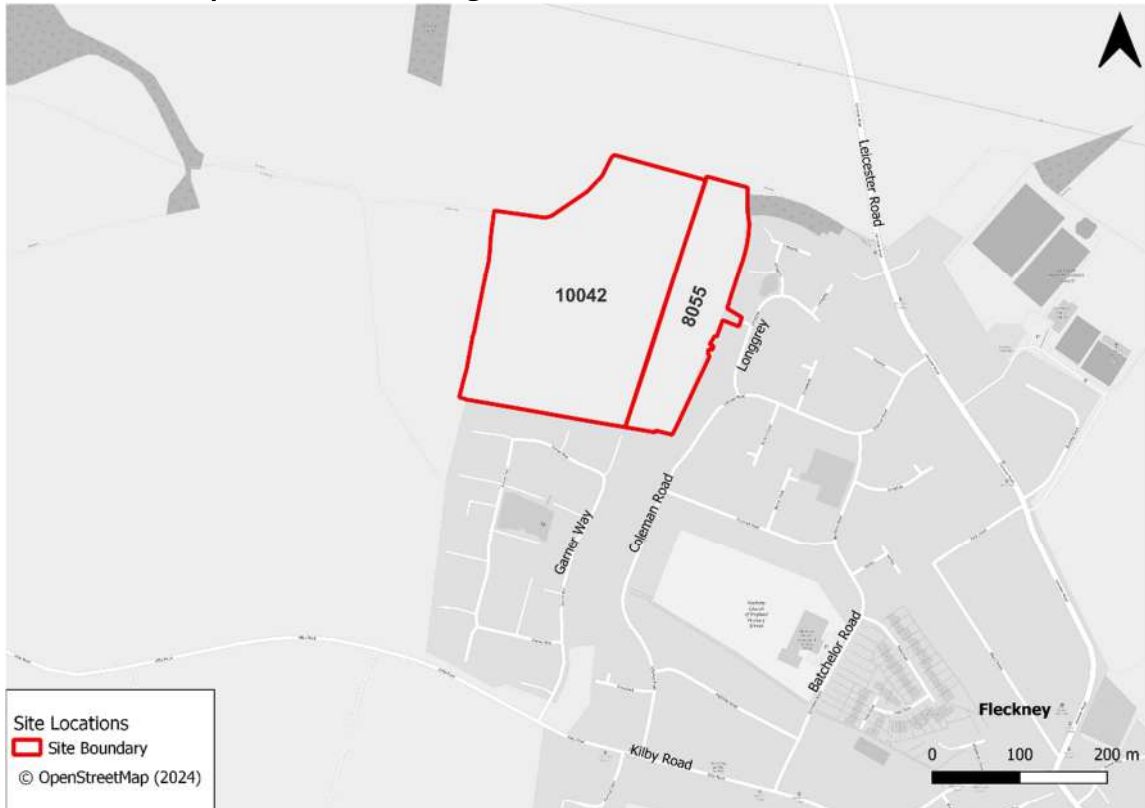


Figure 1 Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8055 is located to the north of Fleckney, and to the west of Leicester Road, which connects Fleckney to Leicester and Saddington.

The site does not currently have any planning application or planning permission associated with it. Furthermore, the site is not currently allocated within the current Harborough Local Plan (2011-2031). Garner Way is allocated under Housing Commitments Policy H1, which can be seen in the figure below.

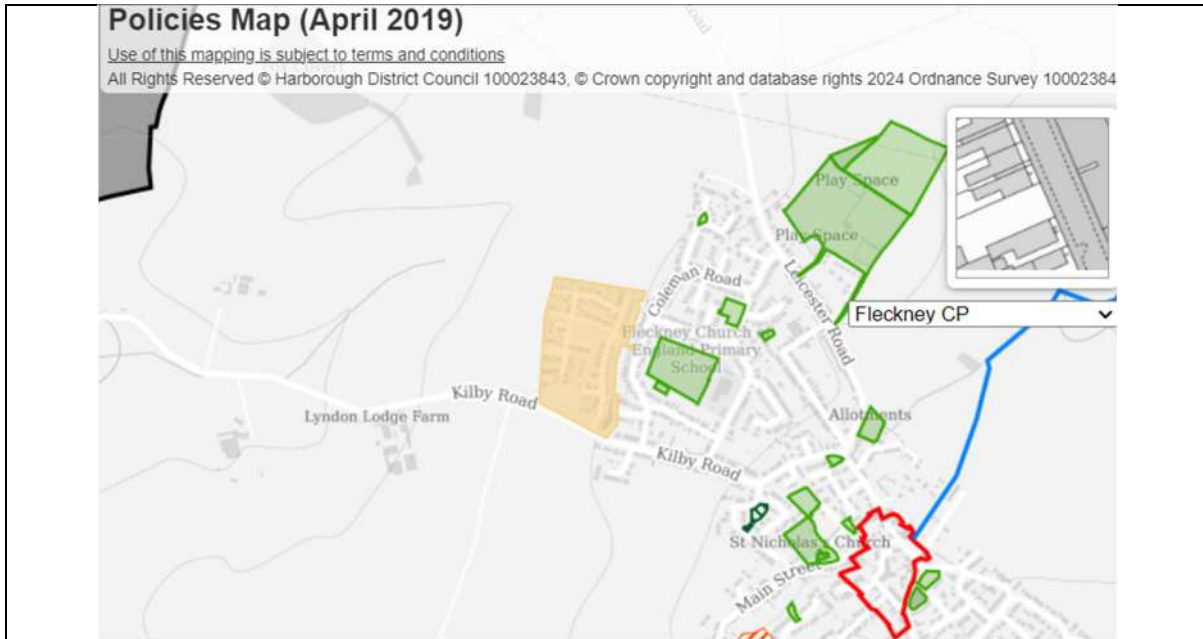


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Access to the site could be achieved via Longgrey (using an existing turning area), which is a residential road subject to a 30mph speed limit. The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Required Highway	Works to Existing	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8055	Longgrey Access	Green	Green	Green	Green	Green	Green	Amber	Amber	Green	Green

Description of surrounding Highway Network:

Longgrey is a single carriageway residential cul-de-sac, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Some pinch-points exist associated with double parking. The road is accessed via Coleman Road. Coleman Road is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Coleman Road is narrow in width with residential properties on both sides.

Leicester Road lies to the east of the site and can be reached via Coleman Road. Leicester Road is a single carriageway road, subject to a 30mph speed limit. To the south of the Coleman Road / Leicester Road junction is residential in nature, whilst to the north of the junction to road becomes a single carriageway country road linking Fleckney towards Wigston and Leicester to the north.

Kilby Road lies to the south of the site and is a single carriageway route connecting Fleckney with Kilby to the northwest.

Description of existing Public Transport provision:

There are currently two bus services which route through Fleckney, these are the 44 and 49 bus services. The 44 routes to the east of the site down Leicester Road, and the 49 routes to the south of the site along Kilby Road.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney – Market Harborough - Foxton.	Hourly Park. 2 Hourly off-peak	No Service	No Service
49	Arriva	Leicester - Wigston Magna - Wigston Harcourt - Fleckney (1)	Hourly	Infrequent	No Service

There are existing bus stops located on Leicester Road and Kilby Road . The closest stop ‘Moore’s Nursery’ is located approximately 450m to the east of the site. The stop itself (serving the northbound direction) comprises of an unsheltered ‘flag and pole’ stop, which doesn’t display a timetable. There is no southbound stop available at ‘Moore’s Nursery’.

The stop on Kilby Road is located approximately 530m south of the site. The bus stops on both sides of the carriageway comprise of unsheltered ‘flag and pole’ stops, with no timetable information provided.

The nearest train station to Fleckney is South Wigston, which is located 9.3km north of the site. The station can be accessed from Fleckney via the 49 bus from Fleckney with a change onto the no. 44 in Wigston, the total journey takes approximately 70 minutes.

Description of existing Walking & Cycling provision:Walking Infrastructure

There is currently one PRoW (Route C41/4) which routes in proximity to the site, this is shown in Figure 3.

Roads in Fleckney have footpaths on at least one side of the carriageway which allows pedestrians to traverse the town.



Figure 3: Map of PRoWs in proximity to the site (Source: Rowmaps (2024))

Cycle Infrastructure

Both Leicester Road and Kilby Road are identified as ‘quieter routes’ as shown in Figure 4. National Cycle Route 6 is located 3km south of the proposed development site on Arnesby Road.

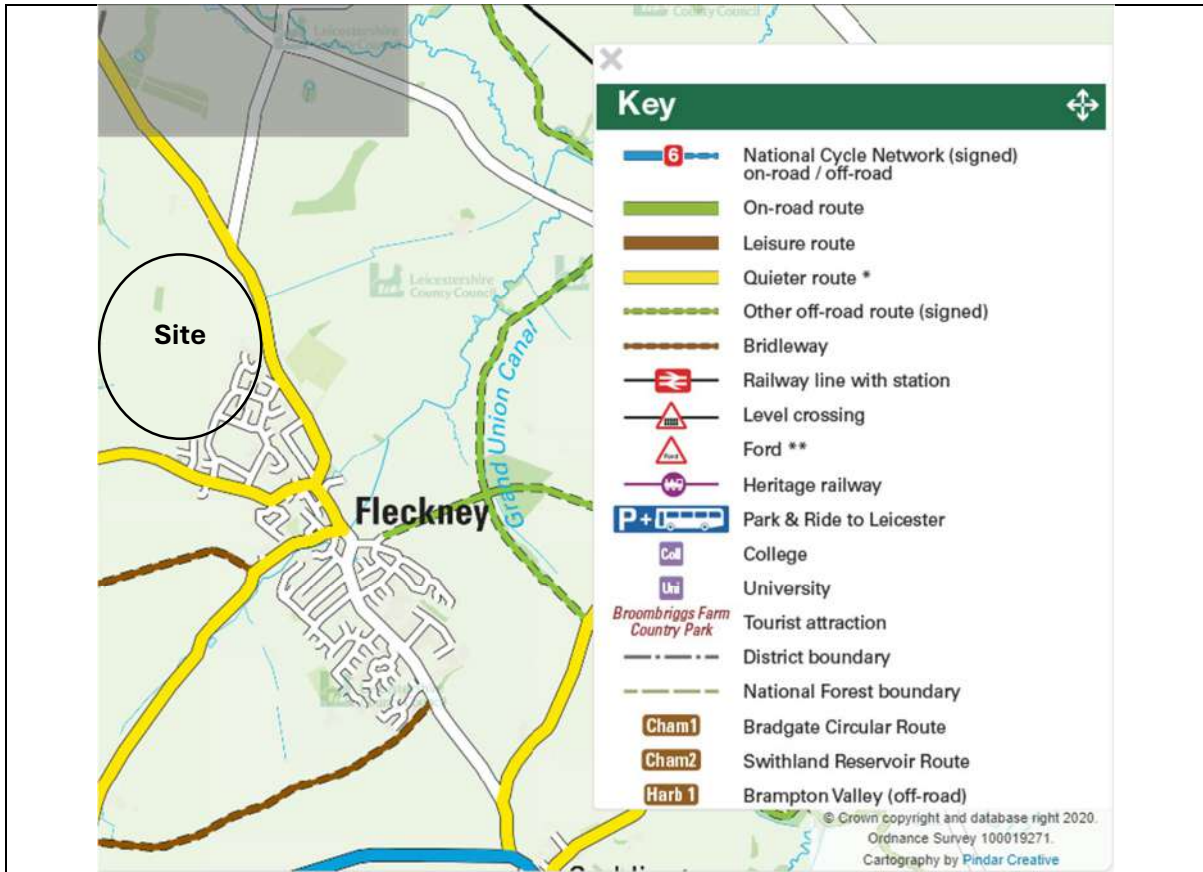


Figure 4: Local Cycle Infrastructure (Source: Choose How You Move, LCC, 2024)

Road Safety Analysis:

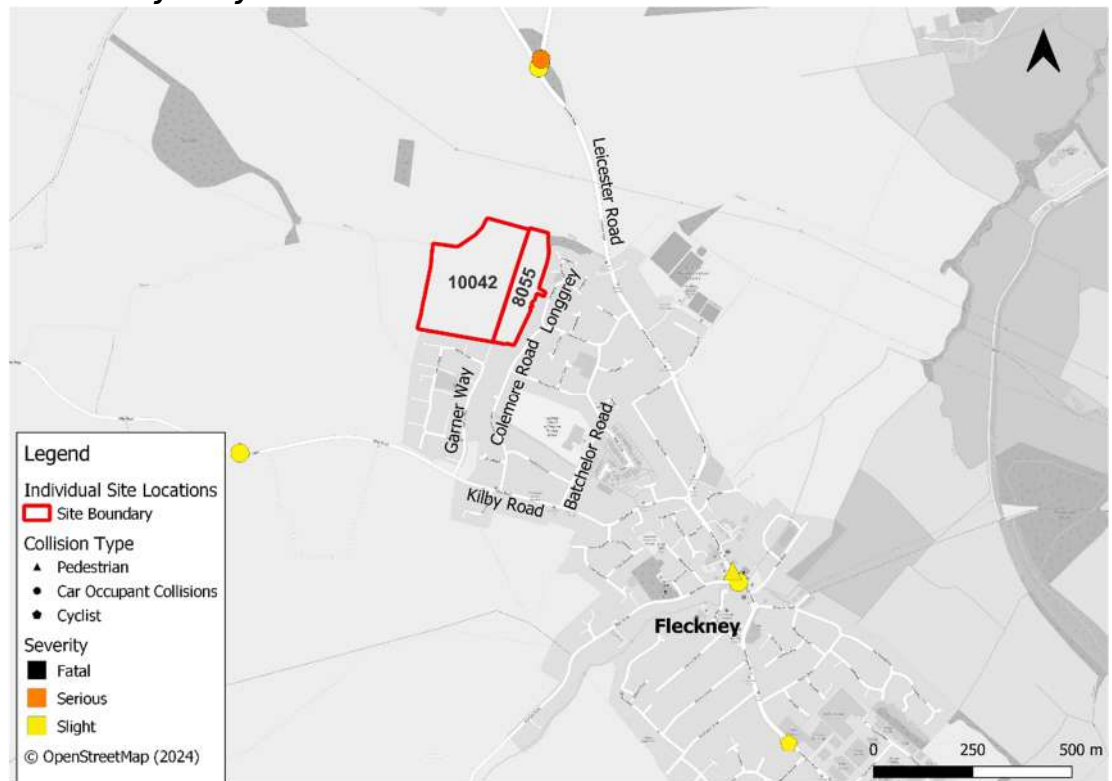


Figure 5: Road Traffic Incidents in proximity to site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

Two collisions are noted to the north of the site at the Leicester Road / Station Road junction, one classified by police as ‘Slight’ and the other ‘Serious’.

Two ‘slight’ collisions occurred on the junction between High Street and Main Street. One of these collisions involved a pedestrian and the other involved a vehicle.

There have been two further collisions recorded, one on Kilby Road (classified by police as ‘Slight’) and another which occurred in the south of Fleckney on Saddington Road (classified as ‘Slight’).

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

Expected Trip Generation to/from site and anticipated Trip Distribution:

The identified site is 1.9 hectares and could accommodate approximately 47 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	26	26
Trips – Employment	0	0
Total Trips	26	26

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model show that there are no junctions within Fleckney that are expected to experience capacity issues, however some junctions within neighbouring Kibworth are likely to experience capacity issues as follows:

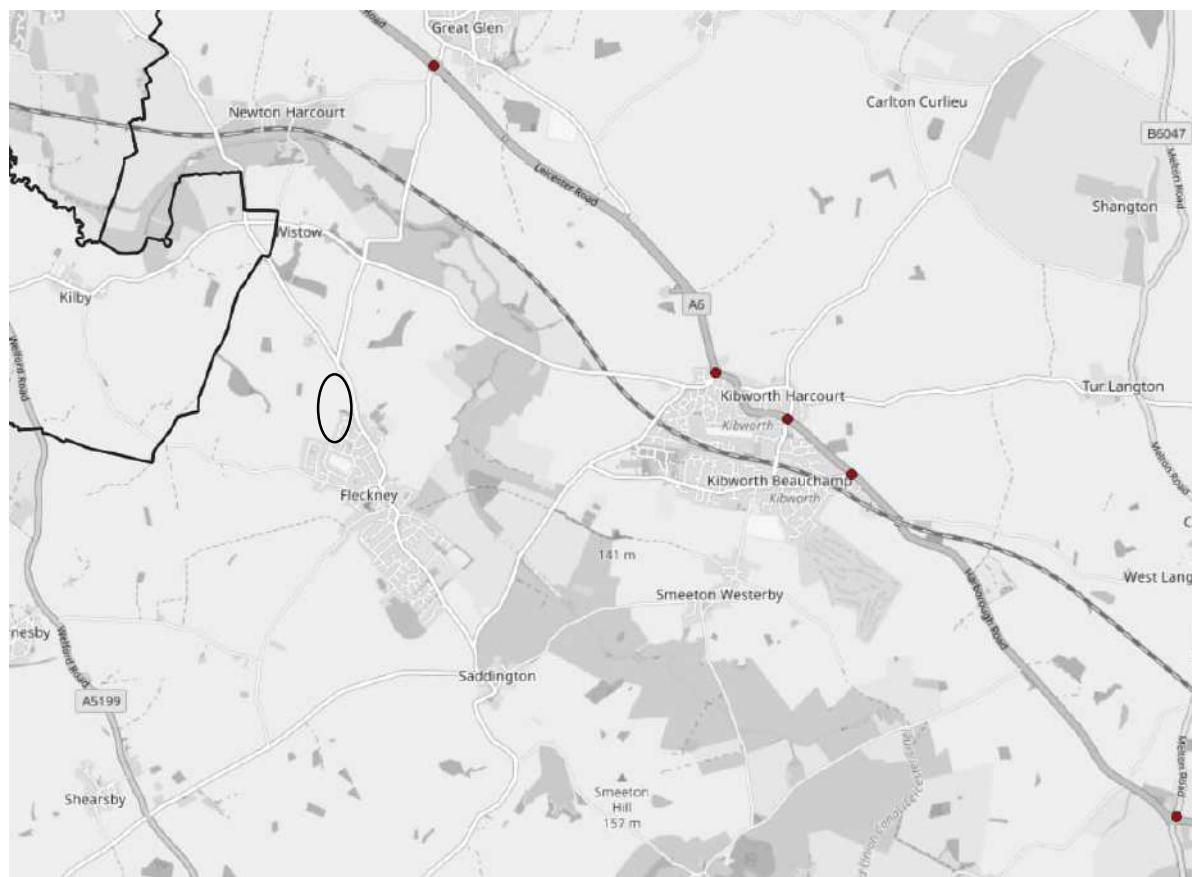
- Warwick Road Railway overbridge: 85% - 100% V/C in PM peak
- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street: 85% - 100% V/C in PM peak
- A6 / Marsh Drive: 85% - 100% V/C in PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and 100%+ V/C in the PM peak
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Lane: 85% - 100% V/C in the AM and PM peak

These capacity issues are associated with both existing trips and committed development traffic. It is noted that capacity issues are noted across the wider A6 corridor (particularly approaching Leicester).

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8055 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- Primary Impact Locations
- Secondary Impact Locations

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8055 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.3%
	A6 Leicester Road / Marsh Drive / Church Road	0.3%
	A6 / Station Road	0.9%
	A6 Harborough Road / New Road	0.8%
	A6 Harborough Road / B6047 Melton Road	0.4%
	B6047 / Leicester Lane / Gallow Field Road	0.2%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.2%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.1%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.1%
	Coventry Road / Lutterworth Sports Centre	0.2%
	A426 Lutterworth Road / Gilmorton Lane	0.1%
	M1 / A4303	0.2%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.1%
	A6 / London Road / Waldron Drive	0.4%
	A6 / Woodside Road	0.4%
	A6 Harborough Road / Ash Tree Road	0.4%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.4%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	0.2%	
M6 / A426	0.3%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.1%
	A47 / Colchester Road / Goodwood Road	0.2%
	A6 Harborough Road / B582 New Street	0.3%
	A4304 Rockingham Road / Gores Lane	0.5%
	B4114 Coventry Road / B581 Coventry Road	0.3%
	A581 Broughton Way / Cosby Road	0.2%

Given the comparatively small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A6 / Station Road
- A6 Harborough Road / New Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane

- B4114 Coventry Road / B581 Coventry Road
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:

Walking / Cycling:

To support active travel at the site, continuous cycle signage could potentially be constructed to advertise the existing ‘quieter route’ infrastructure located in the vicinity of the site. Signage connecting the site to the village centre, as well as to the bridleway connecting Fleckney to the NCN6 (measuring approximately 1.6km) could potentially be constructed.

Public Transport:

To support public transport use, the existing (northbound) bus stop at ‘Moores Nursery’ could be upgraded to provide a shelter and real time information. In addition, a southbound stop could be constructed at this location. This would require a sheltered bus stop with real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8055 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£8,000
	A6 / Station Road	£39,000
	A6 Harborough Road / New Road	£23,000
	A6 Harborough Road / B6047 Melton Road	£21,000
	B6047 / Leicester Lane / Gallow Field Road	£6,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£3,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£1,000
	A4303 Lutterworth Road / A426 Rugby Road	£2,000
	A4303 Coventry Road / A5 Watling Street	£2,000
	A4303 Coventry Road / Hunter Boulevard	£-

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£4,000
	Coventry Road / Lutterworth Sports Centre	£2,000
	A426 Lutterworth Road / Gilmorton Lane	£1,000
	M1 / A4303	£11,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£5,000
	A6 / London Road / Waldron Drive	£1,000
	A6 / Woodside Road	£2,000
	A6 Harborough Road / Ash Tree Road	£10,000
	B582 / Manor Road / Manor Road Extension	£1,000
	A6 Glen Road / Florence Wragg Way	£2,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£2,000
	M6 / A426	£4,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£1,000
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£2,000
	A6 Harborough Road / B582 New Street	£3,000
	A4304 Rockingham Road / Gores Lane	£5,000
	B4114 Coventry Road / B581 Coventry Road	£3,000
	A581 Broughton Way / Cosby Road	£2,000
TOTAL		£168,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8055 (Land to the west of Longgrey) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£13,000
Public Transport	£8,000
Travel Planning	£8,000
Junction Improvements	£167,000
TOTAL	£196,000
COST PER DWELLING	£4,176
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 8064	SETTLEMENT: Husbands Bosworth HB1	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	105
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> N/A – Isolated Site 		

Site Location Map and Access Arrangements:

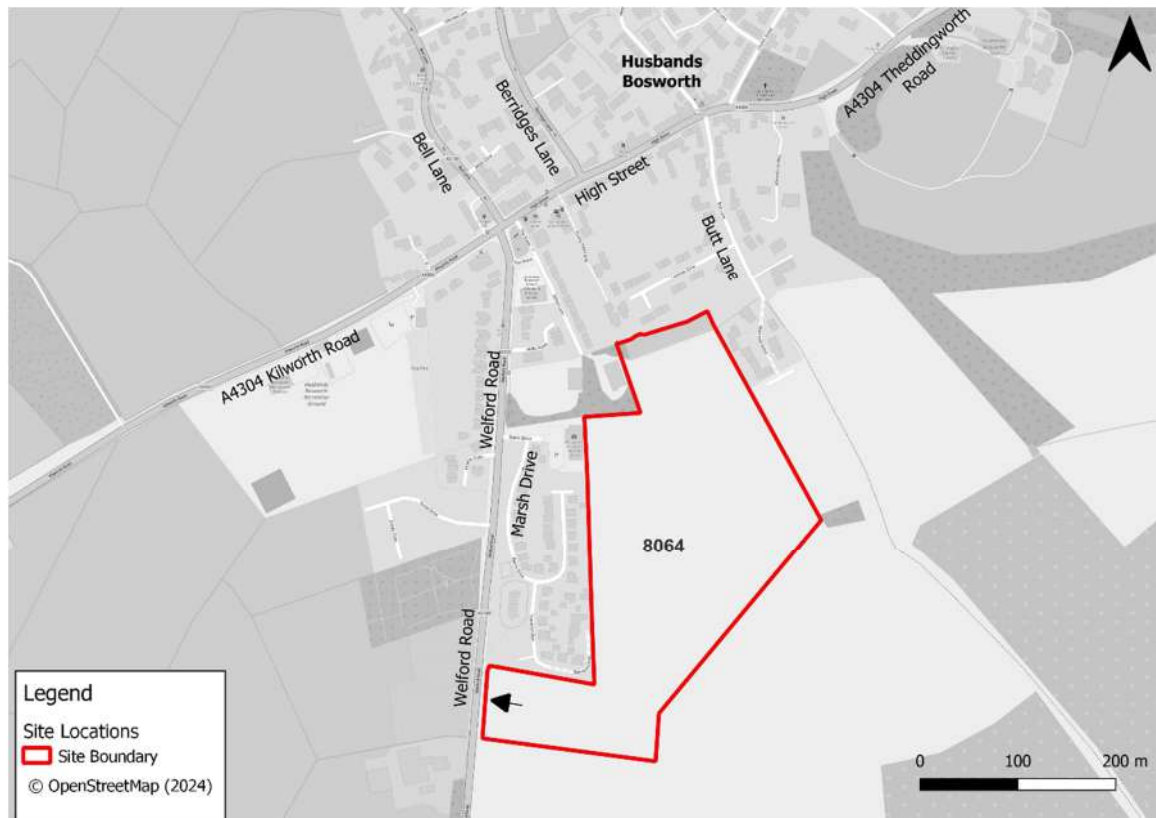


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8064 (Land east of Welford Road) is located to the south of the village of Husbands Bosworth. The site is located to the east of Welford Road and approximately 500m south of the A4304 High Street. Welford Road provides a direct connection between the site and the A4304 High Street to the north of the site and the village of Welford to the south of the site. The A4303 High Street provides connection west into Lutterworth, and connection east to Market Harborough.

The site does not currently have a planning application, or planning permission associated with it. Further to this, the site is not allocated within the Harborough District Local Plan (2011-2031), as shown in the figure below.

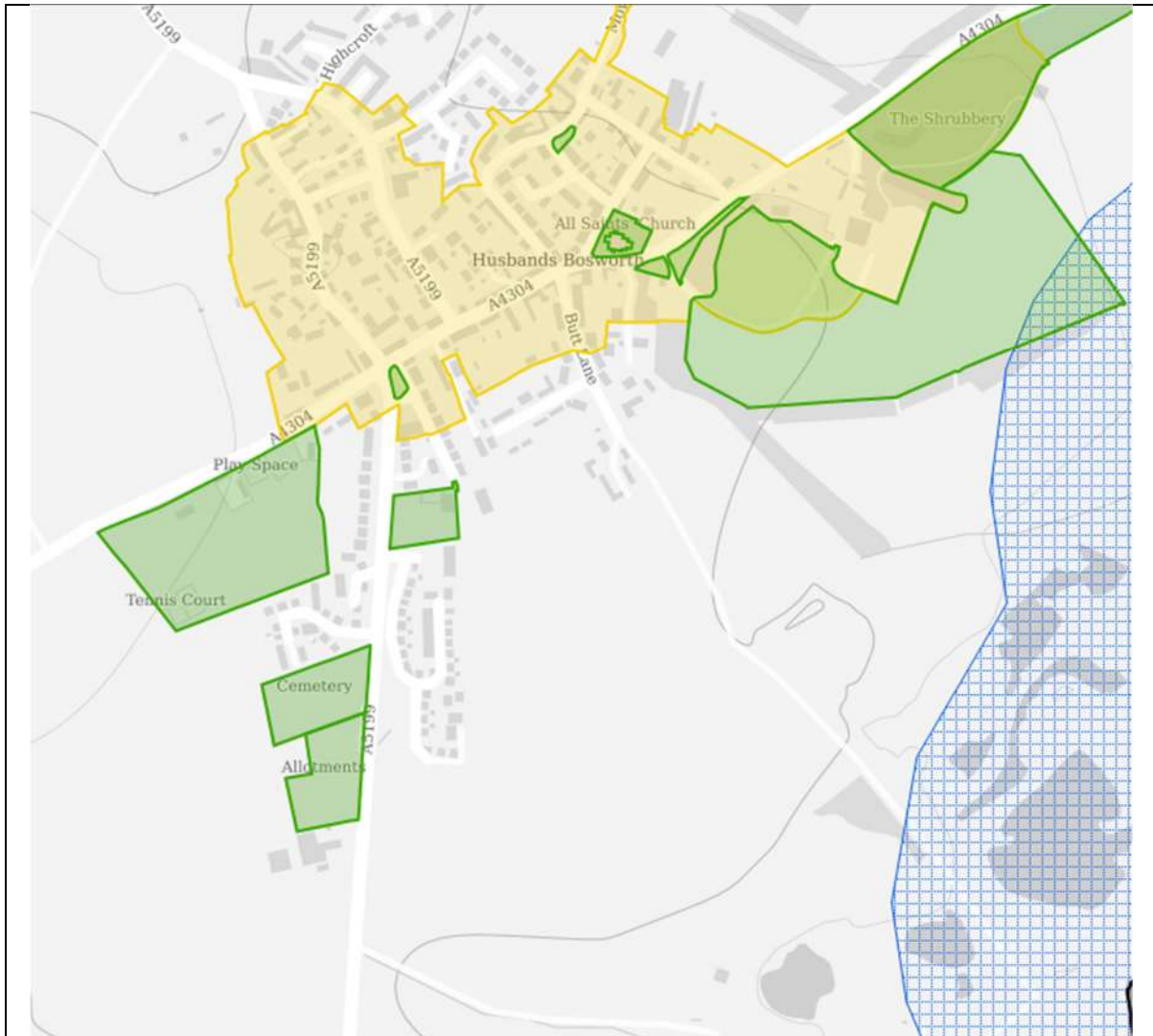


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via Welford Road, through the construction of a new junction. Given the existing layout of Welford Road, it is expected that there is sufficient visibility on the road to support the new junction, although further design would be required to confirm this. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints										
		Overhead Utilities	Ground Utilities	Below Ground	Street Lighting	Drainage	Miscellaneous	Works to Existing	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8064	Welford Road Access	Red	Green	Green	Green	Green	Green	Green	Green	Red	Green	Green

Description of surrounding Highway Network:

The A5199 (Welford Road) is a single carriageway local distributor road, with residential properties on both sides of the carriageway. The road is subject to a 30mph speed limit on the approach to the village of Husbands Bosworth, which increases to the national speed limit to the south of the site. Welford Road connects Husbands Bosworth to Welford and the A14 to the south.

The A4304 routes through Husbands Bosworth and is a single carriageway residential road, subject to a 30mph speed limit through the village. There are footways on both sides of the carriageway, with regular streetlighting. The road connects Husbands Bosworth to Lutterworth in the west and Market Harborough in the east.

Description of existing Public Transport provision:

There is one bus services which routes through the village of Husbands Bosworth, this is the number 58 bus service, which routes between Market Harborough and Lutterworth. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
58	Centrebus	Market Harborough – Husbands Bosworth – South Kilworth – Lutterworth	2 Hourly	No Service	No Service

Source: Choose How You Move, LCC, 2024

There are existing bus stops located on both sides of the A4304 High Street / Kilworth Road at the junction of the A4304 and A5199 – approximately 480m from the site. Both bus stops comprise of a sheltered seating area and a ‘flag and pole’. Both stops also display printed timetables. The stop on the northern side of A4304 High Street is served by buses to Market Harborough and the stop on the southern side of the carriageway provides connection to Lutterworth.

The nearest station to the site is Market Harborough, which is located approximately 10.1km to the northeast of Husbands Bosworth. Market Harborough station can be accessed from the site via the no. 58 bus service.

Description of existing Walking & Cycling provision:

Walking Infrastructure

Figure 3 maps the PRoWs and Bridleways in Husbands Bosworth. The figure shows that there is one PRoW (Footpath A10/1), which routes northeast from Bell Lane approximately 725m to the north of the site. There is also a Bridleway (A2/1) which routes past the site between School Lane to the north and Husbands Bosworth Airfield to the south of the site.



Figure 3: Public Rights of Way

Cycling Infrastructure



Figure 4: Local Cycle Infrastructure

Figure 4 maps the local cycle infrastructure in Husbands Bosworth. The map shows that there are no identified routes within the centre of the village. The nearest infrastructure is that which routes along the Grand Union Canal (Harb 3 in the Figure). This route is accessible from the site via Welford Road and the A5199 (Leicester Road), access to the off-road route is approximately 1km north of the site.

Road Safety Analysis:

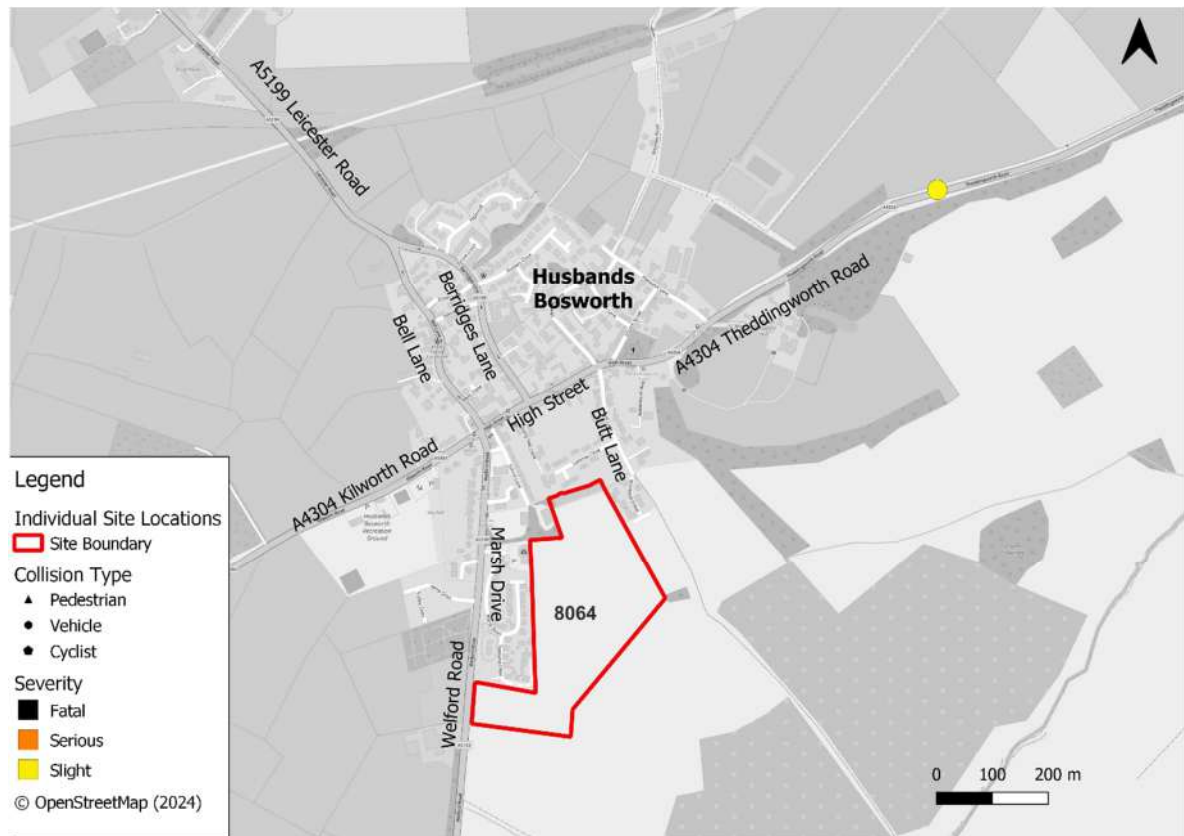


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

No collisions have occurred within the vicinity of the site, with the closest being on the A4304 Theddington Road which involved a vehicle and was classified by police as ‘slight’.

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

Expected Trip Generation:

The identified site is 7.4 hectares and could accommodate approximately 105 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	58	58
Trips – Employment	0	0

Total Trips	58	58
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Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model indicates that there are no junctions within the vicinity of Husbands Bosworth experiencing capacity issues. The closest junctions are those within Lutterworth and Market Harborough as shown below.

- Coventry Road / Lutterworth Sports Centre – 100%+ V/C in the AM and PM peak
- A5 / A4303 Coventry Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A4303 Coventry Road / Hunter Boulevard – 85% - 100% V/C in the AM peak
- A4303 Coventry Road / A426 Rugby Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- M1 / A4304 - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A5 / A426 Rugby Road / Gibbet Lane - 100%+ V/C in the AM and PM peak
- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

There are no junctions within proximity of Husbands Bosworth that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

Table 4 summarises the percentage of traffic volume attributable to site 8064 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
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Primary Impact Location	A6 Leicester Road / Wistow Road	0.2%
	A6 Leicester Road / Marsh Drive / Church Road	0.1%
	A6 / Station Road	0.3%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.0%
	B6047 / Leicester Lane / Gallow Field Road	0.3%
	A4304 Saint Mary's Road / High Street / Northampton Road	1.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	8.1%
	A4303 Lutterworth Road / A426 Rugby Road	5.1%
	A4303 Coventry Road / A5 Watling Street	2.0%
	A4303 Coventry Road / Hunter Boulevard	2.3%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	3.5%
	Coventry Road / Lutterworth Sports Centre	4.4%
	A426 Lutterworth Road / Gilmorton Lane	1.4%
	M1 / A4303	8.7%
	A5 / A426 Rugby Road / Gibbet Lane / A426	1.9%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.1%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	0.1%	
M6 / A426	3.0%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.1%
	A47 / Colchester Road / Goodwood Road	0.1%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	2.4%
	B4114 Coventry Road / B581 Coventry Road	0.6%
	A581 Broughton Way / Cosby Road	0.5%

Key 'Primary Impact Location' junctions:

- A508 Saint Mary's Road / A508 Springfield Street / A4304
- M1 / A4303
- A4303 Lutterworth Road / A426 Rugby Road
- Coventry Road / Lutterworth Sports Centre
- A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- B4114 Coventry Road / B581 Coventry Road
- A581 Broughton Way / Cosby Road

Mitigation Measures – Accessibility:
Walking / Cycling:

Given the size of the site and its isolated nature, it is not considered likely proportional to identify proposed walking and cycling mitigation measures at this location.

Public Transport:

A potential mitigation measure could be to upgrade the existing bus stop infrastructure to provide real time information and lighting.

Travel Planning:

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

Mitigation Measures – Residual Impacts:
On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8064 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£2,000
	A6 / Station Road	£13,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£-
	B6047 / Leicester Lane / Gallow Field Road	£8,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£26,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£121,000
	A4303 Lutterworth Road / A426 Rugby Road	£200,000
	A4303 Coventry Road / A5 Watling Street	£95,000
	A4303 Coventry Road / Hunter Boulevard	£11,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£149,000
	Coventry Road / Lutterworth Sports Centre	£40,000
	A426 Lutterworth Road / Gilmorton Lane	£37,000
	M1 / A4303	£506,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£80,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-

	A6 Harborough Road / Ash Tree Road	£2,000
	B582 / Manor Road / Manor Road Extension	£-
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£39,000
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane
A563 / Colchester Road		£-
A47 / Colchester Road / Goodwood Road		£1,000
A6 Harborough Road / B582 New Street		£-
A4304 Rockingham Road / Gores Lane		£25,000
B4114 Coventry Road / B581 Coventry Road		£6,000
A581 Broughton Way / Cosby Road		£6,000
TOTAL	£1,370,000	

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

Estimated Cost of physical mitigation measures:

A summary of indicative costs for Site 8064 (Land east of Welford Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£-
Public Transport	£25,000
Travel Planning	£12,000
Junction Improvements	£1,372,000
TOTAL	£1,408,000
COST PER DWELLING	£13,414
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 8090	SETTLEMENT: SCRAPTOFT 02	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	175
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 8241 Land North of the A47, East of Zouche Way – 125 Dwellings • 8227 Land between Scraptoft & Bushby – 950 Dwellings 		

Site Location Map and Access Arrangements:

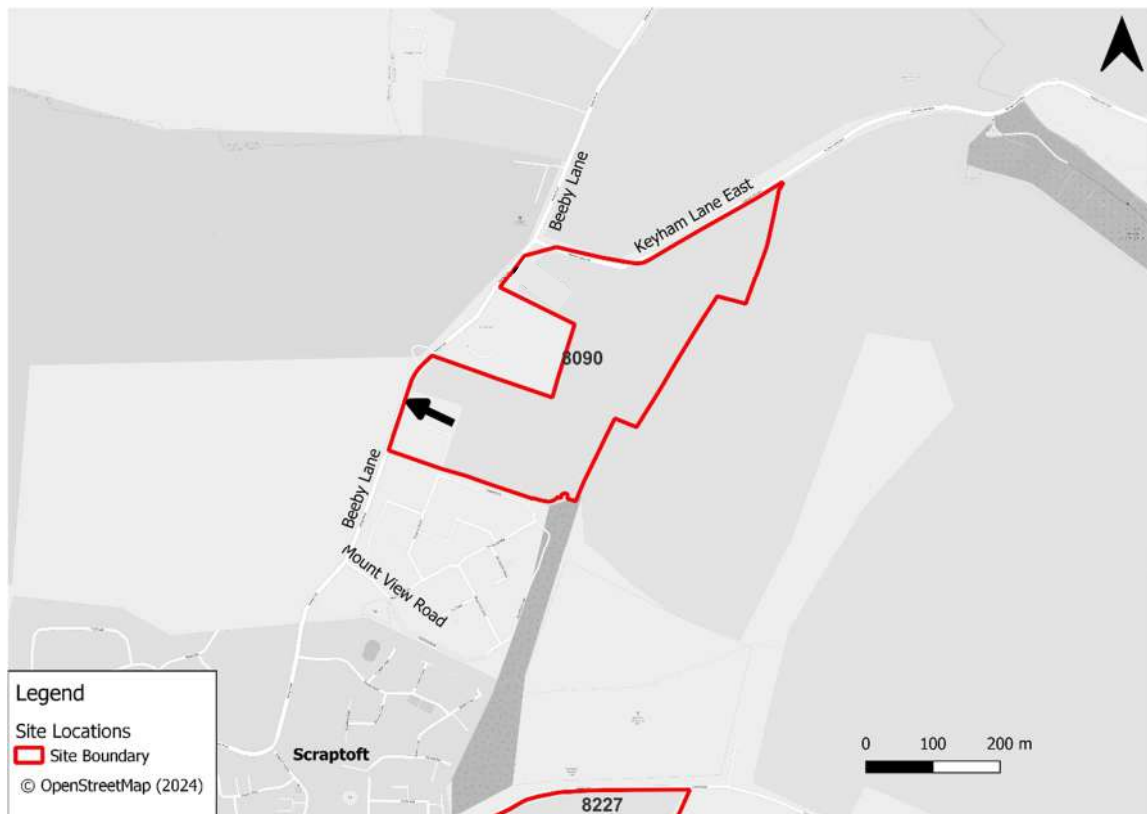


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8090 (Land east of Beeby Road) is located to the north of the village of Scraptoft and to the east of the city of Leicester. The site sits to the east of Beeby Road which provides onward connections to Beeby village to the north, and Scraptoft to the south.

The site does not current have a planning application, or planning permission associated with it. The site itself is not currently allocated within the Harborough District Local Plan (2011-2031) as shown in the figure below.

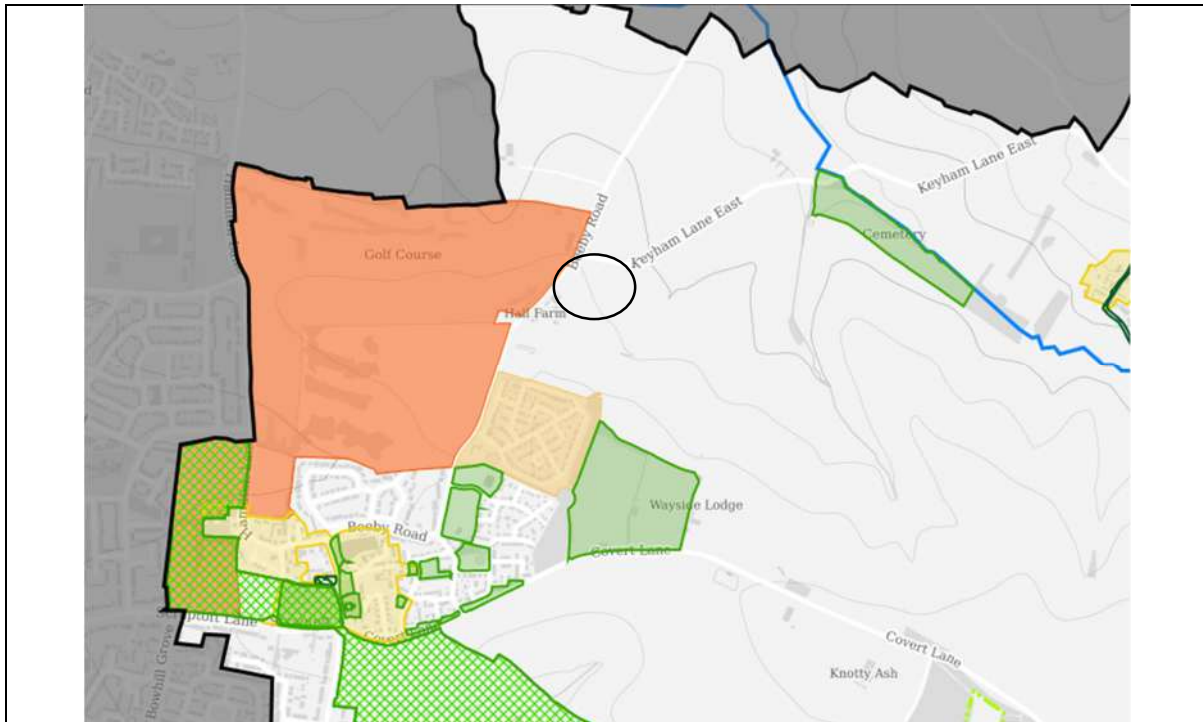


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could potentially accessed from Beeby Way, to the southwest of the site (where an existing field gate is located). The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities
Site 8090	Zouche Way Northern Access	Green	Green	Yellow	Green	Green	Green	Green	Green	Green

Description of surrounding Highway Network:

Beeby Road is a single carriageway country road, subject to the national speed limit. There is no streetlighting or footways on either side of the carriageway. There are no obvious pinch points or weight limits on this route.

Keyham Lane East is located to the north of the site and is a single carriageway country road, subject to the national speed limit. There is no streetlighting or footways on either side of the carriageway.

Description of existing Public Transport provision:

There are currently no existing bus services which route in a close proximity to the site. The nearest bus stop is located on Beeby Road, which is located approximately 700m southeast of the site in the village of Scraptoft. This bus stop is served by two services, the 56 and the 56A. Table 2 below, provides further information on these bus services.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
56	Arriva	Leciester – Scraptoft – Thurnby School	2 Hourly	No Service	No Service
56A	Arriva	Leciester – Scraptoft – Thurnby School	2 Hourly	No Service	No Service

Source: Choose How You Move, LCC, 2024

There is a bus stop on the eastbound side of Beeby Road, approximately 700m to the south of the site. This stop comprises of an unsheltered ‘flag and pole’ stop which includes a printed timetable. There is no stop on the westbound side of Beeby Road.

The nearest train station to the site is Leicester Station, which is located 7.5km to the west of the site.

Description of existing Walking & Cycling provision:

Cycle Infrastructure

There is limited cycle infrastructure within proximity of the site as shown in Figure 3.

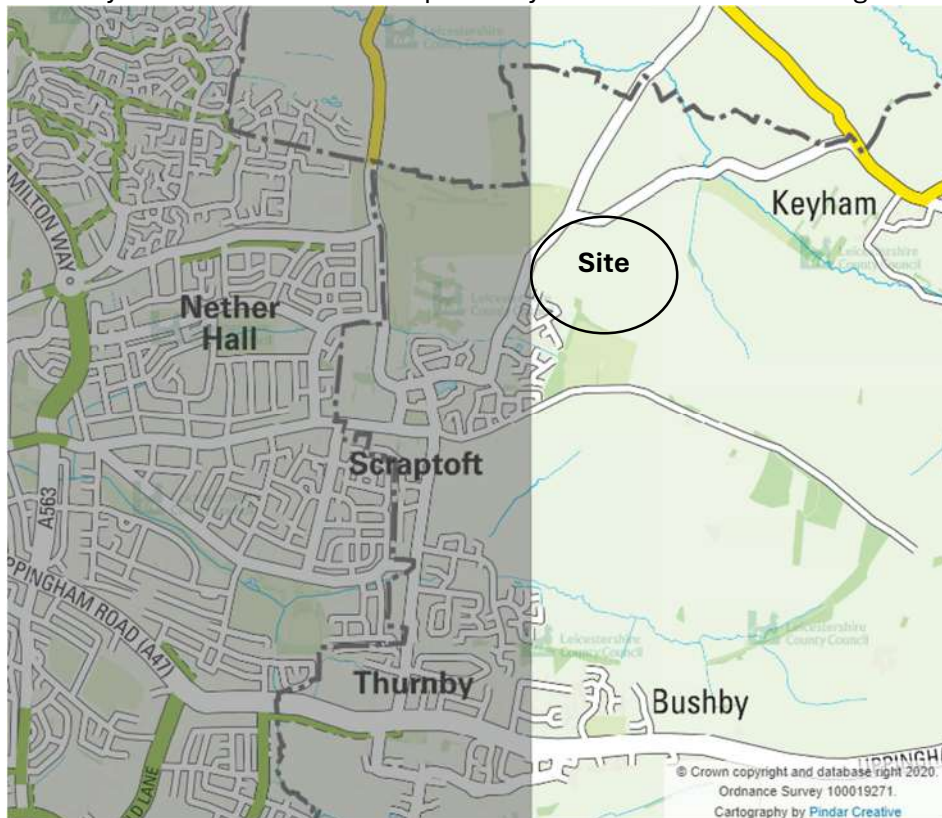


Figure 3: Local Cycle Network

Walking Infrastructure

Figure 4: Public Rights of Way (Source:Rowmaps,2024)

Figure 4, shows the PRoWs in proximity to the site. The figure shows that there are no PRoWs which route directly through the site. Footpath D27/1 is located to the northeast of the site and routes between Keyham Lane East and the village of Keyham. Footpath D26a/1 is located to the south of the site and routes between Scraftoft (Beeby Road) and the village of Keyham.

Road Safety Analysis:

Data taken from the STATS19 dataset shows that three road traffic incidents have occurred in proximity to the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

One 'slight' collision occurred on Beeby Lane immediately to the west of the site, close to the potential site access. This collision involved a vehicle. Two further collisions occurred on Beeby Road to the south of the site, both involving a vehicle. One of the collisions was rated a severity of 'Serious', and the other has been classified as 'Slight', by the police.

Further collisions have occurred to the northeast of the site on Keyham Lane East and Ingarsby Road. Both of the collisions on these two roads involved vehicles and were recorded by police as 'Slight'.

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

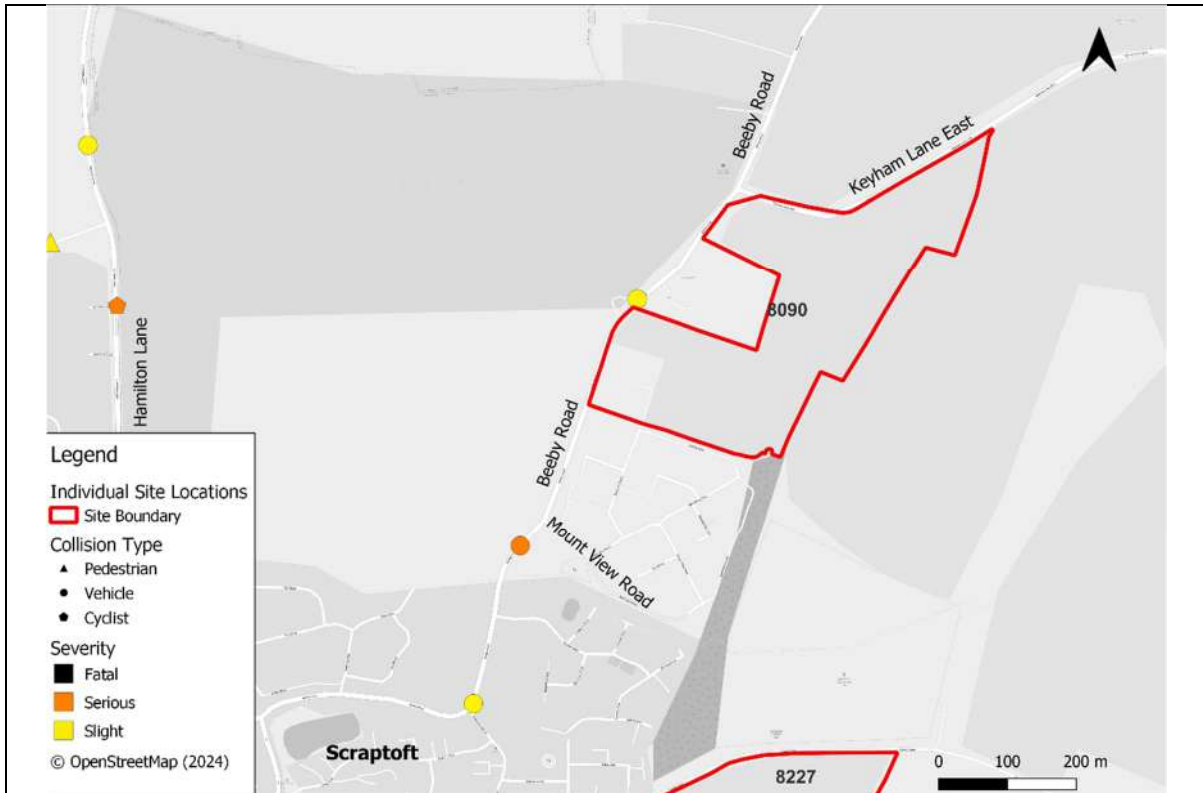


Figure 5: Road Traffic Incidents in proximity to the site

Expected Trip Generation:

The identified site is approximately 10.7 hectares and could accommodate approximately 175 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	97	97
Trips – Employment	0	0
Total Trips	97	97

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A47 / Station Road: +100% V/C in the AM and PM Peak

Leicester City:

- Scraptoft Lane / A563: 85% - 100% V/C in the AM and PM Peak

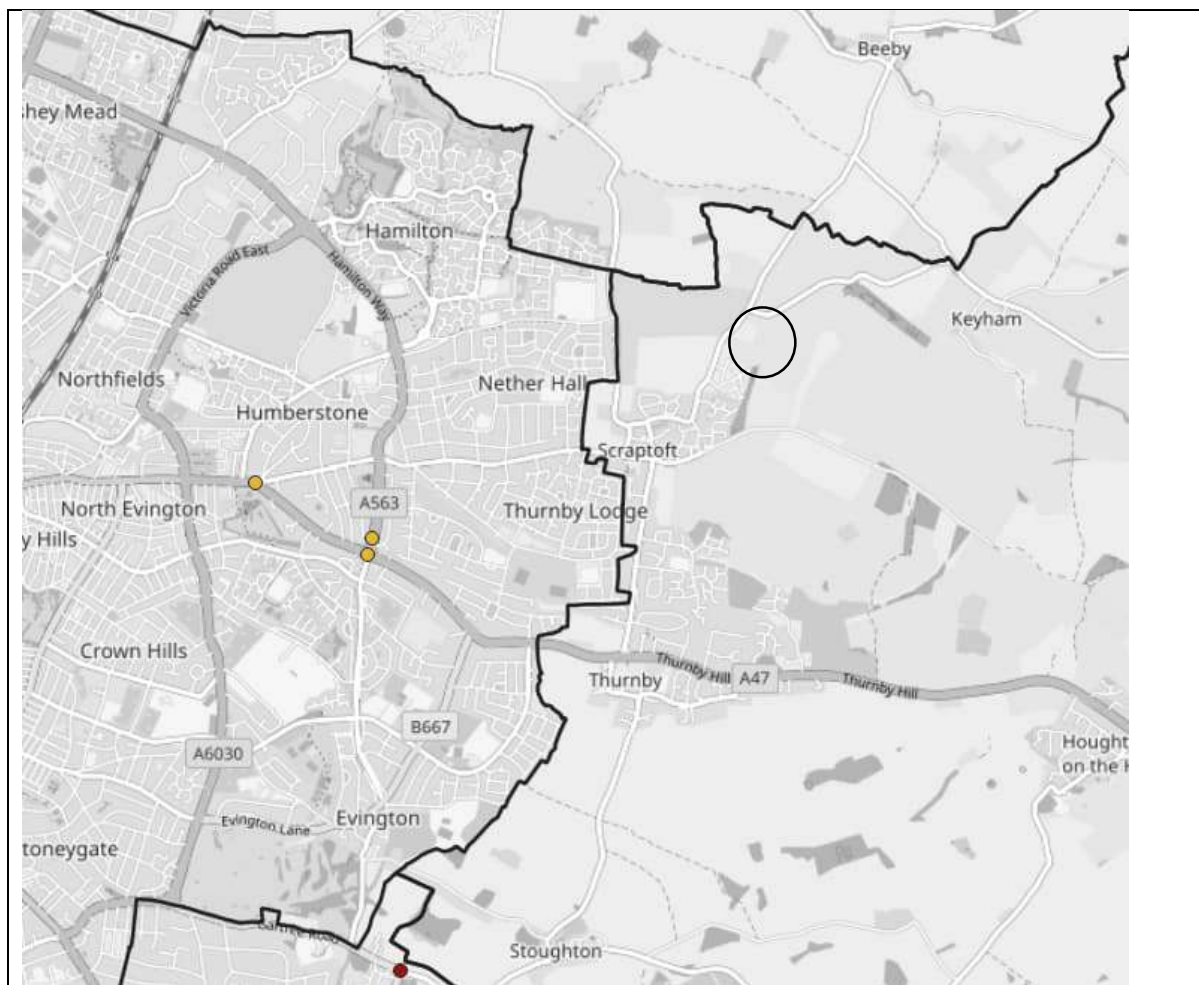
- A47 / A563 Colchester Road / Goodwood Road: 85% - 100% V/C in the AM and PM Peak
- A47 / Scraftoft Lane: 85% - 100% V/C in the AM and PM peak
- A47 / Humberstone Drive: 85% - 100% V/C in the AM and PM Peak
- A47 / A6030: 85% - 100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8090 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8090 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.1%
	A6 Leicester Road / Marsh Drive / Church Road	0.1%
	A6 / Station Road	0.4%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.6%
	B6047 / Leicester Lane / Gallow Field Road	0.3%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.3%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.1%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.2%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.1%
	A6 / London Road / Waldron Drive	0.1%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	1.1%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.8%
	B4114 Coventry Road / Croft Road	0.0%
	M6 / A426	0.1%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	10.2%
	A563 / Colchester Road	9.4%
	A47 / Colchester Road / Goodwood Road	6.2%
	A6 Harborough Road / B582 New Street	0.5%
	A4304 Rockingham Road / Gores Lane	0.5%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.1%

Given the small nature of the site (175 dwellings), the development contributes a comparatively small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- B582 / Manor Road / Manor Road Extension
- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- A6 Harborough Road / B6047 Melton Road

Key 'Secondary Impact Location' junctions:

- A47 Uppingham Road / Scraftoft Lane
- A563 / Colchester Road
- A47 / Colchester Road / Goodwood Road

As the A47/Station Road junction is already over-capacity in the 2041 Core Scenario the PRTM is unable to assign any additional traffic via this junction. Any planned improvement to this junction will likely attract development traffic from sites 8227 and 8090 to route via this location. This should be explored in more detail within the site specific Transport Assessment supporting individual planning applications.

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be the creation of a cycle route (potentially a 'quiet route) connecting the site to the village centre (to link the site into potential infrastructure associated with Site 8227). The route would be supported by cycle signage.

Public Transport:

The closest service is the 56 / 56A (currently every 2 hours). A potential mitigation measure could be to increase the frequency of this service to an hourly service. The cost of increasing the frequency could be split with Site 8227, which would also benefit from the service frequency improvement.

Public transport uptake could be further supported through an upgrade to the existing bus stops at 'Southfield Close'. Bus stops would require provision of shelter, lighting, real time information and raised boarding. Costs associated with upgrades could be split proportionally with Site 8227.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8090 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£2,000
	A6 / Station Road	£18,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£30,000
	B6047 / Leicester Lane / Gallow Field Road	£9,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£6,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£5,000
	A4303 Lutterworth Road / A426 Rugby Road	£-
	A4303 Coventry Road / A5 Watling Street	£-
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£2,000
	Coventry Road / Lutterworth Sports Centre	£1,000
	A426 Lutterworth Road / Gilmorton Lane	£1,000
	M1 / A4303	£9,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£4,000
	A6 / London Road / Waldron Drive	£-

	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£2,000
	B582 / Manor Road / Manor Road Extension	£36,000
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£9,000
	B4114 Coventry Road / Croft Road	£-
	M6 / A426	£1,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£108,000
	A563 / Colchester Road	£38,000
	A47 / Colchester Road / Goodwood Road	£65,000
	A6 Harborough Road / B582 New Street	£5,000
	A4304 Rockingham Road / Gores Lane	£6,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£1,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8090 (Land east of Beeby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£1,020,000
Public Transport	£148,000
Travel Planning	£15,000
Junction Improvements	£359,000
TOTAL	£1,542,000
COST PER DWELLING	£8,814
On-Site Measures	

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

Quality Information

	Produced By	Checked By	Verified By	Updated
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	18/11/2024	20/11/24	09/01/25

SITE ID: 8104	SETTLEMENT: Lutterworth L2	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	90
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> N/A – Isolated Site 		

Site Location Map and Potential Access Arrangements:

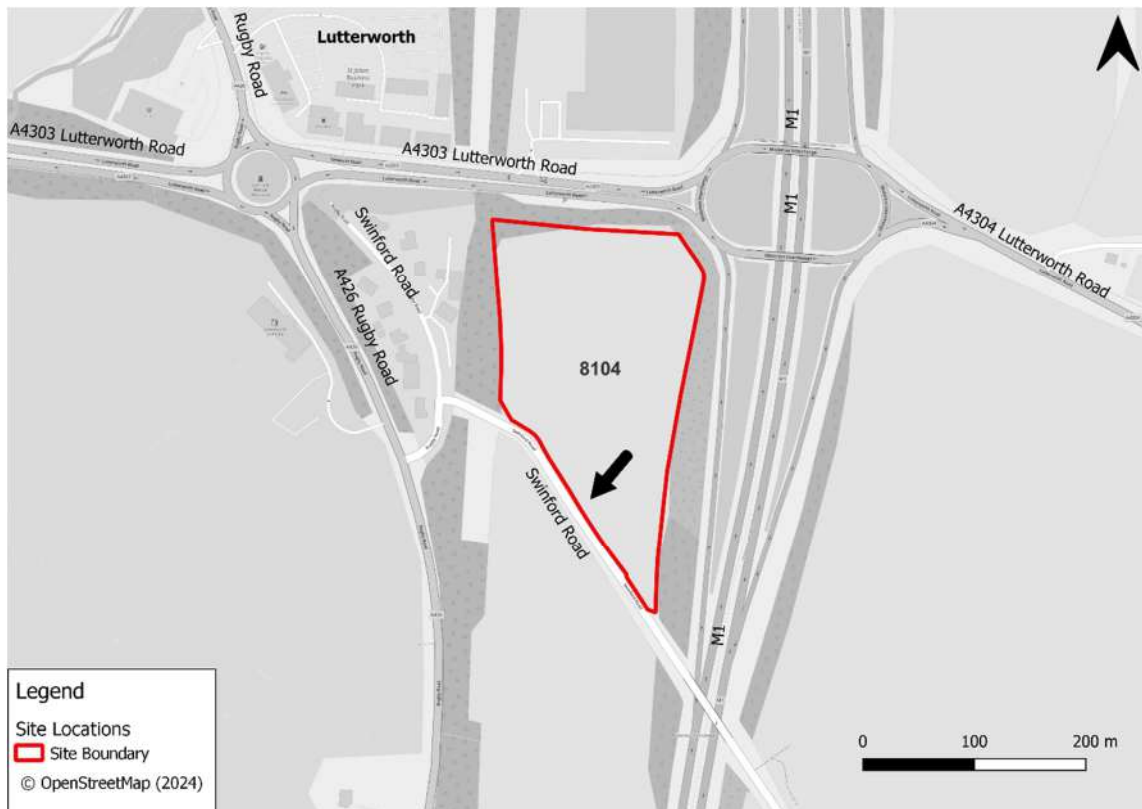


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8104 (Land at M1 Junction 20 Swinford Road) is located to the southeast of Lutterworth. The site is bordered by the M1 on its eastern border with Junction 20 located on the northeastern corner of the site. The M1 provides connections to Leeds in the north and London to the south. The A4034 is located on the northern boundary of the site and provides connection to Market Harborough to the east and Magna Park / A5 to the west.

The site does not currently have a planning application, or planning permission associated with it. However, there is a Hybrid Planning Application to the northeast of the site for the development of up to 2,750 dwellings, business, general industrial and storage and distribution land uses. The site is not allocated within the Harborough District Local Plan (2011-2031), as shown in Figure 2 below.

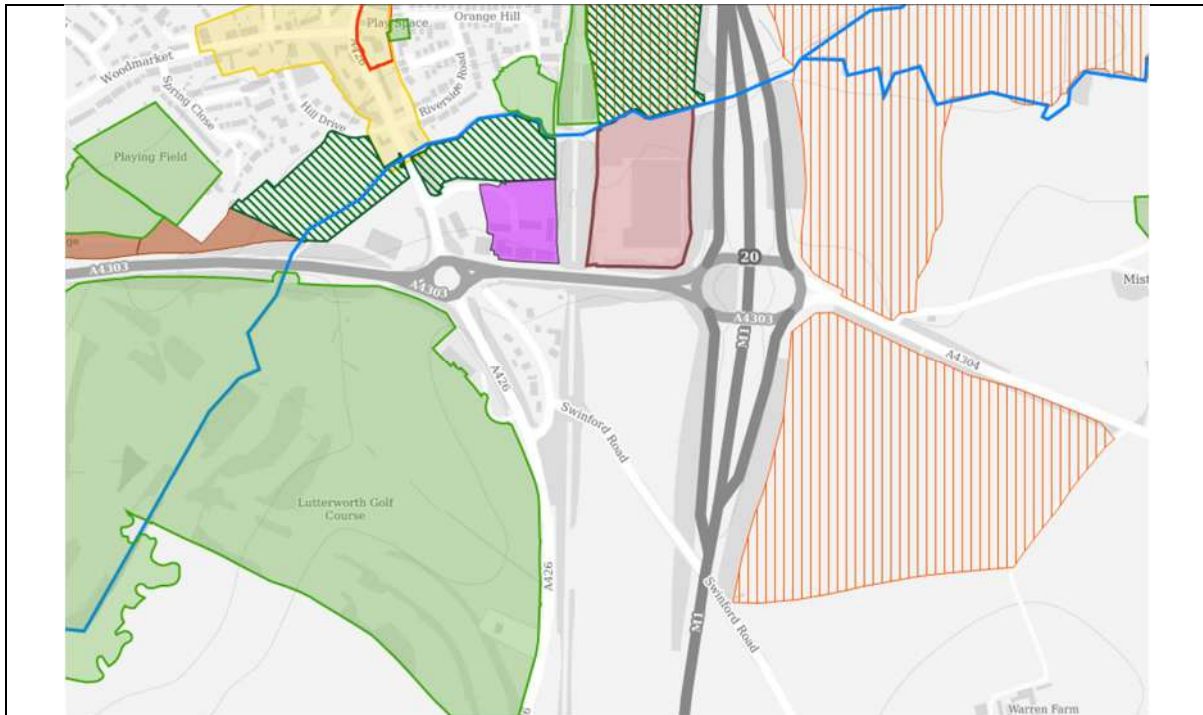


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via Swinford Road, through the construction of a new junction from Swinford Road to the south of the site. Given the existing layout of Swinford Road, it is expected that there is sufficient visibility on the road to support the new junction, although further design would be required to confirm this. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8104	Swinford Road Access									

Description of surrounding Highway Network:

The M1 is a three-lane motorway, subject to the national speed limit. There are no footways or streetlighting on either side of the carriageway. Swinford Road is a single carriageway country road, subject to the national speed limit. There are no footways or streetlighting on either side of the carriageway.

The A426 Rugby Road is a single carriageway distributor road, subject to a 40mph speed limit. There is regular streetlighting, but no footways on either side of the carriageway. Rugby Road is a single carriageway local distributor road, subject to a 40mph speed limit which decreases

to 30mph north of the bridge over the River Swift. There are footways on both sides of the carriageway, with regular streetlighting.

The A4303 Lutterworth Road is a dual carriageway, subject to the national speed limit, which decreases to 40mph on the approach to the Sir Frank Whittle Roundabout. There is regular streetlighting, but no footways on either side of the carriageway.

Description of existing Public Transport provision:

There are currently two bus routes which route near to the site, these are the number 58 and X45 bus services. The 58 routes between Market Harborough and Lutterworth, and the X45 between Leicester and Magna Park via Aylestone, Blaby and Lutterworth. Table 2 provides a summary of both services.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
58	Centrebus	Market Harborough - Husbands Bosworth - South Kilworth - Lutterworth	Infrequent	No Service	No Service
X45	Arriva	Leicester – Aylestone – Blaby – Lutterworth – Magna Park	Infrequent	Infrequent	Infrequent

Source: Choose How You Move, LCC, 2024

The nearest bus stop to the site is the Fox Inn bus stop, which is located approximately 350m to the north of the site. The stops are on both sides of the carriageway providing connection northbound and southbound. The northbound stop provides connections into Lutterworth and St Margaret’s Bus Station, and the southbound stop provides connections to Market Harborough and Magna Park. Both stops are unsheltered ‘flag and pole’ stops with printed timetables.

The nearest train station to the site is Rugby Station, which is located approximately 8.6km to the southwest of the site.

Description of existing Walking & Cycling provision:

Walking Infrastructure



Figure 3: Public Rights of Way

There are two PRoW which route near to the site, but none that route directly through it. These are shown in Figure 3, which shows that one of the routes (Footpath X30/1) is located to the west of the site and another to the south of the site (Footpath X18/3).

Cycling Infrastructure



Figure 4: Local Cycle Network

Both Rugby Road and Swinford Road have been identified as quieter routes, as shown in Figure 4, these provide connection north into the centre of Lutterworth and south to Swinford. The figure also shows that there are on-road routes on the A4303 Lutterworth, which provides

a connection to National Cycle Network Route 50, in the village of Walcote, approximately 2.8km to the east of the site.

Road Safety Analysis:

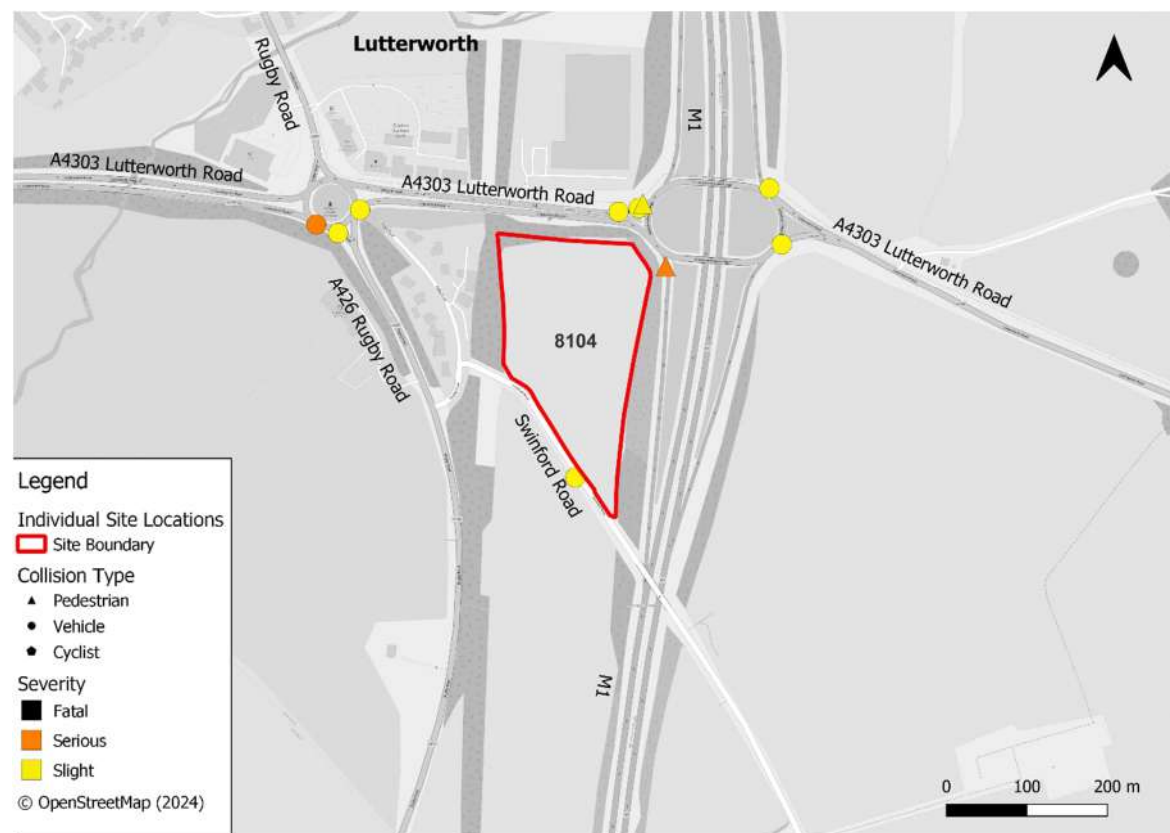


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

One 'Serious' collision occurred on the M1 Northbound off-slip at junction 20, this collision involved a pedestrian. A further five collisions have occurred at M1 Junction 20, all of which were recorded as 'Slight' by Police. Of these, four involved a vehicle and one involved a pedestrian.

Three collisions have occurred at the Rugby Road / A426 Rugby Road / A4303 roundabout. One collision was recorded as 'serious' by police, whilst the other two collisions were recorded as slight. All collisions involved vehicles, only.

One collision has occurred on Swinford Road, immediately to the south of the site. This collision involved a vehicle and was recorded by police as 'Slight'.

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

Expected Trip Generation:

The identified site is 4.1 hectares and could accommodate approximately 90 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	50	50
Trips – Employment	0	0
Total Trips	50	50

Committed Development in vicinity of proposed site and expected impacts:

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

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

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

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8104 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

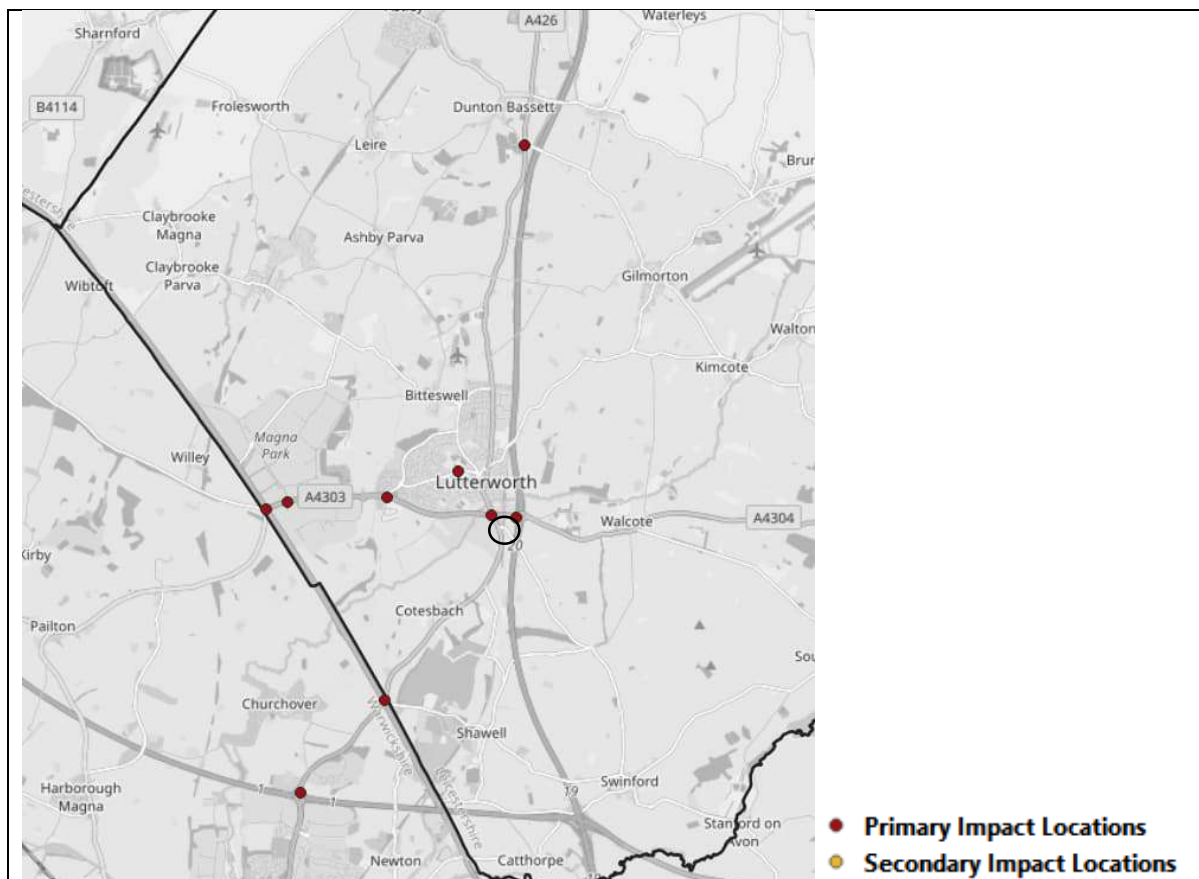


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8104 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.0%
	A6 / Station Road	0.0%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.0%
	B6047 / Leicester Lane / Gallow Field Road	0.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.2%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	1.4%
	A4303 Lutterworth Road / A426 Rugby Road	19.3%
	A4303 Coventry Road / A5 Watling Street	2.6%
	A4303 Coventry Road / Hunter Boulevard	3.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	3.9%
	Coventry Road / Lutterworth Sports Centre	6.8%
A426 Lutterworth Road / Gilmorton Lane	4.2%	

	M1 / A4303	14.1%
	A5 / A426 Rugby Road / Gibbet Lane / A426	7.5%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.1%
	M6 / A426	7.6%
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane
A563 / Colchester Road		0.0%
A47 / Colchester Road / Goodwood Road		0.0%
A6 Harborough Road / B582 New Street		0.0%
A4304 Rockingham Road / Gores Lane		0.4%
B4114 Coventry Road / B581 Coventry Road		0.3%
A581 Broughton Way / Cosby Road		1.1%

Key 'Primary Impact Location' junctions:

- A4303 Lutterworth Road / A426 Rugby Road
- M1 / A4303
- Coventry Road / Lutterworth Sports Centre
- A5 / A426 Rugby Road / Gibbet Lane / A426

Key 'Secondary Impact Location' junctions:

- A581 Broughton Way / Cosby Road
- A4304 Rockingham Road / Gores Lane
- B4114 Coventry Road / B581 Coventry Road

Mitigation Measures – Accessibility:

Walking / Cycling:

Cycle infrastructure is in place within the vicinity of the site, and given the small nature of the site (90 dwellings) it is not considered likely proportionate to create additional infrastructure. Based upon this, a potential mitigation measure could be to promote existing cycle infrastructure, through the creation of continuous cycle signage between the site and Lutterworth town centre (approx. 0.6km of infrastructure would be required).

Public Transport:

It is understood that bus service improvements are expected as part of the committed Lutterworth East development, given this (and the comparatively small nature of this site) it is not considered proportionate to further enhance bus infrastructure at this location.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8104 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment	
Primary Impact Location	A6 Leicester Road / Wistow Road	£-	
	A6 Leicester Road / Marsh Drive / Church Road	£1,000	
	A6 / Station Road	£2,000	
	A6 Harborough Road / New Road	£-	
	A6 Harborough Road / B6047 Melton Road	£-	
	B6047 / Leicester Lane / Gallow Field Road	£1,000	
	A4304 Saint Mary's Road / High Street / Northampton Road	£4,000	
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£22,000	
	A4303 Lutterworth Road / A426 Rugby Road	£751,000	
	A4303 Coventry Road / A5 Watling Street	£126,000	
	A4303 Coventry Road / Hunter Boulevard	£15,000	
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£168,000	
	Coventry Road / Lutterworth Sports Centre	£61,000	
	A426 Lutterworth Road / Gilmorton Lane	£113,000	
	M1 / A4303	£817,000	
	A5 / A426 Rugby Road / Gibbet Lane / A426	£313,000	
	A6 / London Road / Waldron Drive	£-	
	A6 / Woodside Road	£-	
	A6 Harborough Road / Ash Tree Road	£-	
	B582 / Manor Road / Manor Road Extension	£-	
	A6 Glen Road / Florence Wragg Way	£-	
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-	
	B4114 Coventry Road / Croft Road	£1,000	
	M6 / A426	£99,000	
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
		A563 / Colchester Road	£-
A47 / Colchester Road / Goodwood Road		£-	
A6 Harborough Road / B582 New Street		£-	
A4304 Rockingham Road / Gores Lane		£4,000	
B4114 Coventry Road / B581 Coventry Road		£3,000	
A581 Broughton Way / Cosby Road		£11,000	
TOTAL		£2,512,000	

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

Estimated Cost of physical mitigation measures:

A summary of indicative costs for Site 8104 (Land at M1 Jct 20 Swinford Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£15,000
Public Transport	£-
Travel Planning	£16,000
Junction Improvements	£2,513,000
TOTAL	£2,544,000
COST PER DWELLING	£28,269
On-Site Measures	£-

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

Potential mitigation has been secured via planning conditions on other sites within the vicinity of Site 8104, which in 'net' terms could reduce the contribution required from this site if those other sites are developed as per current planning consents.

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	21/11/2024	22/11/24	09/01/2025

SITE ID: 8122	SETTLEMENT: Market Harborough 2	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	500 Dwellings
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10597 Land South of Gallow Field Road • 8143 Land East of Leicester Road and South of Grand Union Canal. • 8737 Land 0S3070, Leicester Road 		

Site Location Map and Access Arrangements:

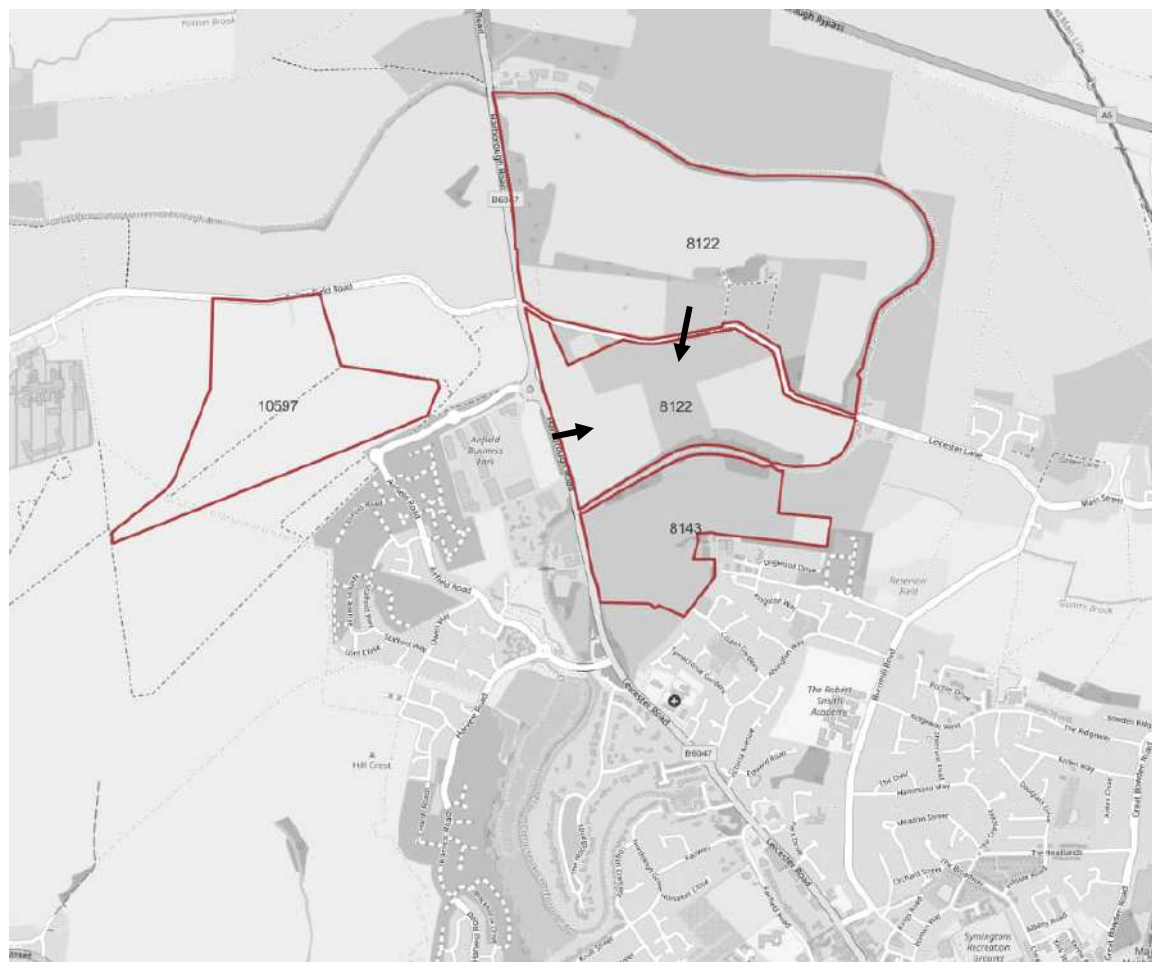


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8122 (East of Harborough Road) is located to the north of the town of Market Harborough and to the east of the B6047 (Harborough Road), which connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray. The site does not currently have a planning application, or planning permission, associated with it.

Potential site access could be achieved via the Harborough Road / Wellington Way roundabout (to access the southern portion of the site), with an additional access point off

Leicester Lane. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

The Harborough Road / Wellington Way roundabout is a four-arm priority roundabout, used to access Harborough Innovation Centre (via Wellington Way). The site access could be achieved via an additional arm to the east of the roundabout. Given the size and layout of the existing roundabout, it is expected that sufficient visibility and flare could be achieved although additional design work would be required to confirm this. It should be noted that a planning application has been submitted to erect 479 dwellings and associated infrastructure at Airfield Farm to the west of the site. This development would be accessed via the Harborough Road / Wellington Way roundabout.

Leicester Lane is subject to the national speed limit. Given the curvature of the road, additional design work would be required to determine whether an access could be provided with sufficient visibility splays (215m for a 60mph road as per Leicestershire’s Highway Design Guide). Traffic surveys would be required to ascertain the average speed of vehicles currently using Leicester Lane. Moreover, Leicester Lane has a 7.5T weight limit (presumably owing to the narrow bridge over the Grand Union Canal). Since the site is a proposed mixed-use site (comprising 5 ha employment in addition to housing), consideration would need to be made to ensure the site layout is designed such that HGV access is achieved via the Market Harborough Road / Wellington Way roundabout, rather than via Leicester Lane.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Highway Required	Works to Existing Highway	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8122	B6047 Roundabout Access										

Description of surrounding Highway Network:

The proposed site straddles Leicester Lane, which is a single carriageway national speed limit (60mph) route. The route has a 7.5T weight limit in place (owing to the narrow bridge over the Grand Union Canal). Leicester Lane is narrow in places, with a number of instances of road curvature (with poor forward visibility). The road passes residential property before reaching Great Bowden to the east. To the west, Leicester Lane joins Harborough Road and Gallow Field Road via a priority crossroad, with visibility compromised to the north somewhat owing to a blind summit. Right turn storage is available for those turning right into Leicester Lane from Harborough Road so as not to block the carriageway. Storage is provided for approximately 4 vehicles (approx. 20m).

The B6047 (Harborough Road) connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray as well as the A6 (approximately 1.4km to the north of the Leicester Lane / Harborough Road junction). Harborough Road is a single carriageway route subject to a 50mph speed limit. There are no

obvious pinch points or weight limits on Harborough Road between the site and the Harborough Road / A6 junction.

The A6 is accessed approximately 1.4km north of the site via the Harborough Road / A6 (priority) roundabout junction. The roundabout is a 5-arm junction with a large inscribed circle diameter. The A6 is part of the Major Road Network (MRN), connecting Leicester to Market Harborough and on to Kettering.

Traffic queueing is noted on the B6047 (Harborough Road) (becoming the A4304) through the centre of Market Harborough, particularly between the junctions of Bowden Lane and Springfield Street. The road narrows in several places as it passes through the historic centre of Market Harborough. Congestion points are noted at the St Mary's Road / The Square junction and Northampton Road / Springfield Street junction.

Description of existing Public Transport provision:

Harborough Road is a key bus corridor between Market Harborough and Kibworth / Leicester and is located at the western boundary of the proposed site. The 44, X3 and X7 currently route via Harborough Road. Service provision is summarised in Table 1.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	Every 30 minutes	Infrequent	Hourly
X3	Arriva	Market Harborough – Kibworth – Great Glen – Oadby – Leicester	Hourly	Hourly	No Service
X7	Stagecoach	Northampton – Market Harborough – Kibworth – Oadby – Leicester	Hourly	Hourly	Hourly

Existing bus stops are available approximately 65m south of the Leicester Lane / Harborough Road junction. Both stops are unsheltered 'flag and pole' stops, with the southbound stop also having timetabling information. There is no footway connecting the northern bus stop, and no (paved) waiting area.

A railway station is available in Market Harborough, approximately 2.5km to the southeast of the site. Market Harborough lies on the Midland Main Line, connecting to Leicester to the north and Kettering to the south.

The railway station can be reached via the 44 bus (or the X3 / X7 with a 700m walk). A cycleway is available from the Harborough Road / Wellington Way roundabout connecting into Market Harborough. Further on-street cycleways can then be used to reach the railway station.

Description of existing Walking & Cycling provision:

A shared footway / cycleway is available along Harborough Road from the Harborough Road / Wellington Way roundabout towards Market Harborough. The route briefly becomes an on-road cycle lane (for approximately 100m), as well as approximately 100m where cyclists are required to merge with traffic (no cycle infrastructure). At the northern end of the route (near the Harborough Road / Wellington Way roundabout), the shared footway / cycleway is narrow (approx. 2m). In its current form, the route does not provide a continuous link between the site and the town centre, with elements of the route potentially being perceived as narrow / unsafe.

NCN route 6 is also available within vicinity of the site. This route follows the Grand Union Canal and is an off-road route providing connectivity between Market Harborough and Foxton. There is currently no way to access NCN route 6 from Harborough Road (with Harborough Road forming a bridge above the canal).

There are currently no Public Rights of Way (PRoW) routing through the site as shown in Figure 2. Public Footpaths are located to the east of the site between Leicester Lane and the A6, with additional routes to the north (bordering the A6) and south (between Market Harborough and Gallow Field Road).

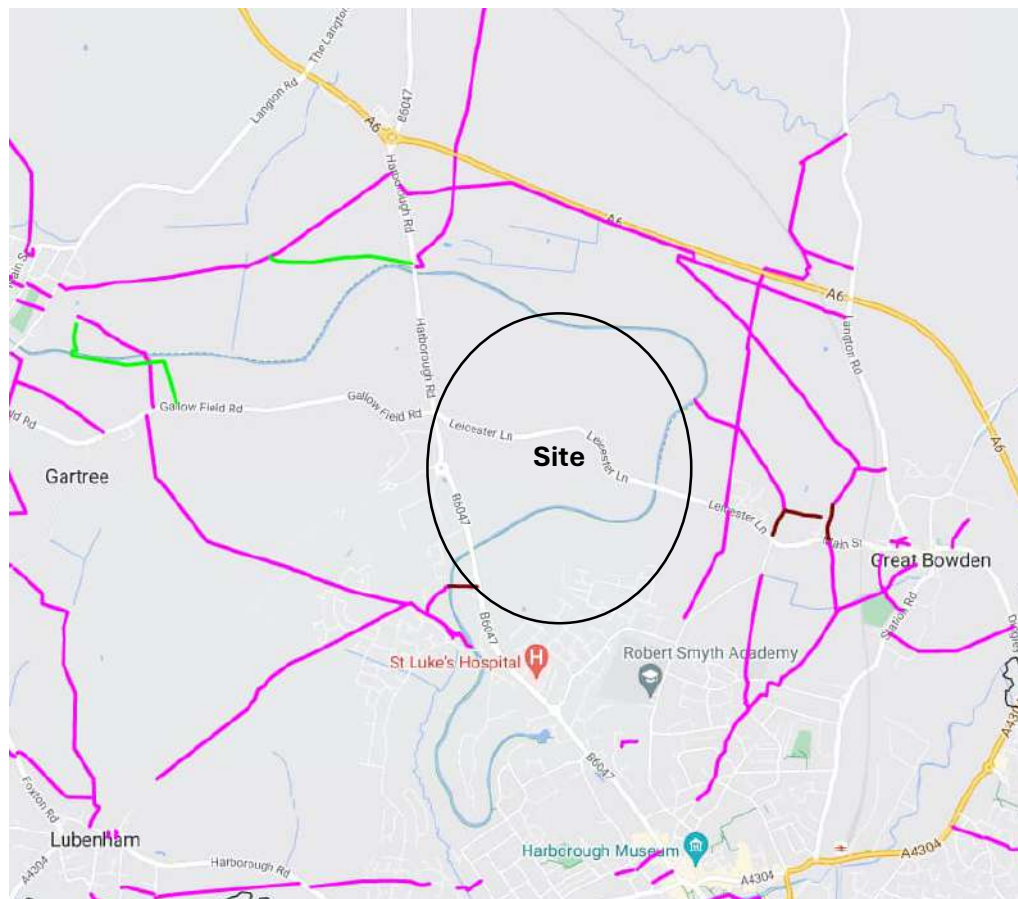


Figure 2: Public Rights of Way

Road Safety Analysis:

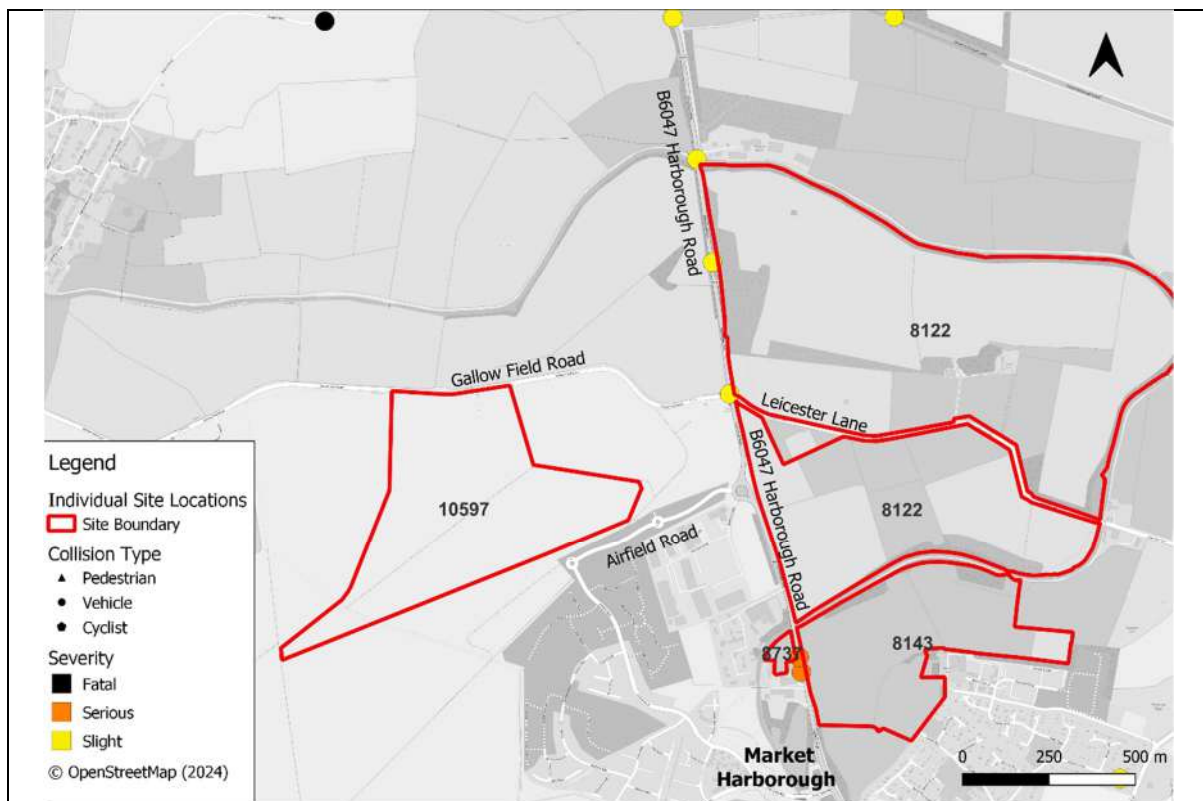


Figure 3: Road Traffic Incidents in proximity to the site

Collision data has been sourced from the STATS19 database for the period 2017 – 2022 (with 2020 taken as an additional year owing to the COVID-19 pandemic and the resulting impact upon traffic levels). Over the past 5 full years of collision data there has been two collisions located on the B6047 near the southern border of the site. Both occurred outside of the car garage and were recorded as ‘serious’, with one involving a goods vehicle. One additional collision occurred on the B6047 Leicester Road outside St Lukes Hospital, which was recorded as ‘slight’.

One collision (recorded as ‘slight’) was recorded at the Harborough Road / Wellington Way roundabout junction, and another ‘slight’ collision at the Gallow Field Road / Leicester Lane / Harborough Road junction.

3 collisions have occurred along Harborough Road between the Gallow Field Road / Leicester Lane / Harborough Road junction and the Harborough Road / A6 / B6047 Melton Road junction. Three collisions have occurred at the Harborough Road / A6 / B6047 Melton Road roundabout junction. One was recorded as ‘serious’ and the remaining two as ‘slight’.

No collisions within the vicinity of the site are recorded as having involved a vulnerable user (pedestrian or cyclist).

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

Expected Trip Generation:

The identified site is 111 hectares and could accommodate approximately 500 dwellings.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	276	276
Trips – Employment	0	0
Total Trips	276	276

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 4 shows the junctions within the vicinity of site 8122 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 4: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8122 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	9.2%
	A6 Leicester Road / Marsh Drive / Church Road	11.6%
	A6 / Station Road	4.4%
	A6 Harborough Road / New Road	14.6%
	A6 Harborough Road / B6047 Melton Road	18.0%
	B6047 / Leicester Lane / Gallow Field Road	20.7%

	A4304 Saint Mary's Road / High Street / Northampton Road	25.3%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	2.1%
	A4303 Lutterworth Road / A426 Rugby Road	2.7%
	A4303 Coventry Road / A5 Watling Street	0.3%
	A4303 Coventry Road / Hunter Boulevard	1.1%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	2.1%
	Coventry Road / Lutterworth Sports Centre	0.7%
	A426 Lutterworth Road / Gilmorton Lane	0.4%
	M1 / A4303	3.9%
	A5 / A426 Rugby Road / Gibbet Lane / A426	2.9%
	A6 / London Road / Waldron Drive	3.8%
	A6 / Woodside Road	3.8%
	A6 Harborough Road / Ash Tree Road	3.6%
	B582 / Manor Road / Manor Road Extension	0.1%
	A6 Glen Road / Florence Wragg Way	3.3%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.1%
	B4114 Coventry Road / Croft Road	1.0%
	M6 / A426	6.1%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.7%
	A563 / Colchester Road	0.1%
	A47 / Colchester Road / Goodwood Road	1.0%
	A6 Harborough Road / B582 New Street	3.4%
	A4304 Rockingham Road / Gores Lane	7.7%
	B4114 Coventry Road / B581 Coventry Road	0.8%
	A581 Broughton Way / Cosby Road	1.2%

Key 'Primary Impact Location' junctions:

- A4304 Saint Mary's Road / High Street / Northampton Road
- B6047 / Leicester Lane / Gallow Field Road
- A6 Harborough Road / B6047 Melton Road
- A6 Harborough Road / New Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Leicester Road / Wistow Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:Walking / Cycling:

Cycle infrastructure currently exists along the B6047; however, it is non-continuous and narrow in places. A potential mitigation measure could be to create a cycle route between the cluster of sites to the north of Market Harborough (Site 8122, 8143, 10597 and 8737) and the town centre. The route could be supported by continuous cycle signage as well as junction

upgrades to the Harborough Road / Wellington Way and Leicester Road / Alvington Way junctions.

Public Transport:

To support public transport use associated with site 8143 as well as the other Local Plan sites to the north of Market Harborough, a potential mitigation measure could be to increase the frequency of the X3 service (from hourly to every 20 minutes, requiring 2 additional services). This would also benefit other Local Plan developments along the A6 corridor (who the costs of increasing the frequency should be split with). In addition, the X3 could potentially be diverted through sites 8122 and 10597 (with associated costs split proportionately). The existing bus stops at “The Airfield” could be upgraded to sheltered with real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8143, 8122 and 10597. Owing to the proximity of the sites, all sites have been considered together as shown below:



Costed Infrastructure

- Approximately 3,025m of development access road.

- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.

Estimated Construction Cost

£17,800,000

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8122 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£28,000
	A6 Leicester Road / Marsh Drive / Church Road	£335,000
	A6 / Station Road	£186,000
	A6 Harborough Road / New Road	£439,000
	A6 Harborough Road / B6047 Melton Road	£864,000
	B6047 / Leicester Lane / Gallow Field Road	£620,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£455,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£31,000
	A4303 Lutterworth Road / A426 Rugby Road	£106,000
	A4303 Coventry Road / A5 Watling Street	£14,000
	A4303 Coventry Road / Hunter Boulevard	£6,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£89,000
	Coventry Road / Lutterworth Sports Centre	£7,000
	A426 Lutterworth Road / Gilmorton Lane	£10,000
	M1 / A4303	£227,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£120,000
	A6 / London Road / Waldron Drive	£8,000
	A6 / Woodside Road	£15,000
	A6 Harborough Road / Ash Tree Road	£94,000
	Secondary Impact Location	B582 / Manor Road / Manor Road Extension
A6 Glen Road / Florence Wragg Way		£16,000
B582 Gartree Road / Gartree Road / A582 Stoughton Road		£1,000
B4114 Coventry Road / Croft Road		£9,000
M6 / A426		£79,000
A47 Uppingham Road / Scraftoft Lane		£7,000
A563 / Colchester Road		£-
A47 / Colchester Road / Goodwood Road		£11,000
A6 Harborough Road / B582 New Street	£36,000	
A4304 Rockingham Road / Gores Lane	£82,000	
B4114 Coventry Road / B581 Coventry Road	£9,000	

	A581 Broughton Way / Cosby Road	£13,000
TOTAL		£3,919,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8122 (East of Market Harborough Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£3,831,000
Public Transport	£278,000
Travel Planning	£32,000
Junction Improvements	£3,920,000
TOTAL	£8,062,000
COST PER DWELLING	£16,124
On-Site Measures	£17,800,000

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	12/10/2024	21/11/2024	22/11/24	09/01/25

SITE ID: 8135	SETTLEMENT: Houghton on the Hill HH2	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	24
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8206 Land North of Uppingham Road – 80 Dwellings. 		

Site Location Map and Access Arrangements:

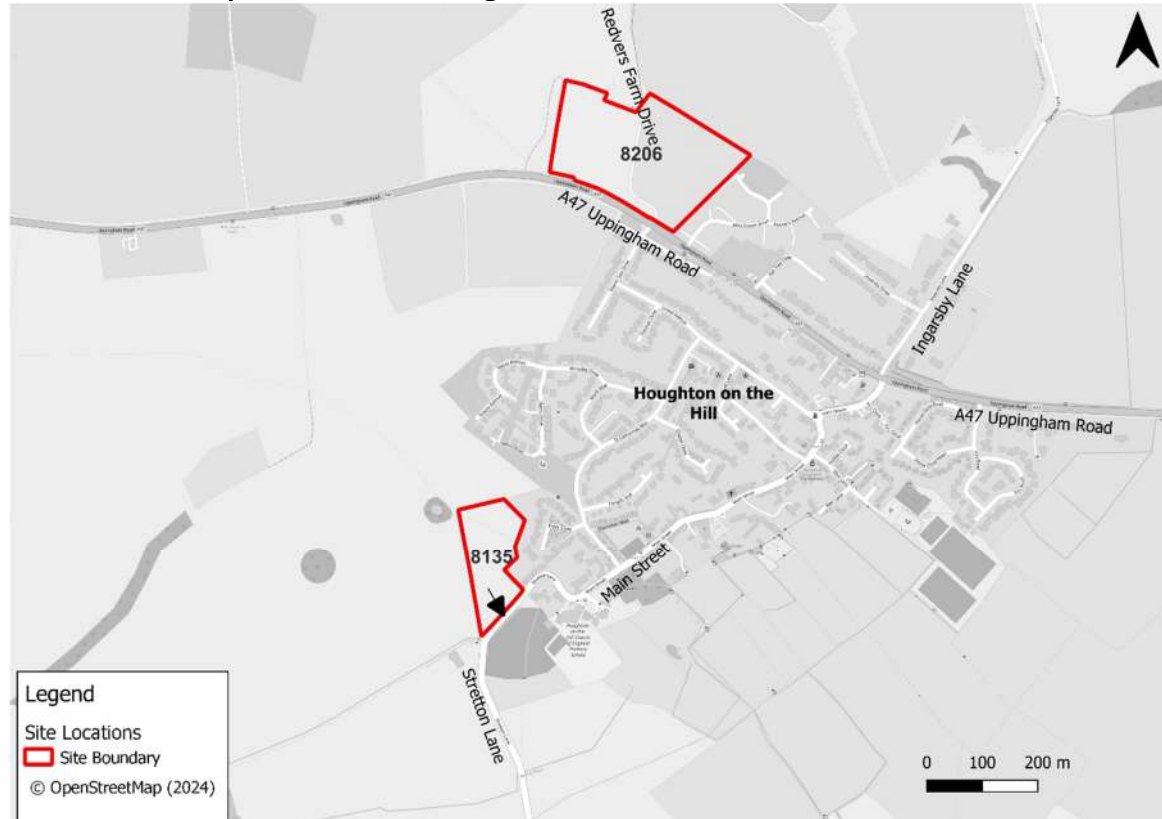


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8135 (Land north of Stretton Lane) is located to the southwest of the village of Houghton on the Hill. The site is located to the north of Stretton Lane / Main Street and is approximately 850m south of the A47 Uppingham Road. Stretton Lane / Main Street, provides a direct connection between the site and the A47 Uppingham Road to the north of the site and to Leicester Aerodrome to the south of the site. The A47 Uppingham Road provides connection west into Leicester city centre, and connection east towards Uppingham.

The site does not currently have a planning application, or planning permission associated with it. The site is not allocated within the Harborough District Local Plan (2011-2031), as shown in the Figure below.



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

Access to the site could be achieved via Stretton Lane. The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Requiring Highway	Works to Existing Highway	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8135	Stretton Lane Access	Amber	Green	Green	Amber	Amber	Amber	Amber	Green	Green	Red

Description of surrounding Highway Network:

Stretton Lane is a single carriageway country road, subject to the national speed limit. There are no footways on either side of the carriageway, and no streetlighting. The route connects the village of Houghton on the Hill (via Main Street) with the villages of Great Stretton and Little Stretton. Main Street is a single carriageway residential road, subject to a 20mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The road provides the key arterial through the village and on towards the villages of Great Stretton and Little Stretton.

The A47 Uppingham Road is a local distributor road, subject to a 40mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The route connects Leicester (to the west) with Uppingham to the east. The route is part of Major Road Network (MRN) and is a key distributor road through the Harborough District.

Description of existing Public Transport provision:

There is one bus service which routes through Houghton on the Hill in the vicinity of the site, this is the number 747 service which routes between Leicester and Uppingham via Houghton on the Hill and Billesdon. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move, LCC, 2024

The nearest bus stop to the site (St Catherines Way Bus Stop) is located on Main Street, approximately 300m to the east of the site. There is one stop located on the northern side of the carriageway, which comprises of an unsheltered ‘flag and pole’ stop with a posted timetable and provides services to Uppingham.

The nearest railway station to the site is Leicester Railway Station, which is located approximately 9.69km to the northwest of Houghton on the Hill. The number 747 bus service provides a connection between Houghton on the Hill and Leicester City Centre. The Ann Street bus stop is the nearest stop to the station that the 747 serves, it is located approximately 900m to the north of the main station entrance.

Description of existing Walking & Cycling provision:

Walking Infrastructure

Figure 3 maps the PRoWs and Bridleway in Houghton on the Hill. The figure shows that there is one PRoW (Footpath D11/1) which routes through the development site. This PRoW provides a direct link between Houghton on the Hill and Thurnby and Bushby. Footpath D12/1 also links Footpath D11/1 to the A47 Uppingham Road. There are two PRoWs located on the southeastern side of Stretton Lane adjacent to the site. These routes are Footpath D8/1 which routes between Houghton Cricket Club and Stretton Lane. The second PRoW (Footpath D7/5) routes southeast from Houghton Cricket Club to Leicester Aerodrome.

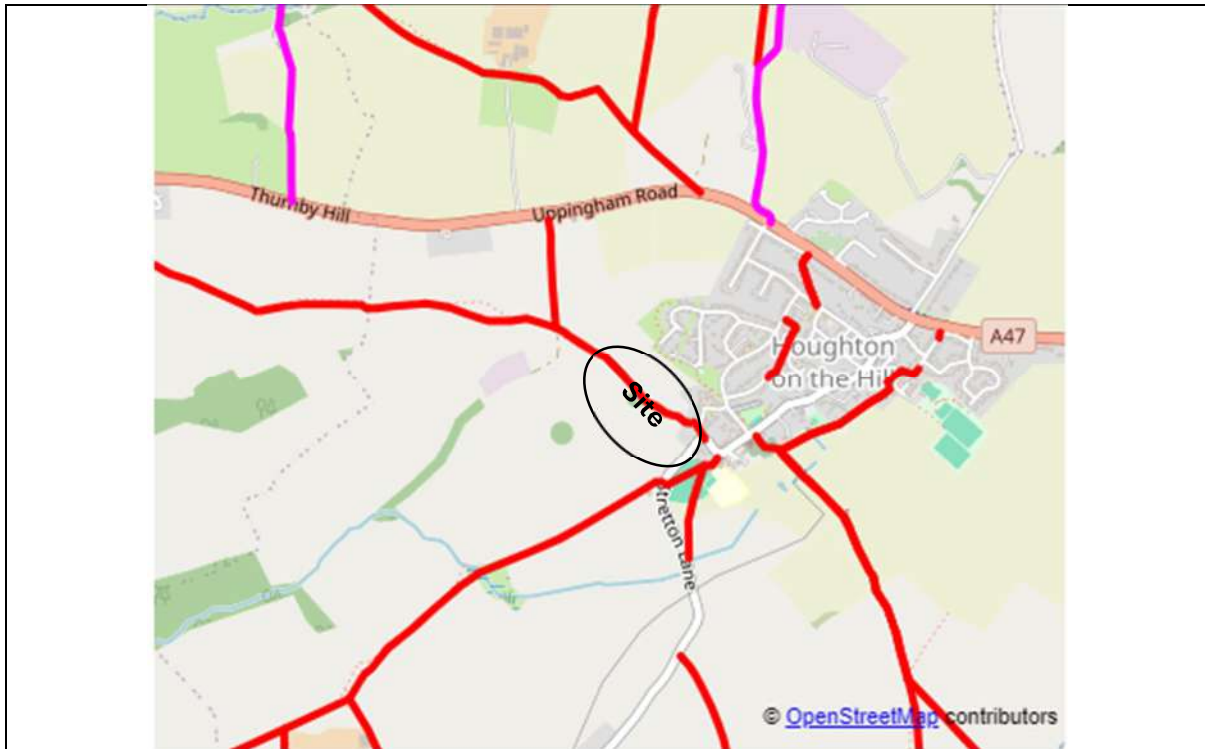


Figure 3: Public Rights of Way

Cycle Infrastructure

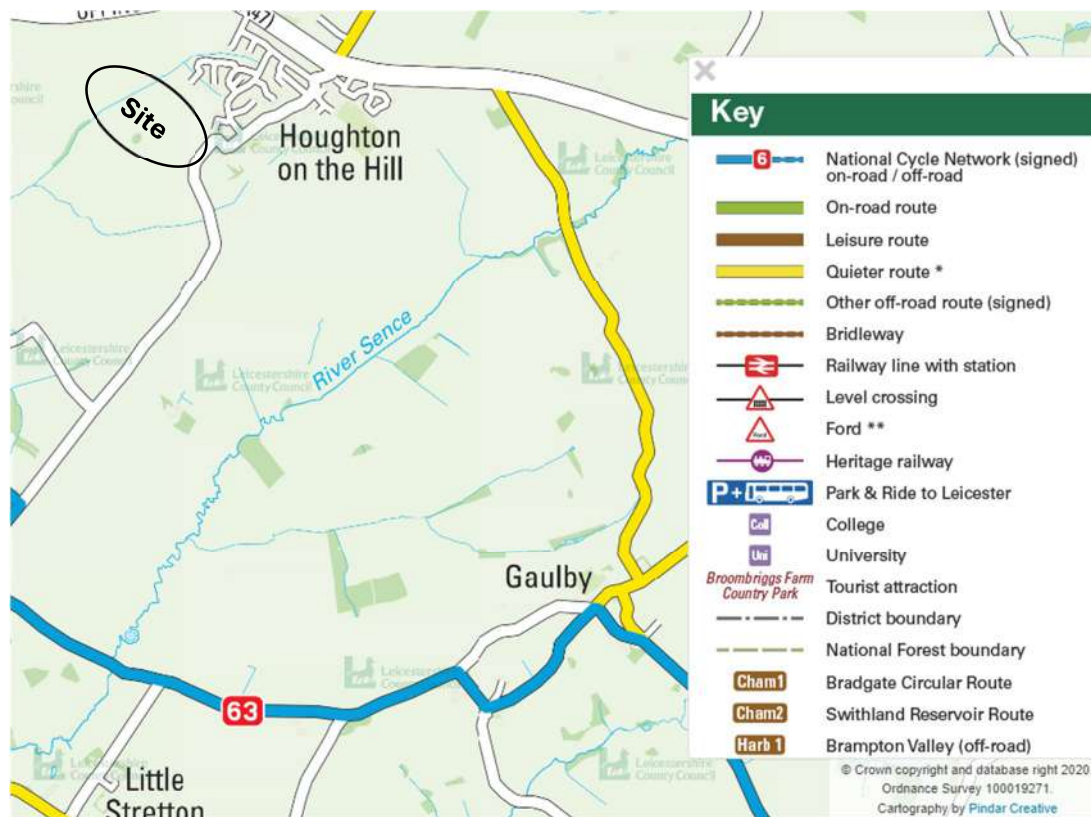


Figure 4: Local Cycle Infrastructure (Source: Choose How You Move, LCC, 2024)

Figure 4 shows the cycle infrastructure in the vicinity of the site. The figure shows that there are two identified 'Quieter Routes' in Houghton on the Hill. One is located approximately

850m to the northeast of the site on Ingarsby Lane. This route provides a link between the A47 Uppingham Road and the village of Ingarsby. The second route is located approximately 1.7km to the northeast of the site on Gaulby Lane. This route provides a direct link south from the A47 Uppingham Road to the village of Gaulby, where it intersects with National Cycle Route 63. This National Cycle Network Route is also accessible via Stretton Lane, which is approximately 2.6km south of the site.

Road Safety Analysis:

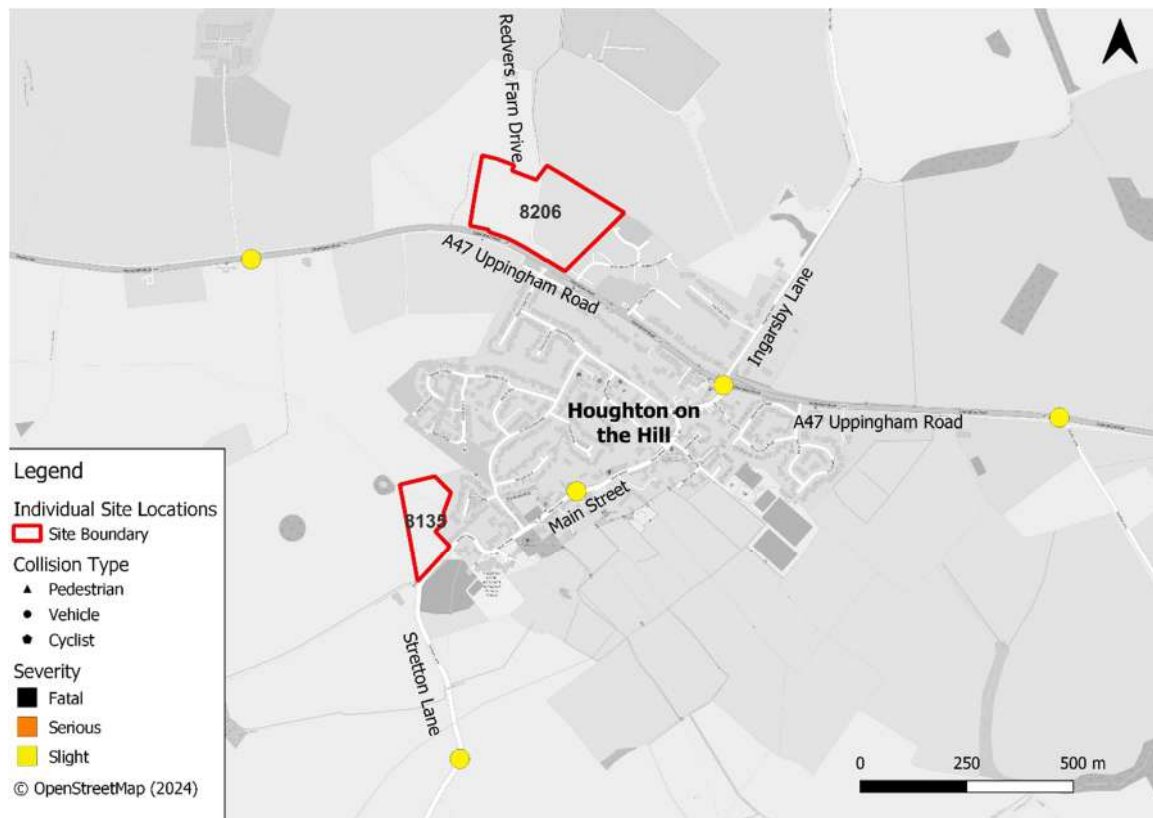


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

Three collisions recorded by police as ‘slight’ have occurred on Stretton Lane / Main Street involving vehicles only. One collision occurred approximately 470m to the south of the site (recorded as ‘slight’ by police), whilst another occurred approximately 460m east of the site (also recorded as ‘slight’). One collision, recorded by police as ‘slight’ occurred at the Main Street / A47 junction.

A further two collisions have occurred on the A47, both recorded as ‘slight’ and involving vehicles only. One occurred to the east of the village, whilst the other occurred to the east of the village.

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

Expected Trip Generation:

The identified site is 1.8 hectares and could accommodate approximately 24 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	13	13
Trips – Employment	0	0
Total Trips	13	13

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A47 / Station Road: +100% V/C in the AM and PM Peak

Leicester City:

- Scraftoft Lane / A563: 85% - 100% V/C in the AM and PM Peak
- A47 / A563 Colchester Road / Goodwood Road: 85% - 100% V/C in the AM and PM Peak
- A47 / Scraftoft Lane: 85% - 100% V/C in the AM and PM peak
- A47 / Humberstone Drive: 85% - 100% V/C in the AM and PM Peak
- A47 / A6030: 85% - 100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8135 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8135 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.0%
	A6 / Station Road	0.2%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.2%
	B6047 / Leicester Lane / Gallow Field Road	0.1%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.1%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%

	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.0%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.0%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.2%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.2%
	B4114 Coventry Road / Croft Road	0.1%
	M6 / A426	0.0%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.7%
	A563 / Colchester Road	0.2%
	A47 / Colchester Road / Goodwood Road	0.9%
	A6 Harborough Road / B582 New Street	0.1%
	A4304 Rockingham Road / Gores Lane	0.2%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.0%

Due to the small nature of the site (24 dwellings), the site has a comparatively small impact upon the junctions listed above.

Key 'Primary Impact Location' junctions:

- B582 / Manor Road / Manor Road Extension
- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- A6 Harborough Road / B6047 Melton Road
- A6 / Station Road

Key 'Secondary Impact Location' junctions:

- A47 Uppingham Road / Scraftoft Lane
- A47 / Colchester Road / Goodwood Road
- A4304 Rockingham Road / Gores Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be to provide cycle signage to connect the site to the village centre, via Stretton Lane and Main Street.

Public Transport:

A potential measure could be to upgrade the existing bus stops at St Catherines Way to include a shelter.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8135 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment	
Primary Impact Location	A6 Leicester Road / Wistow Road	£-	
	A6 Leicester Road / Marsh Drive / Church Road	£1,000	
	A6 / Station Road	£8,000	
	A6 Harborough Road / New Road	£-	
	A6 Harborough Road / B6047 Melton Road	£10,000	
	B6047 / Leicester Lane / Gallow Field Road	£3,000	
	A4304 Saint Mary's Road / High Street / Northampton Road	£2,000	
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£2,000	
	A4303 Lutterworth Road / A426 Rugby Road	£-	
	A4303 Coventry Road / A5 Watling Street	£-	
	A4303 Coventry Road / Hunter Boulevard	£-	
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£1,000	
	Coventry Road / Lutterworth Sports Centre	£-	
	A426 Lutterworth Road / Gilmorton Lane	£-	
	M1 / A4303	£2,000	
	A5 / A426 Rugby Road / Gibbet Lane / A426	£1,000	
	A6 / London Road / Waldron Drive	£-	
	A6 / Woodside Road	£-	
	A6 Harborough Road / Ash Tree Road	£-	
	B582 / Manor Road / Manor Road Extension	£6,000	
	A6 Glen Road / Florence Wragg Way	£-	
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£2,000	
	B4114 Coventry Road / Croft Road	£1,000	
	M6 / A426	£-	
	Secondary	A47 Uppingham Road / Scraftoft Lane	£7,000
		A563 / Colchester Road	£1,000

	A47 / Colchester Road / Goodwood Road	£10,000
	A6 Harborough Road / B582 New Street	£1,000
	A4304 Rockingham Road / Gores Lane	£2,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£-
TOTAL		£60,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8135 (Land north of Stretton Lane) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£19,000
Public Transport	£33,000
Travel Planning	£7,000
Junction Improvements	£61,000
TOTAL	£121,000
COST PER DWELLING	£5,037
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 8143	SETTLEMENT: Market Harborough 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	250
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10597 Land South of Gallow Field Road • 8122 East of Market Harborough Road • 8737 Land 0S3070, Leicester Road 		

Site Location Map and Access Arrangements:

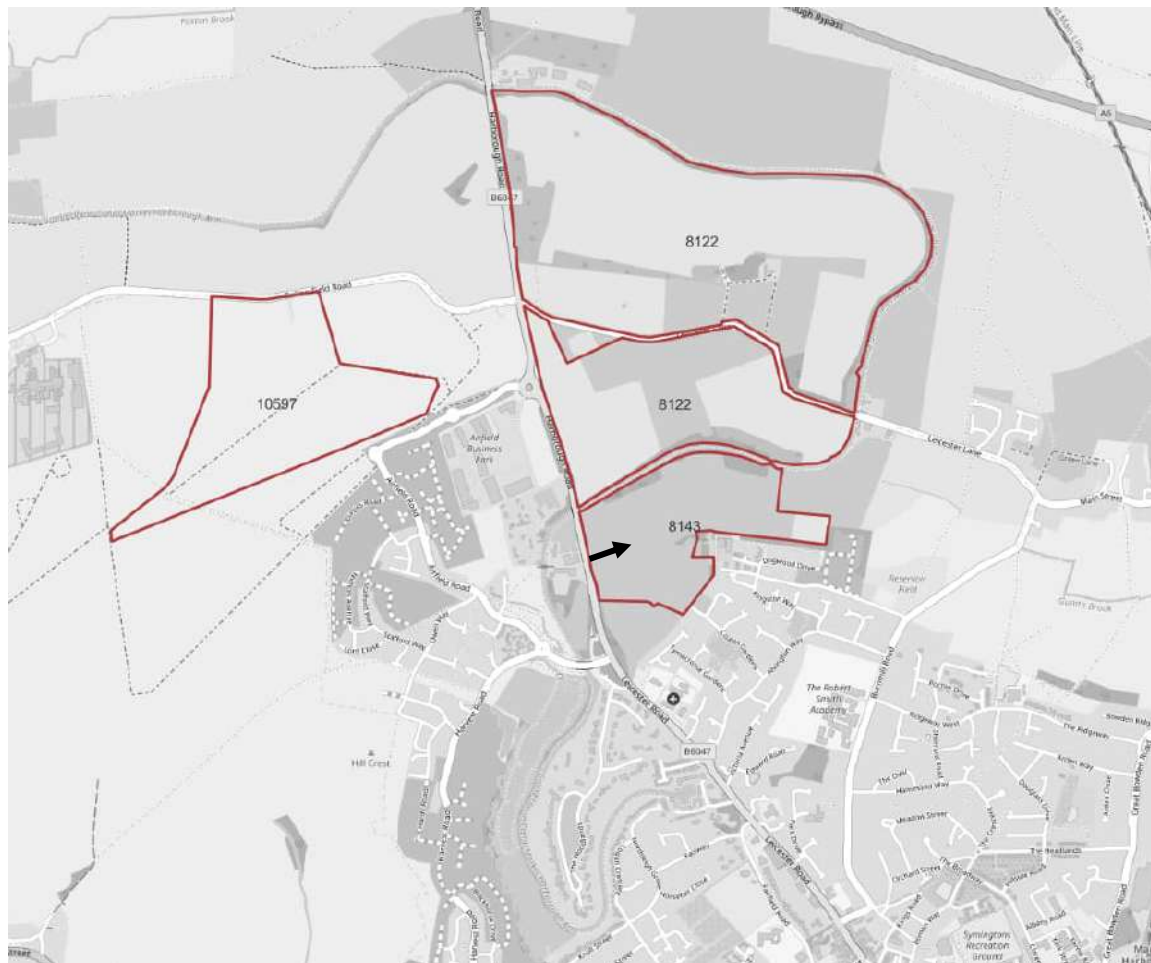


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8143 (Land east of Leicester Road and south of Grand Union Canal) is located to the north of the town of Market Harborough and to the east of the B6047 (Leicester Road), which connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray.

Potential access points to the site are from Windmill Road, which is a residential access road, or directly from the B6047 (Leicester Road). The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or

red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8143	B6047 Parcel A Access									
	Windmill Road Parcel B Access									

Description of surrounding Highway Network:

The site lies to the east of the B6047 (Leicester Road). Leicester Road (becoming Harborough Road to the north) connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray as well as the A6. Harborough Road is a single carriageway route subject to a 50mph speed limit. There are no known pinch points or weight limits on Harborough Road between the site and the Harborough Road / A6 junction.

The A6 is accessed approximately 1.4km north of the site via the Harborough Road / A6 / B6047 Melton Road (priority) roundabout junction. The roundabout is a 5-arm junction with a large inscribed circle diameter. The A6 is part of the Strategic Highway Network (SRN), connecting Leicester to Market Harborough and onto Kettering. The route is a single carriageway subject to the national speed limit. In the 2041 Core scenario (which presents likely traffic conditions should the Local Plan developments, including site 8143, not be constructed) the junction is expected to reach a Volume to Capacity (V/C) ratio of between 85 – 100% in both the AM and PM peaks, indicating that some queuing may be experienced. Several junctions along the A6 between Market Harborough and Leicester are expected to experience capacity issues by 2041.

To the south of the site, traffic queueing is noted on the B6047 (Leicester Road) (becoming the A4304) through the centre of Market Harborough, particularly between the junctions of Bowden Lane and Springfield Street. The road narrows in several places as it passes through the historic centre of Market Harborough. In the 2041 Core scenario, the A4304 Saint Mary’s Road / High Street / Northampton Road junction, A4304 Saint Mary’s Road / A508 Springfield Street junction, A4304 Rockingham Road / Gores Lane junction and A508 Springfield Street / Welland Park Road junction are all expected to experience capacity issues to varying degrees.

Description of existing Public Transport provision:

Leicester Road / Harborough Road is a key bus corridor between Market Harborough and Kibworth. The 44, X3 and X7 currently route via Leicester Road. Service provision is summarised in Table 1.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	2 Hourly (Hourly at peak times)	no service	no service
X3	Arriva	Market Harborough – Kibworth – Great Glen – Oadby – Leicester	Hourly	Hourly	No Service
X7	Stagecoach	Northampton – Market Harborough – Kibworth – Oadby – Leicester	Hourly	Hourly	Hourly

Source: Choose How You Move, LCC, 2024

Existing bus stops are available approximately 65m south of the Leicester Lane / Harborough Road junction (approximately 350m from the northern extent of the site). Both stops are unsheltered ‘flag and pole’ stops, with the southbound stop also having timetabling information. There is no footway connecting the northern bus stop, and no (paved) waiting area.

An additional stop is available approximately 150m from the southern extent of the site. This is a sheltered stop with timetabling information serving the northbound direction only. The nearest bus stop serving the southbound direction is a further 325m (outside St Lukes Hospital) (475m from the site).

A railway station is available in Market Harborough, approximately 2km to the southeast of the site. Market Harborough lies on the Midland Main Line, connecting to Leicester to the north and Kettering to the south.

The railway station can be reached via the 44 bus (or the X3 / X7 with a 700m walk). A cycleway is available from the Harborough Road / Wellington Way roundabout connecting into Market Harborough. Further on-street cycleways can then be used to reach the railway station.

Description of existing Walking & Cycling provision:

A shared footway / cycleway is available along the B6047 from the Harborough Road / Wellington Way roundabout towards Market Harborough. The route briefly becomes an on-road cycle lane (for approximately 100m), as well as approximately 100m where cyclists are required to merge with traffic (no cycle infrastructure) – this section extends past the northern extent of the site. At the northern end of the cycle route (near the Harborough Road / Wellington Way roundabout), the shared footway / cycleway is narrow (approx. 2m). In its current form, the route does not provide a continuous link between the site and the town centre, with elements of the route potentially being perceived as narrow / unsafe.

NCN route 6 is also available within vicinity of the site. This route follows the Grand Union Canal and is an off-road route providing connectivity between Market Harborough and

Foxton. There is currently no way to access NCN route 6 from the B6047 (with Harborough Road forming a bridge above the canal).

There are no Public Rights of Way (PRoW) routing through the site, although there is a byway (Footpath A23) to the west of the site providing connection across the Grand Union Canal and onwards towards Footpath A25 (providing connectivity to Gartree) and Footpath A23 to the west.

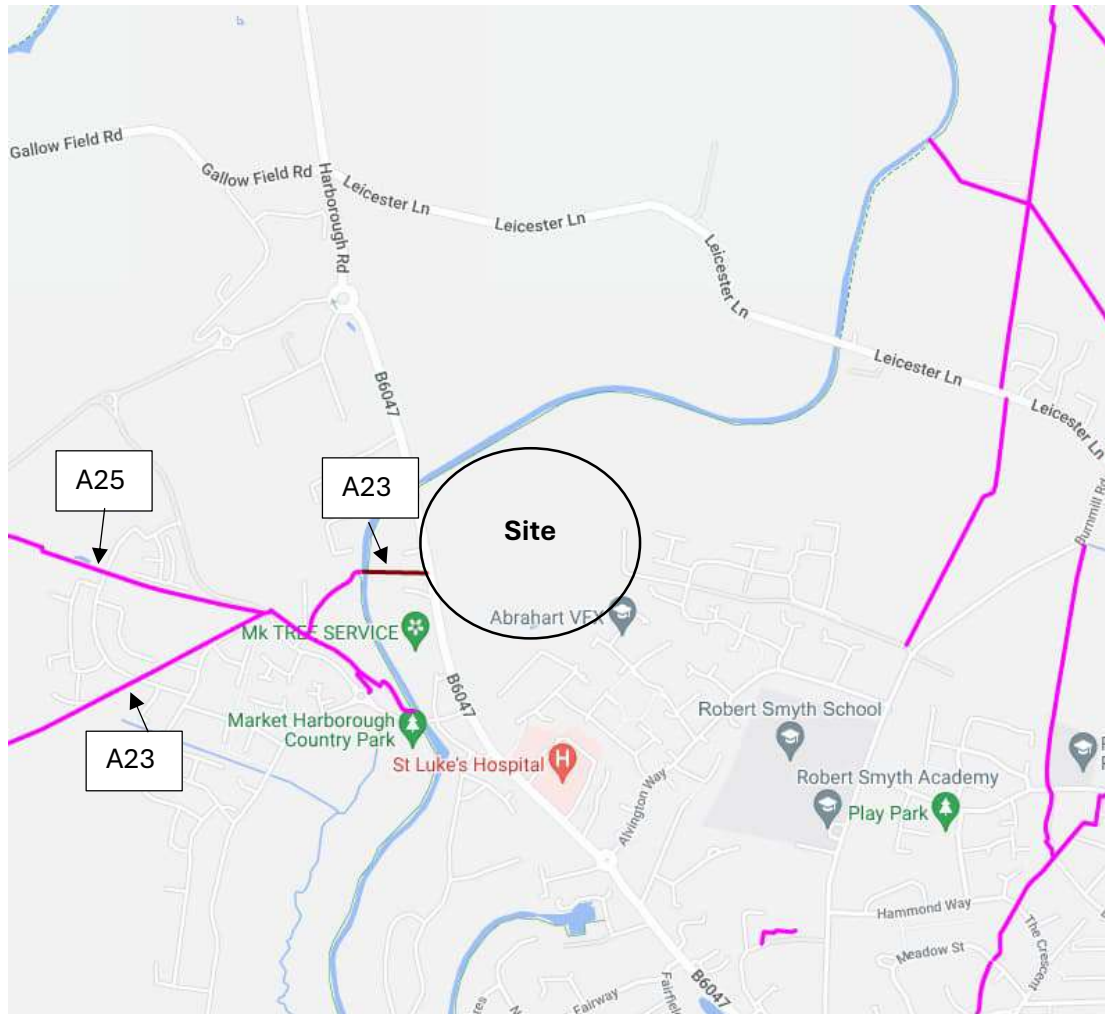


Figure 2: Public Rights of Way

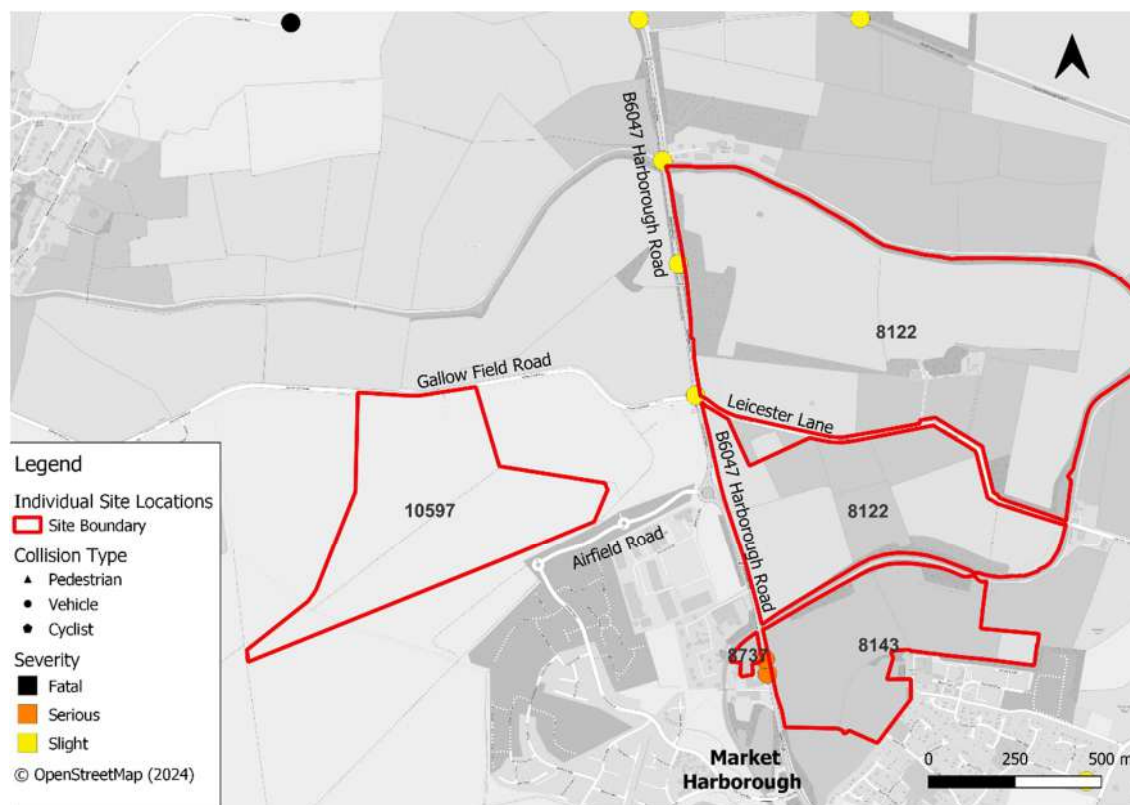
Road Safety Analysis:

Figure 3: Road Traffic Incidents in proximity to the site

Collision data has been sourced from the STATS19 database for the period 2017 – 2022 (with 2020 taken as an additional year owing to the COVID-19 pandemic and the resulting impact upon traffic levels). Over the past 5 full years of collision data there has been two collisions located on the B6047 within proximity of the proposed site access. Both occurred outside of the car garage and were recorded as ‘serious’, with one involving a goods vehicle. One additional collision occurred on the B6047 Leicester Road outside St Lukes Hospital (approximately 650m south of the site), which was recorded as ‘slight’.

To the north, one collision (recorded as ‘slight’) was recorded at the Harborough Road / Wellington Way roundabout junction, and another ‘slight’ collision at the Gallow Field Road / Leicester Lane / Harborough Road junction.

Three collisions have occurred along Harborough Road between the Gallow Field Road / Leicester Lane / Harborough Road junction and the Harborough Road / A6 / B6047 Melton Road junction. All were recorded as ‘slight’.

Three collisions have occurred at the Harborough Road / A6 / B6047 Melton Road roundabout junction. One was recorded as ‘serious’ and the remaining two as ‘slight’.

No collisions within the vicinity of the site are recorded as having involved a vulnerable user (pedestrian or cyclist).

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

Expected Trip Generation:

The identified site is 22 hectares and could accommodate approximately 250 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	138	138
Trips – Employment	0	0
Total Trips	138	138

Committed Development:

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

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

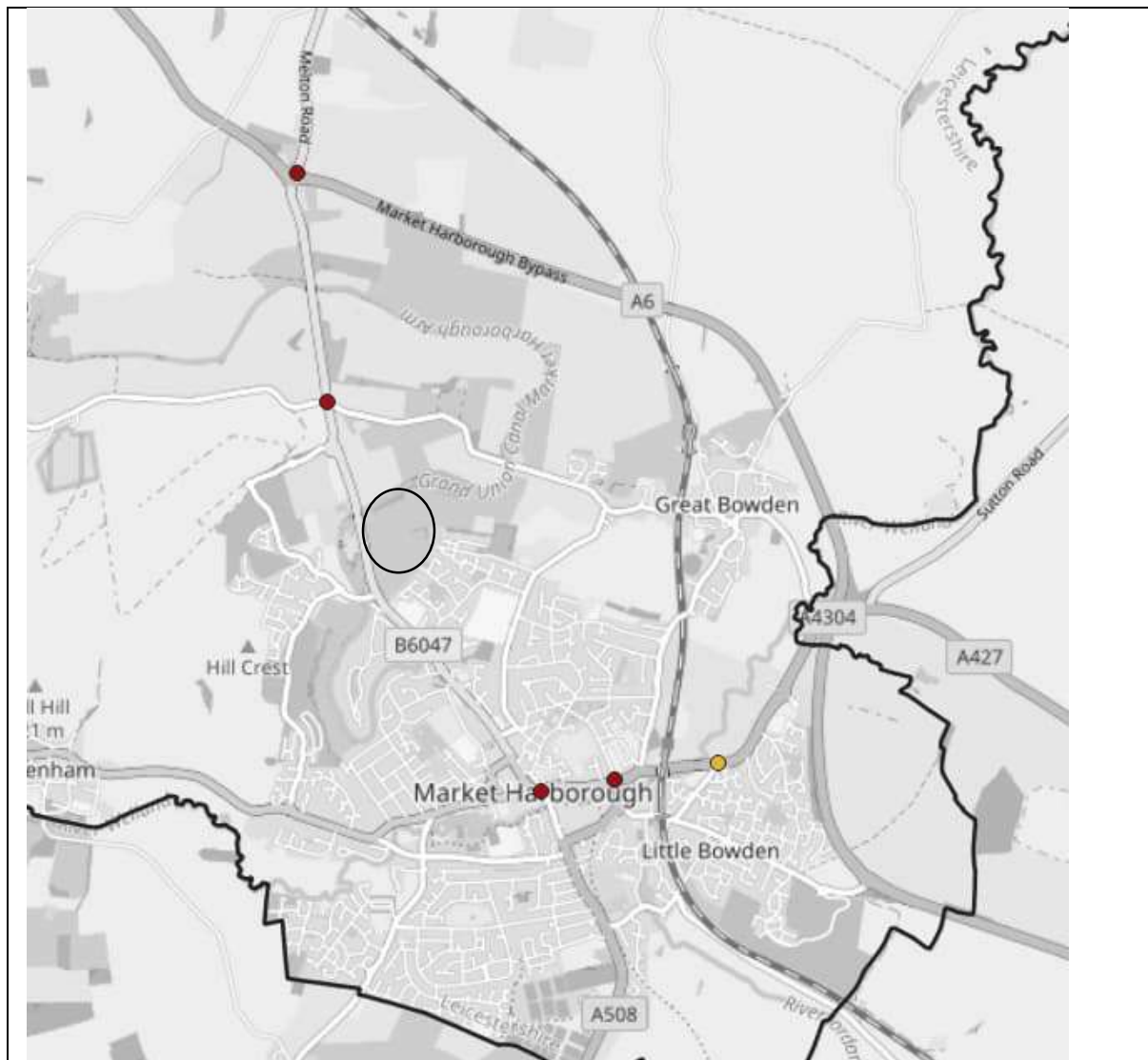
- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 4 shows the junctions within the vicinity of site 8143 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 4: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8143 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	4.6%
	A6 Leicester Road / Marsh Drive / Church Road	5.8%
	A6 / Station Road	2.2%
	A6 Harborough Road / New Road	7.3%
	A6 Harborough Road / B6047 Melton Road	9.0%
	B6047 / Leicester Lane / Gallow Field Road	10.3%
	A4304 Saint Mary's Road / High Street / Northampton Road	12.6%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	1.0%

	A4303 Lutterworth Road / A426 Rugby Road	1.4%
	A4303 Coventry Road / A5 Watling Street	0.1%
	A4303 Coventry Road / Hunter Boulevard	0.6%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	1.0%
	Coventry Road / Lutterworth Sports Centre	0.4%
	A426 Lutterworth Road / Gilmorton Lane	0.2%
	M1 / A4303	2.0%
	A5 / A426 Rugby Road / Gibbet Lane / A426	1.4%
	A6 / London Road / Waldron Drive	1.9%
	A6 / Woodside Road	1.9%
	A6 Harborough Road / Ash Tree Road	1.8%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	1.6%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.1%
	B4114 Coventry Road / Croft Road	0.5%
	M6 / A426	3.0%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.3%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.5%
	A6 Harborough Road / B582 New Street	1.7%
	A4304 Rockingham Road / Gores Lane	3.9%
	B4114 Coventry Road / B581 Coventry Road	0.4%
	A581 Broughton Way / Cosby Road	0.6%

Key 'Primary Impact Location' junctions:

- A4304 Saint Mary's Road / High Street / Northampton Road
- B6047 / Leicester Lane / Gallow Field Road
- A6 Harborough Road / B6047 Melton Road
- A6 Harborough Road / New Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Leicester Road / Wistow Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:Walking / Cycling:

Cycle infrastructure currently exists along the B6047; however, it is non-continuous and narrow in places. A potential mitigation measure could be to create a route between the cluster of sites to the north of Market Harborough (Site 8122, 8143, 10597 and 8737) and the town centre. The route could be supported by continuous cycle signage as well as junction upgrades to the Harborough Road / Wellington Way and Leicester Road / Alvington Way junctions.

Public Transport:

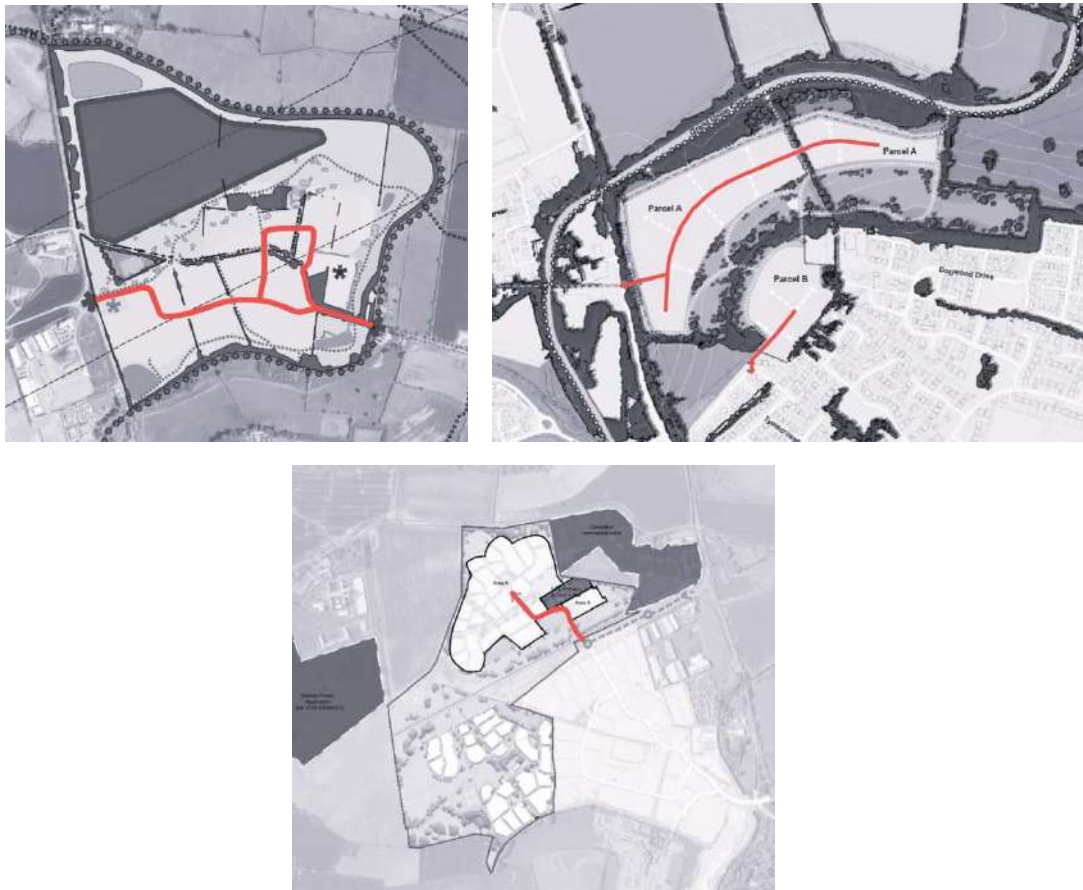
To support public transport use associated with site 8143 as well as the other Local Plan sites to the north of Market Harborough, a potential mitigation measure could be to increase the frequency of the X3 service (from hourly to every 20 minutes, requiring 2 additional services). This would also benefit other Local Plan developments along the A6 corridor (who the costs of increasing the frequency should be split with). In addition, two new bus stops could be constructed outside of the site access. These should include a bus shelter as well as real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8143, 8122 and 10597. Owing to the proximity of the sites, all sites have been considered together as shown below:

**Costed Infrastructure**

- Approximately 3,025m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.

Estimated Construction Cost

£17,800,000

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8143 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment	
Primary Impact Location	A6 Leicester Road / Wistow Road	£14,000	
	A6 Leicester Road / Marsh Drive / Church Road	£168,000	
	A6 / Station Road	£93,000	
	A6 Harborough Road / New Road	£219,000	
	A6 Harborough Road / B6047 Melton Road	£432,000	
	B6047 / Leicester Lane / Gallow Field Road	£310,000	
	A4304 Saint Mary's Road / High Street / Northampton Road	£227,000	
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£16,000	
	A4303 Lutterworth Road / A426 Rugby Road	£53,000	
	A4303 Coventry Road / A5 Watling Street	£7,000	
	A4303 Coventry Road / Hunter Boulevard	£3,000	
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£44,000	
	Coventry Road / Lutterworth Sports Centre	£3,000	
	A426 Lutterworth Road / Gilmorton Lane	£5,000	
	M1 / A4303	£114,000	
	A5 / A426 Rugby Road / Gibbet Lane / A426	£60,000	
	A6 / London Road / Waldron Drive	£4,000	
	A6 / Woodside Road	£8,000	
	A6 Harborough Road / Ash Tree Road	£47,000	
	B582 / Manor Road / Manor Road Extension	£1,000	
	A6 Glen Road / Florence Wragg Way	£8,000	
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£1,000	
	B4114 Coventry Road / Croft Road	£4,000	
	M6 / A426	£39,000	
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£4,000
		A563 / Colchester Road	£-
A47 / Colchester Road / Goodwood Road		£5,000	
A6 Harborough Road / B582 New Street		£18,000	
A4304 Rockingham Road / Gores Lane		£41,000	
B4114 Coventry Road / B581 Coventry Road		£4,000	
A581 Broughton Way / Cosby Road		£7,000	
TOTAL		£1,959,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8143 (Land east of Leicester Road and South of Grand Union Canal) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£1,916,000
Public Transport	£164,000
Travel Planning	£25,000
Junction Improvements	£1,960,000
TOTAL	£4,064,000
COST PER DWELLING	£16,257
On-Site Measures	£17,800,000

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	21/11/2024	22/11/24	09/01/25

SITE ID: 8151	SETTLEMENT: Great Bowden 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	15
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8054 Land off Dingley Road and Nether Green – 85 Dwellings. 		

Site Location Map and Access Arrangements:

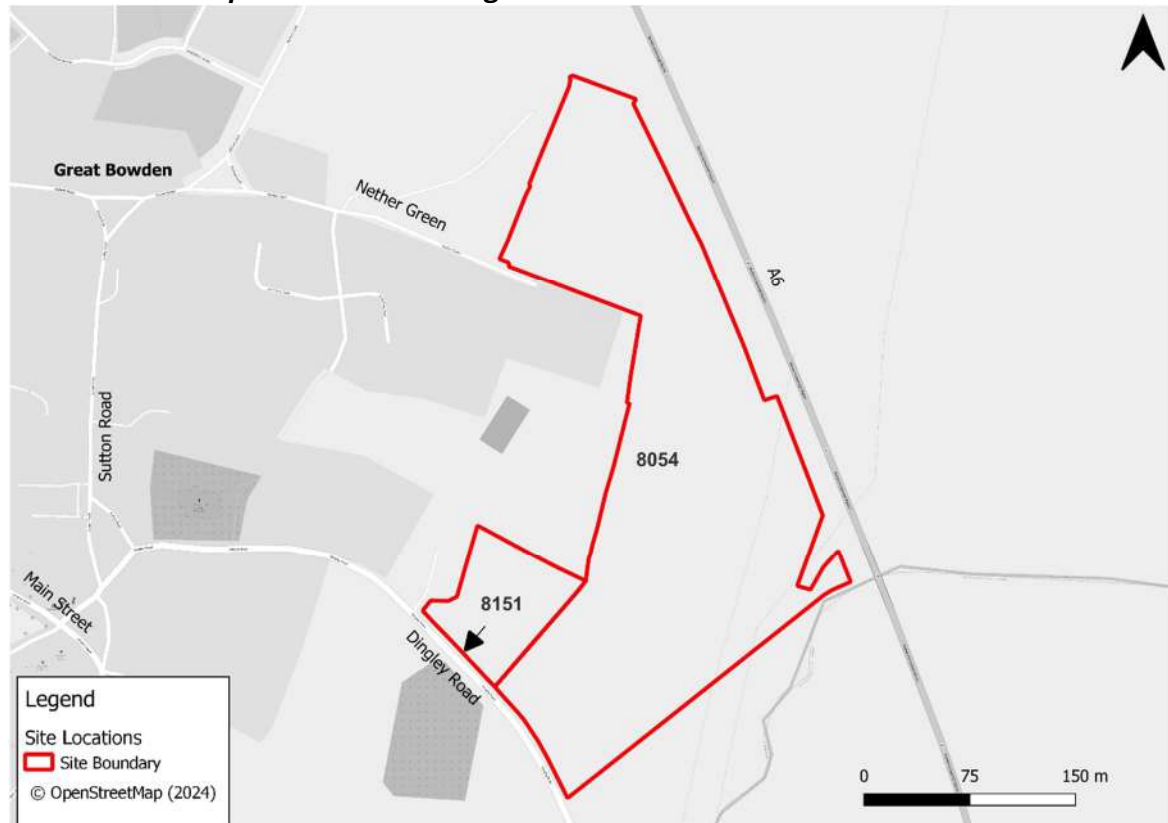


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8151 (Land north of Dingley Road) is located to the northeast of Market Harborough. The site is located to the west of the A6 Market Harborough Bypass which provides connections between the site and Leicester to the north, and Rothwell to the south. The site is also located to the north of Dingley Road which is a local road routing between the centre of Great Bowden and the existing Dingley Road / A6 / Harborough Road / A4304 roundabout.

At the time of writing there are no planning applications, or planning permission associated with the site. However, the site is partially covered by Conservation Areas Policy (HC1), as shown in the figure below.

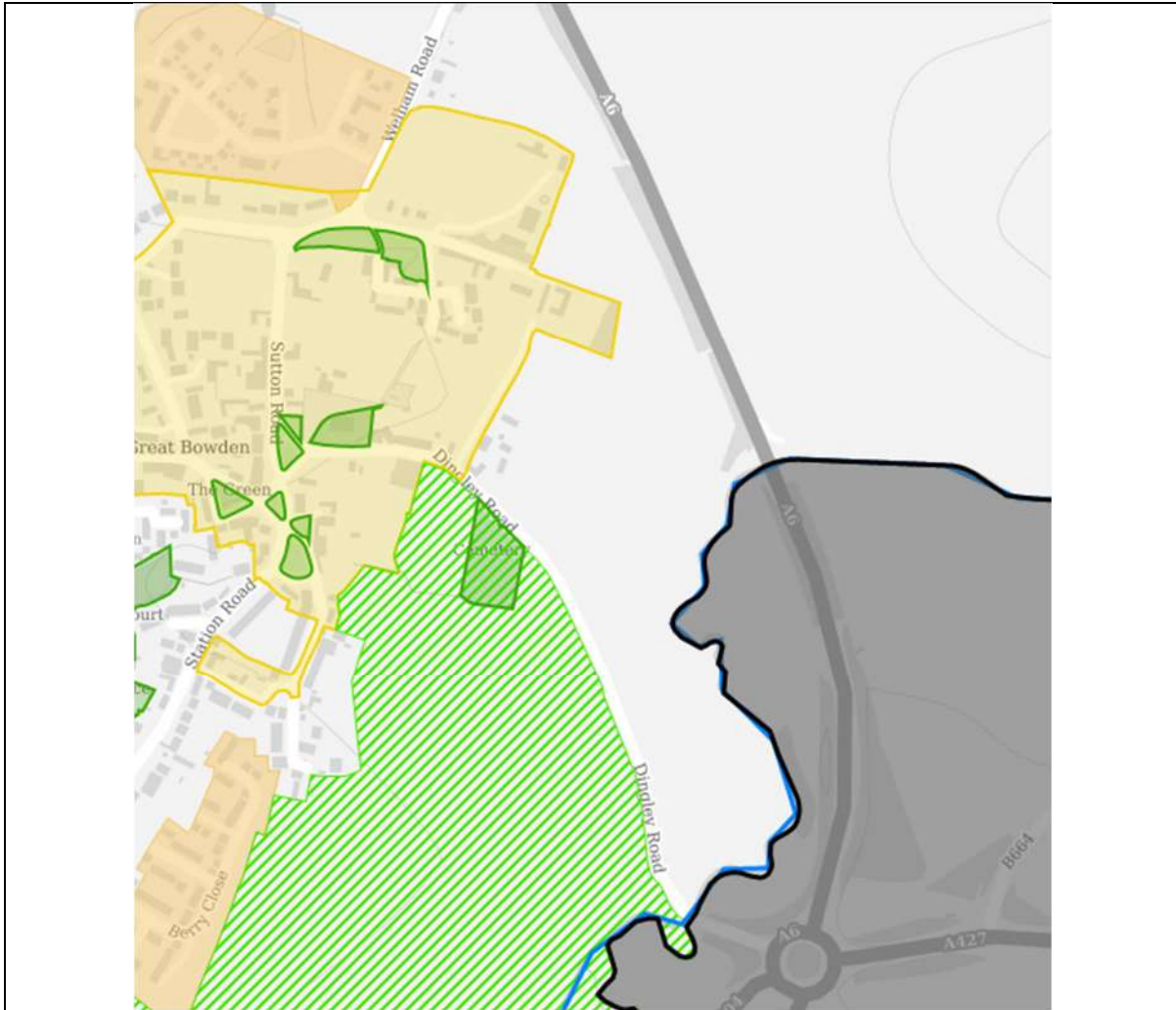


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Potential access to the site may be achieved from Dingley Road. The potential constraints associated with the access point off Dingley Road are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8151	Dingley Road Access	Green	Green	Green	Green	Green	Green	Orange	Green	Green

Description of surrounding Highway Network:

Dingley Road is a single carriageway local distributor road, subject to a 30mph speed limit on the approach to the village of Great Bowden. To the south of the village the speed limit increases to the national speed limit. There is a footway on the eastern side of the carriageway, with regular streetlighting.

The A6 Market Harborough Bypass is a single carriageway distributor road connecting Leicester to Rothwell, subject to the national speed limit. There is no streetlighting or footways on either side of the carriageway.

Main Street / Station Road routes through Great Bowden and is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting.

Description of existing Public Transport provision:

There are currently two bus services which route through Great Bowden in proximity of the site. These are the number 44 and 33C services. The number 44 provides connection between Fleckney, Market Harborough and Foxton via The Langtons. The 33C is the local service between Market Harborough and Great Bowden. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	2 Hourly (Hourly Peak)	No Service	No Service
33c	Stagecoach	Market Harborough Town Service: Great Bowden	Hourly	No Service	No Service

Source: Choose How You Move, Market Harborough, LCC, 2024

There is an existing bus stop located on Main Street / Station Road, approximately 350m to the west of the site. The stop, located outside of the Shoulder of Mutton pub comprises of a sheltered seating area, and a ‘flag and pole’ stop which displays a printed timetable. Services from this stop go to Market Harborough Market Hall and Foxton. There is no northbound bus stop in this location.

The nearest station to the site is Market Harborough Station, which is located approximately 0.77km to the southwest of the site. The number 44 bus service provides a direct connection between the site and Market Harborough Station.

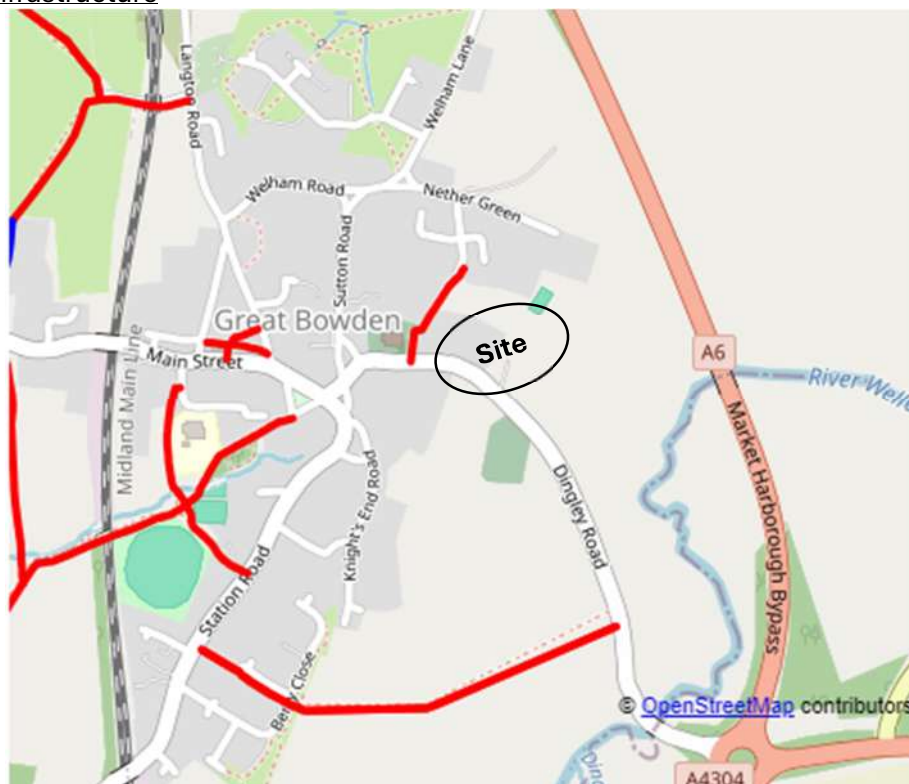
Description of existing Walking & Cycling provision:Walking Infrastructure

Figure 3: Public Rights of Way

Figure 3 shows the PRoWs that route through Great Bowden and highlights that there is a PRoW (A70/1) to the west of the site. This PRoW provides a direct link between Dingley Road and Nether Green. Footpath A54/1 is located approximately 350m south of the site and provides a direct link between Dingley Road and Station Road via Berry Close.

Cycle Infrastructure

Figure 4 shows that National Cycle Network Route 64 routes through the centre of Great Bowden, approximately 300m to the west of the site. Further to this, Dingley Road, on which the site is located has been identified as a 'Quieter Route' and provides a direct link between National Cycle Network Route 64 and the Dingley Road / A6 / A427 Harborough Road / Rockingham Road roundabout. Main Street has been identified as an on-road cycle route which is located approximately 350m to the west of the site. Main Street provides a connection from Great Bowden and National Cycle Network Route 6, which is an off-road route along the Grand Union Canal.

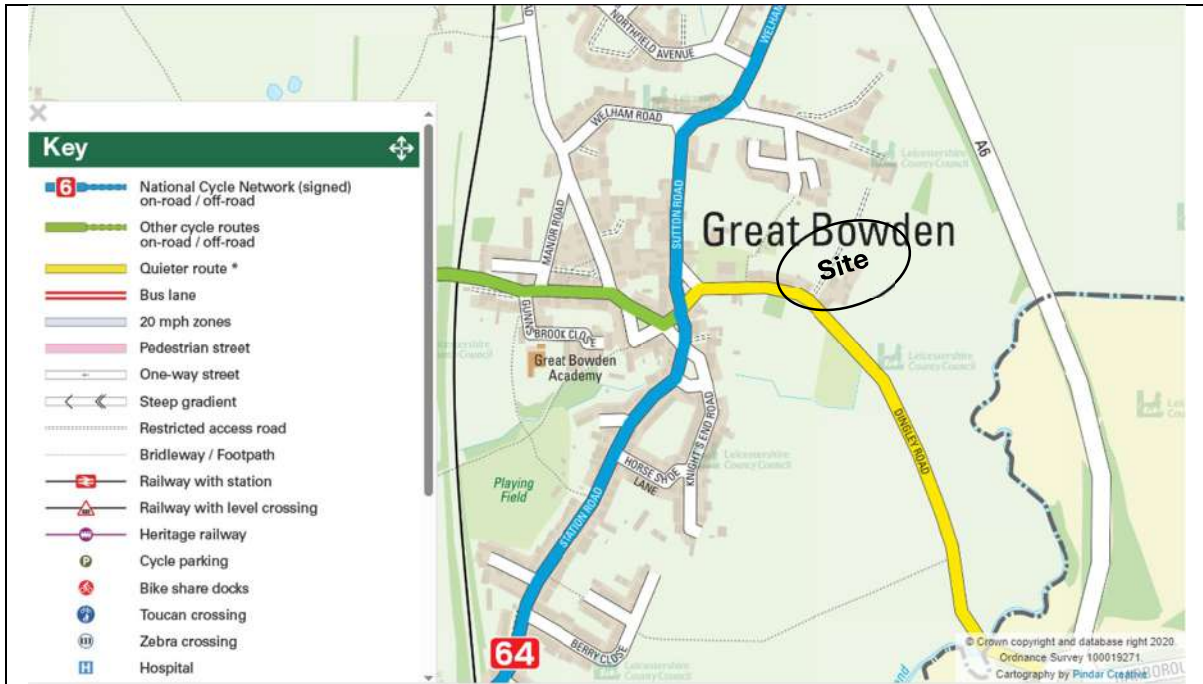


Figure 4: Local Cycle Network (Source: Choose How You Move, LCC, 2024)

Road Safety Analysis:

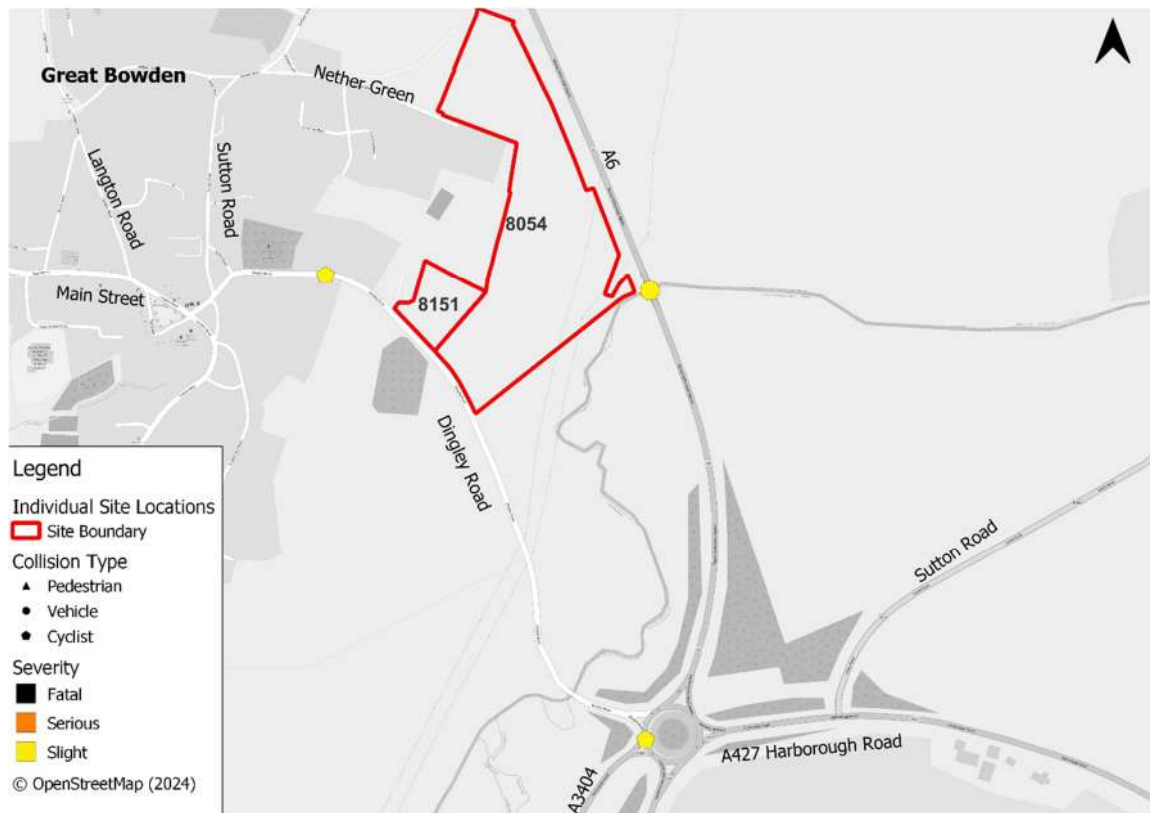


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

One ‘Slight’ collision involving a cyclist occurred on Dingley Road approximately 200m to the west of the site. A second ‘Slight’ collision involving a cyclist occurred at the Dingley Road / A6 / A427 Harborough Road / Rockingham Road roundabout.

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

Expected Trip Generation:

The identified site is 0.6 hectares and could accommodate approximately 15 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	8	8
Trips – Employment	0	0
Total Trips	8	8

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8151 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8151 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary	A6 Leicester Road / Wistow Road	0.2%
	A6 Leicester Road / Marsh Drive / Church Road	0.3%

	A6 / Station Road	0.1%
	A6 Harborough Road / New Road	0.3%
	A6 Harborough Road / B6047 Melton Road	0.3%
	B6047 / Leicester Lane / Gallow Field Road	0.2%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.0%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	6.6%
	A4303 Lutterworth Road / A426 Rugby Road	0.1%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.1%
	Coventry Road / Lutterworth Sports Centre	0.0%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.1%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.1%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.1%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.0%
	M6 / A426	0.1%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.1%
	A4304 Rockingham Road / Gores Lane	0.4%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.0%

Given the small nature of the site (15 dwellings), the site has a comparatively small impact upon the junctions identified above.

Key 'Primary Impact Location' junctions:

- A508 Saint Mary's Road / A508 Springfield Street / A4304
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Harborough Road / New Road
- A6 Harborough Road / B6047 Melton Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:

Walking / Cycling:

Dingley Road is a designated ‘quieter route’. A potential mitigation measure would be to encourage active travel by installing cycle signage along Dingley Road connecting the site to the NCN63 at Dingley Road / Sutton Road / Station Road.

Public Transport:

To support public transport use associated with site 8151, a potential mitigation measure could be to upgrade the existing bus stop on Main Street to provide real time information and lighting for southbound services (to Market Harborough), as well as construct a new bus stop in this location serving northbound services.

Travel Planning:

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

Mitigation Measures – Residual Impacts:On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8151 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£8,000
	A6 / Station Road	£4,000
	A6 Harborough Road / New Road	£10,000
	A6 Harborough Road / B6047 Melton Road	£16,000
	B6047 / Leicester Lane / Gallow Field Road	£7,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£-
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£98,000
	A4303 Lutterworth Road / A426 Rugby Road	£3,000
	A4303 Coventry Road / A5 Watling Street	£1,000
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£3,000
	Coventry Road / Lutterworth Sports Centre	£-
	A426 Lutterworth Road / Gilmorton Lane	£-
	M1 / A4303	£6,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£2,000
	A6 / London Road / Waldron Drive	£-

	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£2,000
	B582 / Manor Road / Manor Road Extension	£-
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£-
	M6 / A426	£1,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£-
	A6 Harborough Road / B582 New Street	£1,000
	A4304 Rockingham Road / Gores Lane	£4,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£-
TOTAL	£167,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8151 (Land north of Dingley Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£2,000
Public Transport	£5,000
Travel Planning	£7,000
Junction Improvements	£171,000
TOTAL	£185,000
COST PER DWELLING	£12,321
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	28/11/2024	28/11/24	09/01/25

SITE ID: 8155	SETTLEMENT: Billesdon 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	48
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 12207 Billesdon Depot South of Gaulby Road – 10 Dwellings. • 8202 Former Lorry Park Gaulby Road – 5 Dwellings. 		

Site Location Map and Access Arrangements:

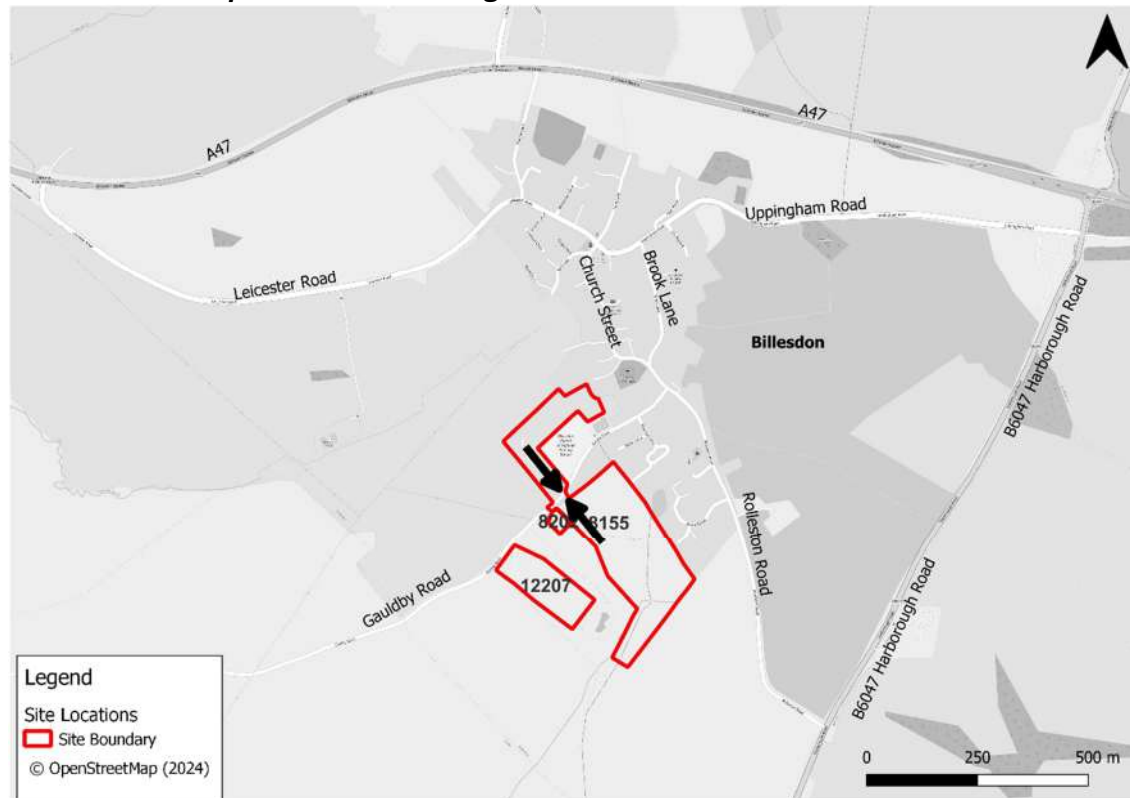


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8155 is located to the south of the village of Billesdon, which is located to the southeast of Leicester. The site straddles Gaulby Road, which connects the village with Gaulby. The site is located to the south of the A47 Billesdon Bypass, which provides connection to Uppingham to the east and Leicester to the west.

At the time of writing there are no further planning application or planning permissions associated with the site. Furthermore, the site is not currently allocated within Harborough District Local Plan (2011-2031), as shown in the figure below.

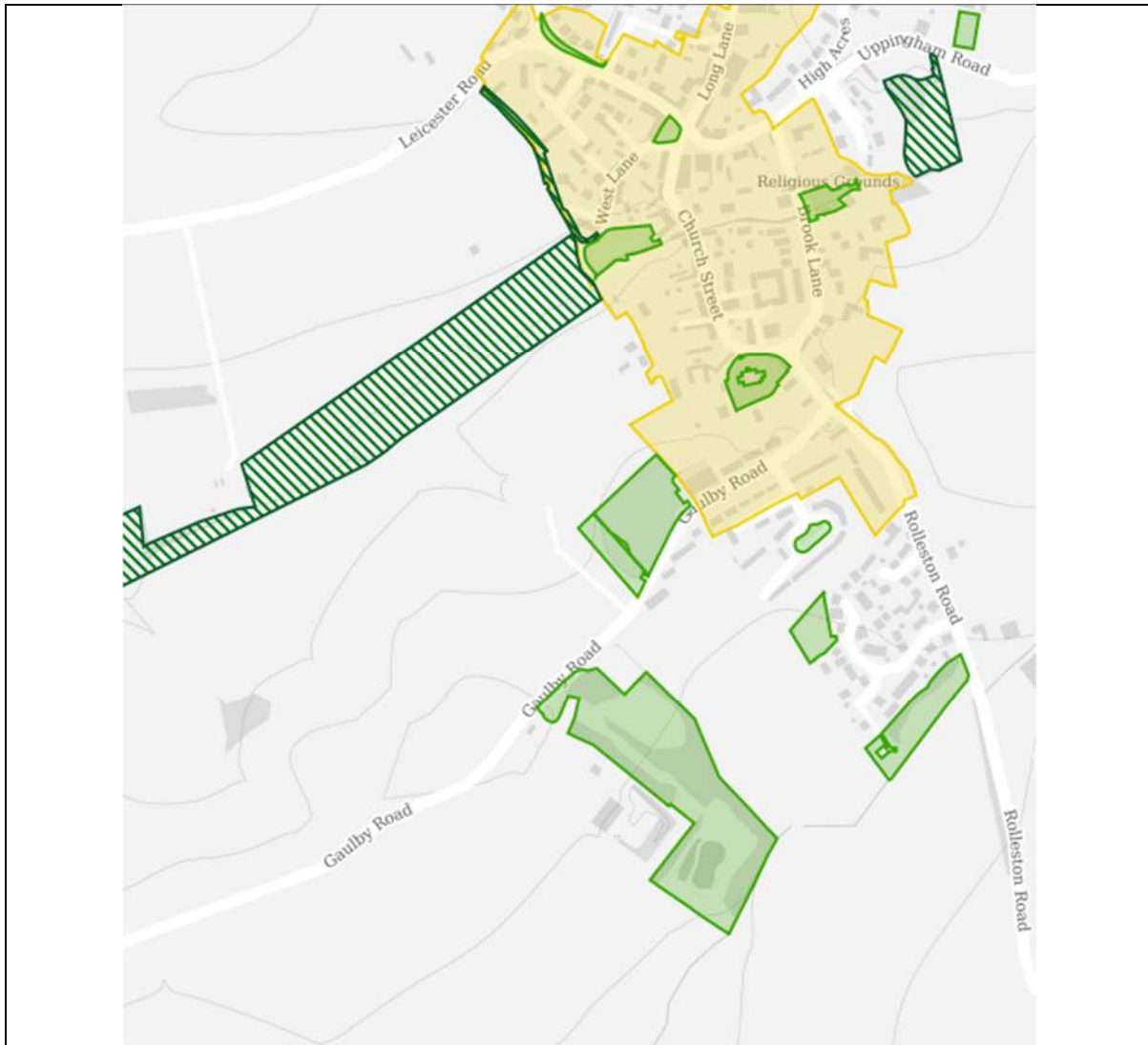


Figure 2: Harborough District Local Plan (2011-2031)

The site could be accessed via Gaulby Road, through the creation of a new junction. Given the anticipated trip generation (see below) it is expected that a priority junction would be sufficient in this location; however, further design work would be required.

The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities
Site 8155	Gaulby Road Western Access	Green	Green	Green	Orange	Orange	Orange	Green	Green	Green

	Gaulby Rod Eastern Access									
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Description of surrounding Highway Network:

Gaulby Road is a single carriageway country road, subject to the national speed limit to the southwest of the site. Between the site and the village of Billesdon the speed limit on Gaulby Road is 30mph. There is a footway on the eastern side of the carriageway between Billesdon and the site, the footway stops at the point where the national speed limit comes into effect. There is also no streetlighting on either side of the carriageway. Gaulby Road connects the village of Billesdon to Gaulby and onwards towards various small villages including Little Stretton, King’s Norton and Great Glen.

Rolleston Road is a single carriageway residential road through the village of Billesdon, subject to a 30mph speed limit. There is a footway on the southern side of the carriageway, with regular streetlighting. Rolleston Road provides a connection between Billesdon and the B6047 Harborough Road. Church Street / Leicester Road connects the site to the northern section of the village, with Church Street comparatively narrow (with pinch points in areas of on-street parking). Leicester Road routes through the village centre, connecting Billesdon with the B6047 and A47 to the east.

The B6047 (Harborough Road) is a single carriageway distributor road, subject to a 50mph speed limit. There are no footways or streetlights on either side of the carriageway. The route connects to the A47 to the north, which is a key route through Harborough, connecting Leicester with Uppingham and Peterborough.

Description of existing Public Transport provision:

There is one bus service which routes through the village of Billesdon, this is the 747 service. This routes between Leicester and Uppingham. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move, LCC, 2024

Existing bus stops are available approximately 710m to the north of the site on Market Road / Uppingham Road. The stop is located on the southern side of the carriageway and provides connections in Leicester. For services to Uppingham the bus stop is located on Leicester Road, approximately 750m from the site. Both of these bus stops have sheltered seating areas, and ‘flag and pole’ bus stops which display printed timetables.

The nearest station to the site is Leicester Railway Station which is located approximately 13.5km to the northwest of the site.

Description of existing Walking & Cycling provision:Walking Infrastructure

There are a number of PRow and Bridleways which route into the village of Billesdon. One PRow (Footpath C56/1) is located to the south and southeast of the site, and Bridleway C55/3 is located to the southwest of the site. The Bridleway links into Footpath C56/1 to the south of the site, both routes then continue to where the bridleway intersects with Illston Lane.



Figure 3: Public Rights of Way

Cycle Infrastructure

The proposed site straddles both sides of Gaulby Road, which as shown in Figure 4 is an identified 'Quieter Route'. Gaulby Road routes between the centre of Billesdon into Gaulby, where it links with National Cycle Route 63.

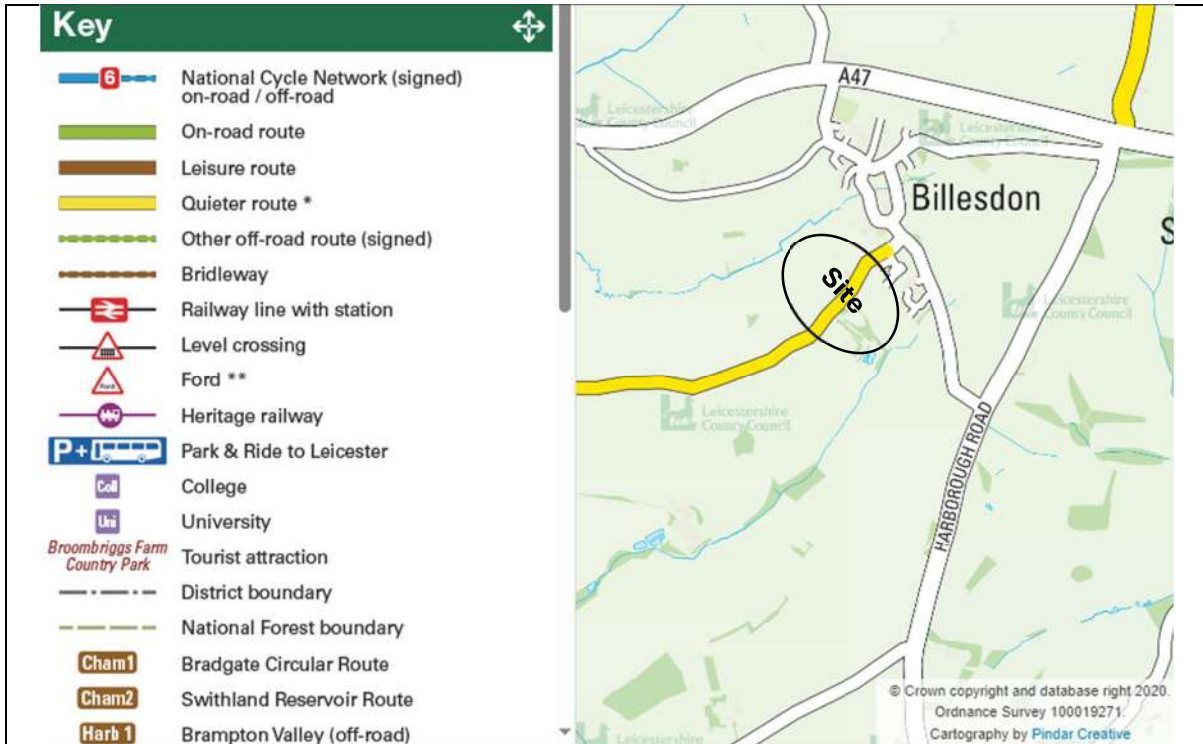


Figure 4: Local Cycle Infrastructure

Road Safety Analysis:

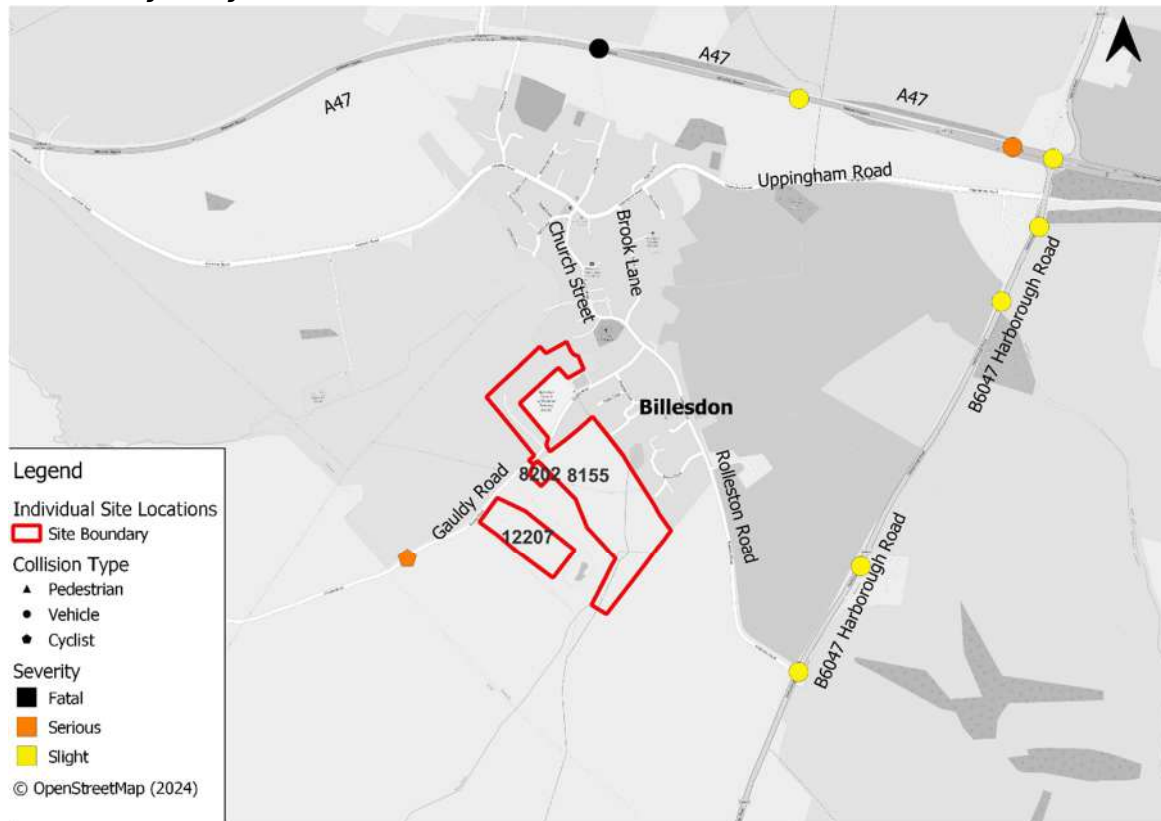


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest

verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

One 'Fatal' collision has been recorded on the A47 to the north of the site, with a further three collision recorded on the A47 (two 'Slight' and one 'Serious').

One collision has been recorded by police as 'Serious' on Gaulby Road, which involved a cyclist.

A total of six collision occurred on Harborough Road, which is located approximately 1.2km to the east of the site; two being classified as 'Serious' and four as 'Slight'.

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

Expected Trip Generation:

The identified site is 7.9 hectares and could accommodate approximately 48 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	26	26
Trips – Employment	0	0
Total Trips	26	26

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model show that there are no junctions in Billesdon, or within its vicinity, that are expected to experience capacity issues. The closest junctions expected to experience capacity issues are on the A47 to the east of Leicester:

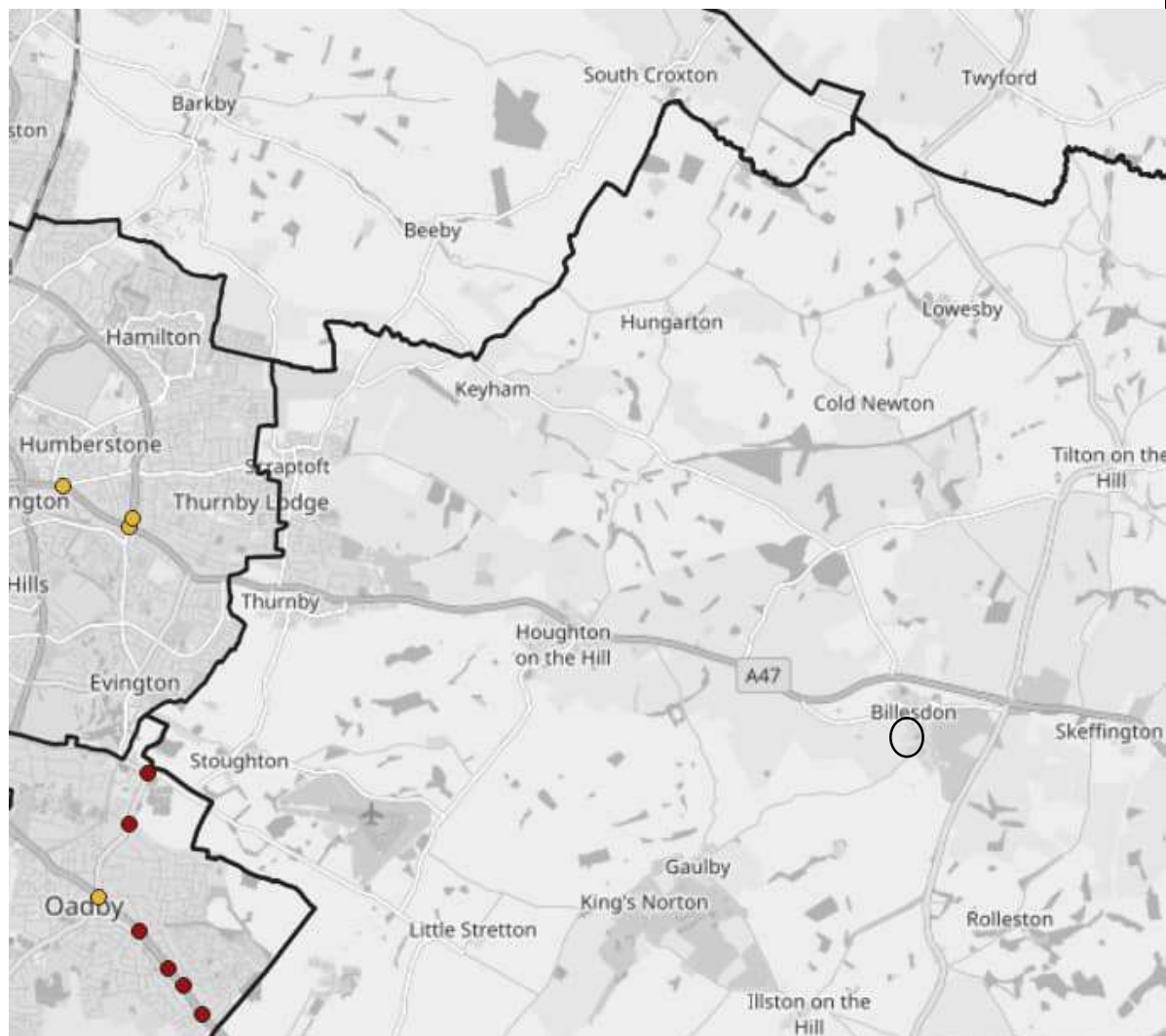
- A47 / Station Road: 100%+ V/C in the AM and PM peak
- A47 / Colchester Road: 85% - 100% V/C in the AM and PM peak
- A47 / Scraftoft Road: 85% - 100% V/C in the AM and PM peak
- A47 / A6030: 85% - 100% V/C in the AM and PM peak

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

Development Impact:

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

Figure 6 shows that there are no sites within the immediate vicinity of site 8155 that are expected to see a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



● **Primary Impact Locations**
 ● **Secondary Impact Locations**
 Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8155 in the Preferred Allocations.

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

Impact Location		
Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.2%
	A6 Leicester Road / Marsh Drive / Church Road	0.2%
	A6 / Station Road	0.3%
	A6 Harborough Road / New Road	0.1%
	A6 Harborough Road / B6047 Melton Road	1.0%
	B6047 / Leicester Lane / Gallow Field Road	0.5%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.8%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.3%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.1%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.0%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.1%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.2%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.2%
	B4114 Coventry Road / Croft Road	0.2%
M6 / A426	0.1%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.7%
	A563 / Colchester Road	0.1%
	A47 / Colchester Road / Goodwood Road	0.9%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.7%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.1%

Given the comparatively small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A6 Harborough Road / B6047 Melton Road
- A4304 Saint Mary's Road / High Street / Northampton Road
- B6047 / Leicester Lane / Gallow Field Road
- A508 Saint Mary's Road / A508 Springfield Street / A4304

- A6 / Station Road

Key ‘Secondary Impact Location’ junctions:

- A4304 Rockingham Road / Gores Lane
- A47 / Colchester Road / Goodwood Road
- A47 Uppingham Road / Scraftoft Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

Gaulby Road is an existing ‘Quieter Route’. To support active travel along this route, a measure could be to install cycle signage to improve the link between the site and NCN63. This would require approximately 3.2km of cycle signage. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Public Transport:

Given the nature of the site and the surrounding urban environment (chiefly very narrow streets of a historic nature) it would likely not be possible to divert a bus service closer to the site. To support public transport, the existing bus stops within the village centre could be upgraded. The existing stops would benefit from improved lighting. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8155 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£7,000
	A6 / Station Road	£12,000
	A6 Harborough Road / New Road	£2,000
	A6 Harborough Road / B6047 Melton Road	£49,000
	B6047 / Leicester Lane / Gallow Field Road	£14,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£14,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£5,000

	A4303 Lutterworth Road / A426 Rugby Road	£1,000
	A4303 Coventry Road / A5 Watling Street	£1,000
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£2,000
	Coventry Road / Lutterworth Sports Centre	£1,000
	A426 Lutterworth Road / Gilmorton Lane	£1,000
	M1 / A4303	£1,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£3,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£1,000
	B582 / Manor Road / Manor Road Extension	£7,000
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£2,000
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£2,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£7,000
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£9,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£8,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£1,000
TOTAL		£152,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8155 (Land at Gaulby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£65,000
Public Transport	£4,000
Travel Planning	£9,000
Junction Improvements	£151,000
TOTAL	£228,000
COST PER DWELLING	£4,752
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 8167	SETTLEMENT: Lutterworth 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	230
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> N/A – Isolated site 		

Site Location Map and Access Arrangements:

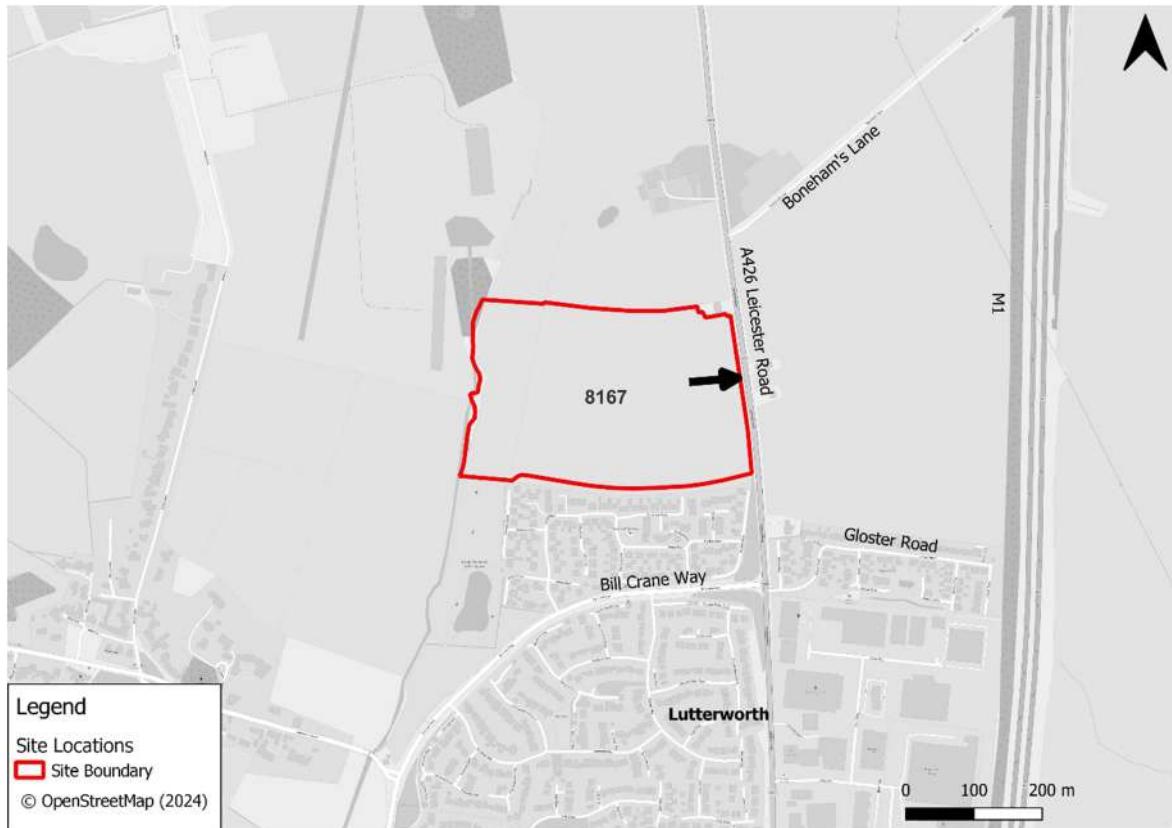


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8167 (Land off Leicester Road, Lutterworth) is located to the north of the town of Lutterworth to the west of the Harborough District. The site is located to the west of the A246, which connects Lutterworth to Leicester to the north (via Dunton Bassett and Blaby) and Rugby to the south (via Cotesbach and Brownsover).

The site does not currently have a planning application, or planning permission, associated with it. No part of the site is allocated within the current Harborough Local Plan (2011 – 2031). A large site allocation, ‘East of Lutterworth Strategic Development Area (L1)’ is located to the east of the site as shown below. The Strategic Development Area consists of circa. 2,750 dwellings, 13 Ha of employment land and associated infrastructure (including two primary schools, social / retail centre and green space).

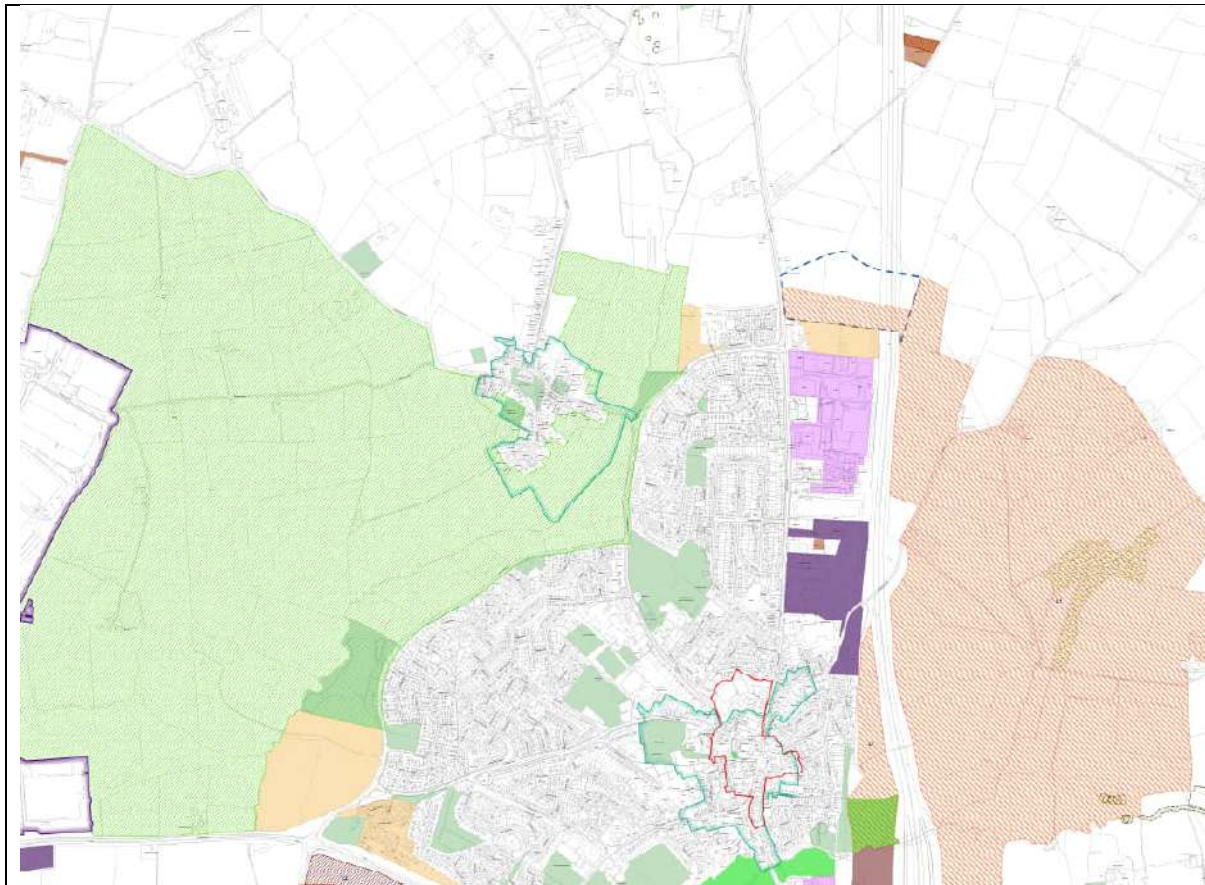


Figure 2: Harborough District Local Plan (2011 - 2031) Allocations

The site could be accessed via the A426, which is subject to a 50mph speed limit and has a comparatively straight alignment. It should therefore be possible to achieve a site access with sufficient visibility splays (160m for a 50mph route), although further design work would be required to confirm this. The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Highway Required	Works to Existing Highway	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8167	Leicester Road Access	Red	Green	Green	Yellow	Yellow	Green	Yellow	Green	Green	Green

Description of surrounding Highway Network:

The A426 Leicester Road is a single carriageway distributor road subject to a 50mph speed limit. The route connects Lutterworth to Leicester to the north (via Dunton Bassett and Blaby) and Rugby to the south (via Cotesbach and Brownsover). There is a footway on the western side of the carriageway, but no streetlighting. To the north of the site, the A426 joins

Boneham's Lane (a single carriageway country road subject to the national speed limit (60mph) via a priority junction). No right-turn storage is available, meaning that those turning right into Boneham's Lane block ahead traffic. Boneham's Lane has a 7.5T weight limit.

To the south of the site the A426 joins Bill Crane Way via a priority junction. Right turn storage is available for approximately 16 vehicles. Bill Crane Way (becoming Bitteswell Road) is a local distributor road (subject to a 40mph speed limit) providing connection to residential areas to the northwest of Lutterworth Town Centre. Bill Crane Way has a 7.5T weight limit.

The A426 routes to the south through Lutterworth town centre.

Description of existing Public Transport provision:

The A426 is a key bus corridor between Lutterworth and Leicester. The 84, X84 and X45 route along the A426, with service provision summarised in Table 2. The bus network in Lutterworth is shown in Figure 3.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
84	Arriva	Leicester – Blaby – Whetstone – Cosby – Broughton Astley – Dunston Bassett - Lutterworth	Every 30 minutes	Hourly	Hourly (Leicester to Broughton Astley only)
X84	Arriva	Leicester – Fosse Park – Huncote – Croft – Broughton Astley – Lutterworth – Magna Park - Rugby	Hourly	Infrequent	Infrequent (Lutterworth to Rugby only)
X45	Arriva	Leicester – Aylestone – Blaby – Lutterworth – Magna Park	Infrequent	Infrequent	Infrequent

Source: Leicestershire County Council Choose How You Move (2024)

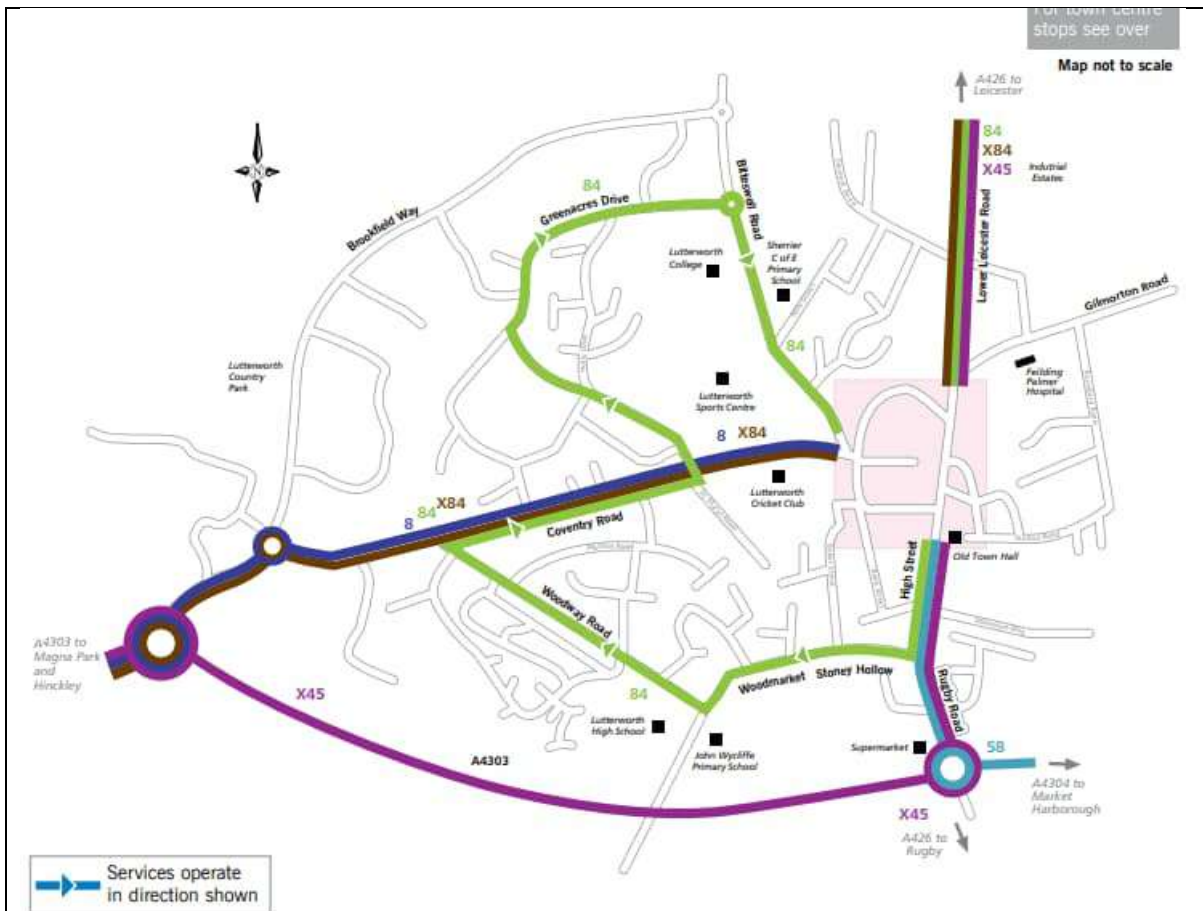


Figure 3: Lutterworth Bus Network (Source: Choose How You Move, LCC, January 2024)

The closest bus stops to the site are located on the A426, approximately 320m south of the southern boundary of the site. The bus stops (‘Oakberry Road’) are ‘flag and pole’ stops with timetabling information. The northbound and southbound stops are located approximately 80m apart, with no crossing facilities provided between the stops. Footways between the site boundary and the existing bus stop infrastructure are available on the northbound carriageway only for approximately 100m, before a footway on the southbound carriageway becomes available.

A disused bus stop is available serving the southbound direction approximately 85m south of the site. This includes a bus layby as well as ‘flag and pole’ style bus stop. It is understood that this stop is no longer used.

Description of existing Walking & Cycling provision:

Cycle Infrastructure

A shared footway / cycleway is available on the A426 between its junction with Bill Crane Way (with the shared footway / cycleway extending down Bill Crane Way to provide connectivity to the residential area to the northwest of Lutterworth) and Hall Lane although it should be noted that the route is narrow in places leading to potential conflict between cyclists and pedestrians.

Further on-road cycle infrastructure is available on Bitteswell Road (a designated ‘quieter route’), which could be used to provide connectivity between the site and Lutterworth town

centre, although it is noted that the route is indirect (adding approximately 0.8km to the distance between the site and the town centre). The route is also non-continuous, with a break in infrastructure between Bitteswell Road and the town centre. National Cycle Route 50 runs to the east of Lutterworth (approximately 2.5km east of the proposed site). The NCN50 provides connection between Lutterworth (via a cycleway running adjacent to the A4303) and Leicester.

The Lutterworth cycle network is shown in Figure 4.



Figure 4: Lutterworth Cycle Network (Source: Choose How You Move, LCC, 2020)

Walking Infrastructure

A Public Right of Way (PRoW) runs to the north of the site, connecting to Bitteswell Road as shown in Figure 5. Additional PRoWs run through Lutterworth town centre, as well as to the east of the town.

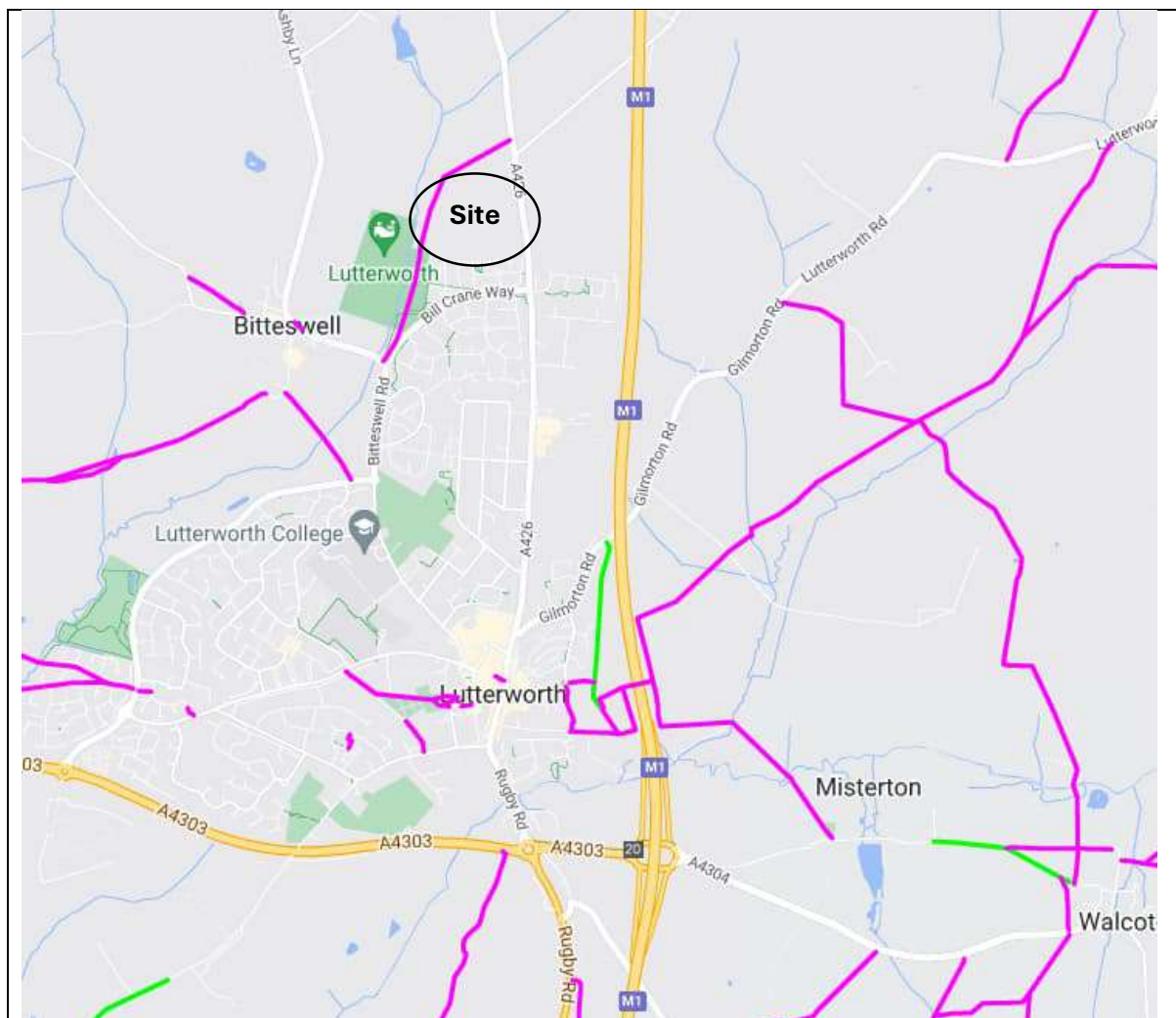


Figure 5: Public Rights of Way (PRoW) Network (Source: LCC, 2024)

Within vicinity of the site, a footway is available on the northbound carriageway of the A426 extending to the A436 / Hall Lane junction. No footways are available on Boneham's Lane. To the south, footways are available on both sides of the carriageway extending to Lutterworth town centre. Bill Crane Way has footways and street lighting available on both sides of the carriageway.

Road Safety Analysis:

Collision data has been sourced from the STATS19 database for the period 2017 – 2022 (with 2020 taken as an additional year owing to the COVID-19 pandemic and the resulting impact upon traffic levels). Over the past 5 full years of collision data there have been no collisions on the A426 on the proposed development frontage. No collisions have occurred at the Boneham's Lane / A426 junction, with two collisions (both classified as 'slight') recorded at the Bill Crane Way / A426 junction. A cluster of collisions is noted on the A426 at the A426 / Cauldwell Lane / Ullesthorpe Road junction, where five collisions have been recorded in the past 5 full years of collision data, including 4 'slight' collisions, and one 'serious' collision.

Further collisions have occurred on the A426 as it routes through Lutterworth town centre; however, there are no cluster of collisions requiring mitigation at this time. One fatal collision has been recorded on Bill Crane Way, it is understood this was a single vehicle loss of control.

No collisions involving pedestrians have been recorded within the vicinity of the site, whilst only one collision involving a cyclist has occurred within the vicinity of the site. This occurred on Bill Crane Way and was recorded as ‘slight’.

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



Figure 6: Road Traffic Incidents in proximity to the site

Expected Trip Generation:

The identified site is 10.1 hectares and could accommodate approximately 230 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	127	127
Trips – Employment	0	0
Total Trips	127	127

Committed Development in vicinity of proposed site and expected impacts:

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

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

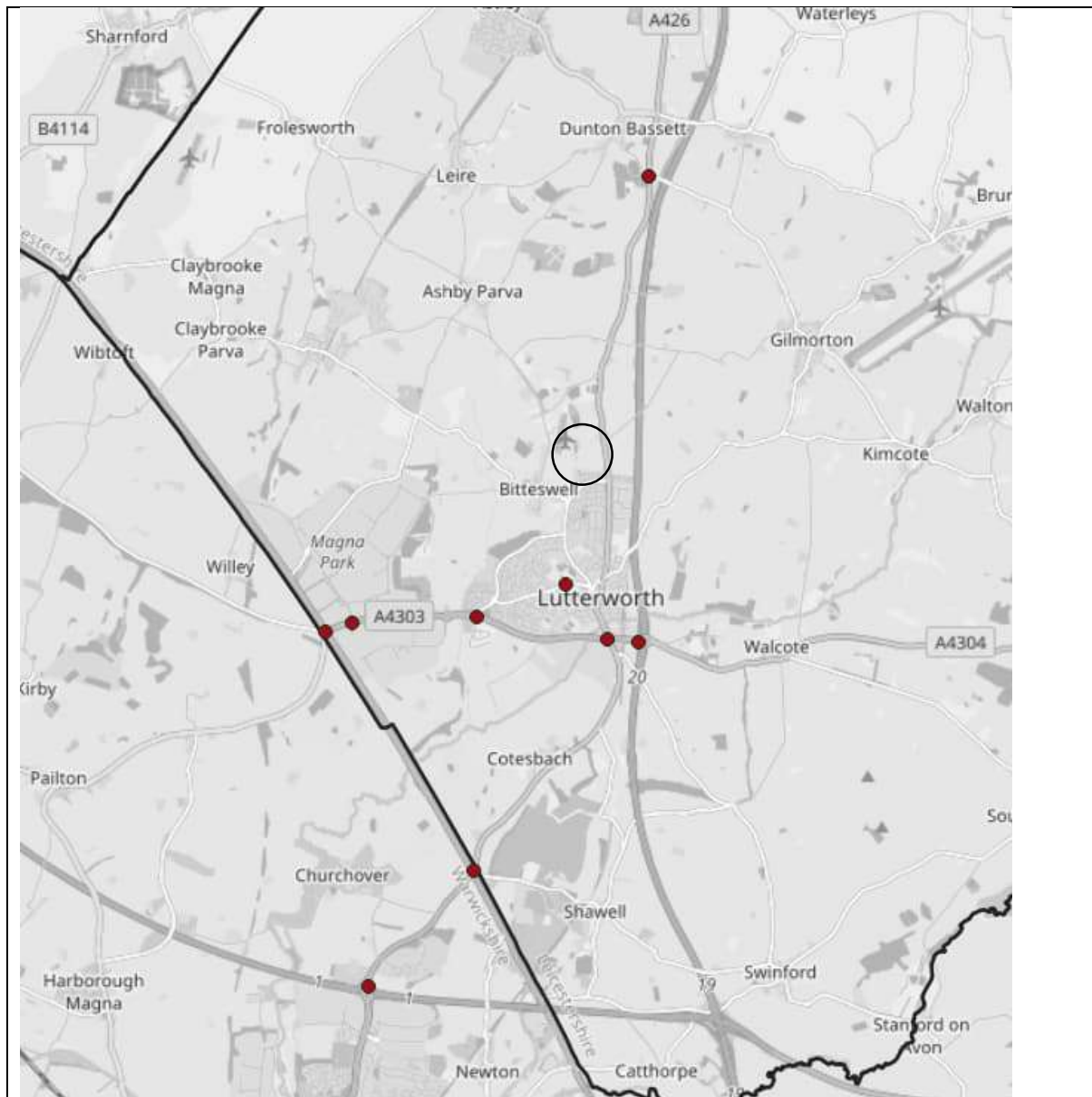
- Coventry Road / Lutterworth Sports Centre – 100%+ V/C in the AM and PM peak
- A5 / A4303 Coventry Road - 100%+ V/C in the AM and 85% - 100% V/C in the PM peak
- A4303 Coventry Road / Hunter Boulevard – 85% - 100% V/C in the AM peak
- A4303 Coventry Road / A426 Rugby Road - 100%+ V/C in the AM and 85%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

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

Development Impact:

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

Figure 7 shows the junctions within the vicinity of site 8167 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- Primary Impact Locations
- Secondary Impact Locations

Figure 7: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8167 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.4%
	A6 Leicester Road / Marsh Drive / Church Road	0.3%
	A6 / Station Road	0.4%
	A6 Harborough Road / New Road	0.1%
	A6 Harborough Road / B6047 Melton Road	0.1%
	B6047 / Leicester Lane / Gallow Field Road	0.1%

	A4304 Saint Mary's Road / High Street / Northampton Road	0.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	2.7%
	A4303 Lutterworth Road / A426 Rugby Road	14.7%
	A4303 Coventry Road / A5 Watling Street	3.0%
	A4303 Coventry Road / Hunter Boulevard	3.4%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	4.8%
	Coventry Road / Lutterworth Sports Centre	3.2%
	A426 Lutterworth Road / Gilmorton Lane	37.0%
	M1 / A4303	3.4%
	A5 / A426 Rugby Road / Gibbet Lane / A426	10.5%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.1%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	2.5%
	M6 / A426	14.7%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.2%
	A47 / Colchester Road / Goodwood Road	0.2%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.3%
	B4114 Coventry Road / B581 Coventry Road	3.1%
	A581 Broughton Way / Cosby Road	2.9%

Key 'Primary Impact Location' junctions:

- A426 Lutterworth Road / Gilmorton Lane
- A4303 Lutterworth Road / A426 Rugby Road
- M6 / A426
- A5 / A426 Rugby Road / Gibbet Lane / A426

Key 'Secondary Impact Location' junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

A shared cycleway / footway exists in proximity to the site. A potential mitigation measure could be to support the use of this infrastructure by providing continuous cycle signage along the route between the site and Lutterworth town centre.

Public Transport:

Given the size of the proposed site and its location, it is not considered at this stage likely necessary to divert existing services / create additional frequency. Public transport uptake could potentially be supported through the creation of additional bus stops outside the site. Bus stops would require provision of a 'flag and pole', bus shelter, real time information, lighting and timetabling information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8167 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£8,000
	A6 / Station Road	£16,000
	A6 Harborough Road / New Road	£2,000
	A6 Harborough Road / B6047 Melton Road	£4,000
	B6047 / Leicester Lane / Gallow Field Road	£2,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£8,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£41,000
	A4303 Lutterworth Road / A426 Rugby Road	£575,000
	A4303 Coventry Road / A5 Watling Street	£144,000
	A4303 Coventry Road / Hunter Boulevard	£17,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£204,000
	Coventry Road / Lutterworth Sports Centre	£29,000
	A426 Lutterworth Road / Gilmorton Lane	£998,000
	M1 / A4303	£196,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£442,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£1,000
	B582 / Manor Road / Manor Road Extension	£1,000
A6 Glen Road / Florence Wragg Way	£-	

	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£1,000
	B4114 Coventry Road / Croft Road	£23,000
	M6 / A426	£191,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£1,000
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£2,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£3,000
	B4114 Coventry Road / B581 Coventry Road	£33,000
	A581 Broughton Way / Cosby Road	£30,000
TOTAL	£2,974,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8167 (Land off Leicester Road, Lutterworth) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£51,000
Public Transport	£54,000
Travel Planning	£18,000
Junction Improvements	£2,975,000
TOTAL	£3,098,000
COST PER DWELLING	£13,471
On-Site Measures	£-

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

Potential mitigation has been secured via planning conditions on other sites within the vicinity of Site 8167, which in 'net' terms could reduce the contribution required from this site if those other sites are developed as per current planning consents.

Quality Information

	Produced By	Checked By	Verified By	Updated
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	20/11/2024	22/11/24	09/01/25

SITE ID: 8179	SETTLEMENT: Lutterworth L3	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	3.4 Ha Employment
<p>Local Plan Sites Within Cluster:</p> <ul style="list-style-type: none"> • 12227 - Land off Mere Lane (122 Ha employment) • 10595 – Land South of Lutterworth Road / Coventry Road (15.8 Ha employment) 		
<p>Site Location Map and Potential Access Arrangements:</p>		
<p><i>Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)</i></p>		
<p>Site 8179 (Land south of Lutterworth Road / Coventry Road) is located to the south of Lutterworth. The site is located to the south of the A4303 Coventry Road close to the A4303 / Coventry Road / Fairacres Coventry Road junction.</p>		
<p>At the western end of site 8179, a McDonald’s restaurant and Costa Coffee unit has approved planning permission (22/01318/FUL). The remainder of the site does not currently have a planning application, or planning permission, associated with it. The site is allocated within the current Harborough District Local Plan (2011-2031) under Business Allocations Policy BE1.</p>		



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

The site could be accessed via Fairacres Coventry Road, via a priority junction. A development spur already exists on Fairacres Coventry Road to potentially service this site.

The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities	
Site 8179	Fairacres Coventry Road access										

Description of surrounding Highway Network:

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

The A4303 / Coventry Road junction features uncontrolled pedestrian and cycle crossings, for access towards Lutterworth. Fairacres Coventry Road is a residential access road for the Gypsy, Traveller and Travelling Showpeople’s site, as well as Lutterworth allotments.

Description of existing Public Transport provision:

Three bus services pass adjacent to the proposed development site, routing along the A4303 Coventry Road. Presently, there are no bus stops for these services within 400m of the development site.

The closest bus stops are located approximately 750m from the site on Coventry Road (at the junction of Woodway Road). Both bus stops comprise of sheltered stops with a ‘flag and pole’ and printed timetable information.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
8	Arriva	Lutterworth - Magna Park - Ullesthorpe - Hinckley Park - Burbage - Hinckley	Hourly	Hourly	Infrequent
X45	Arriva	Magna Park - Lutterworth - Leicester	Infrequent	Infrequent	Infrequent
X84	Arriva	Leicester - Fosse Park - Broughton Astley - Lutterworth - Magna Park - Rugby	Hourly	Hourly	Lutterworth – Rugby only, infrequent.

Source: Choose How You Move (2024)

The nearest railway station to the site is Rugby Station, which is located 6.7km to the west of the site. The station is not reasonably accessible via bus. It would take 45 minutes to access by bicycle.

Walking & Cycling:Walking Infrastructure

There are currently no Public Rights of Way (PRoWs) which route through the site. However, Bridleway X32/4 routes to the south of the site and footpath X35/1 to north of the proposed site respectively. Footpath X35/1 provides connections to the Lutterworth Country Park. Footway connections along Coventry Road provide access to Lutterworth town centre and associated facilities.



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

Cycle Infrastructure

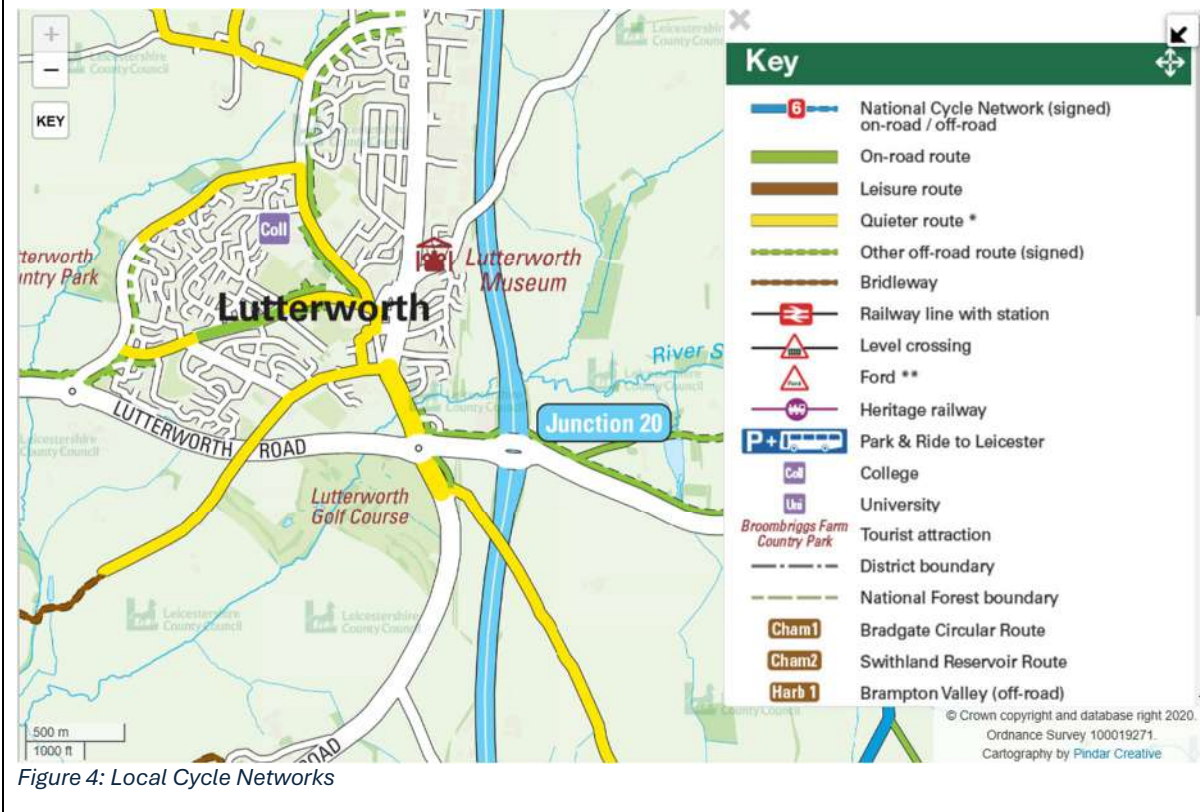


Figure 4: Local Cycle Networks

Figure 4 shows the cycle infrastructure in place surrounding the site. National Cycle Route 63 is located 4km east of the proposed site at Walcote Village. There are no other designated routes in proximity to the site. The site directly connects to a network of shared footway / cycleway and on-road routes towards Lutterworth. There is also signed routes to Magna Park and Misterterton.

Road Safety Analysis:

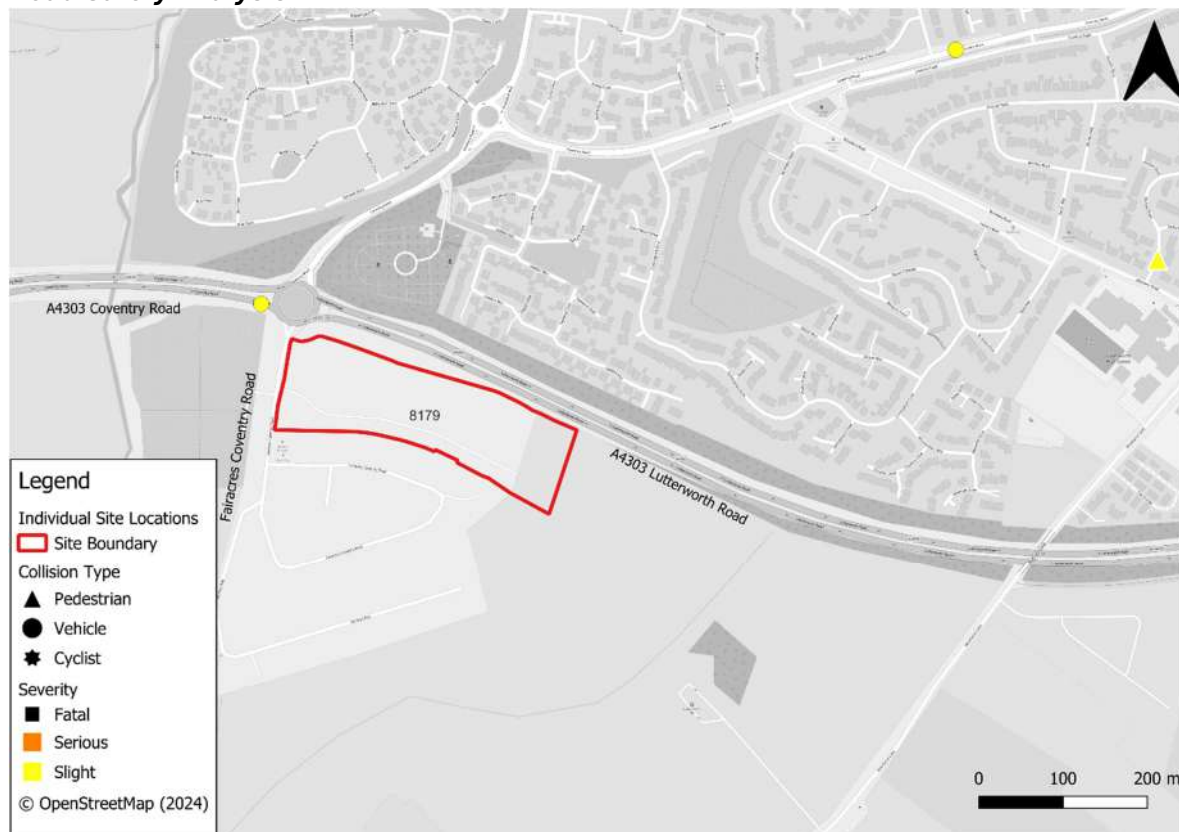


Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset shows the number of road traffic incidents that have occurred in proximity to the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

At the A4303 Coventry Road roundabout, on the west side, one collision rated ‘slight’ by the police occurred, involving a vehicle.

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

Expected Trip Generation:

The identified site is 3.4 hectares and has been identified for employment uses. The employment type has not been specified and therefore it is assumed, for the purpose of this assessment, to be an even split between B1, B2 and B8 uses. The site could accommodate approximately 301 employees under these assumptions.

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

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

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	46	37
Total Trips	46	37

Committed Development in vicinity of proposed site and expected impacts:

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

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

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

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

Development Impact:

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

This shows the junctions within the vicinity of site 8179 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

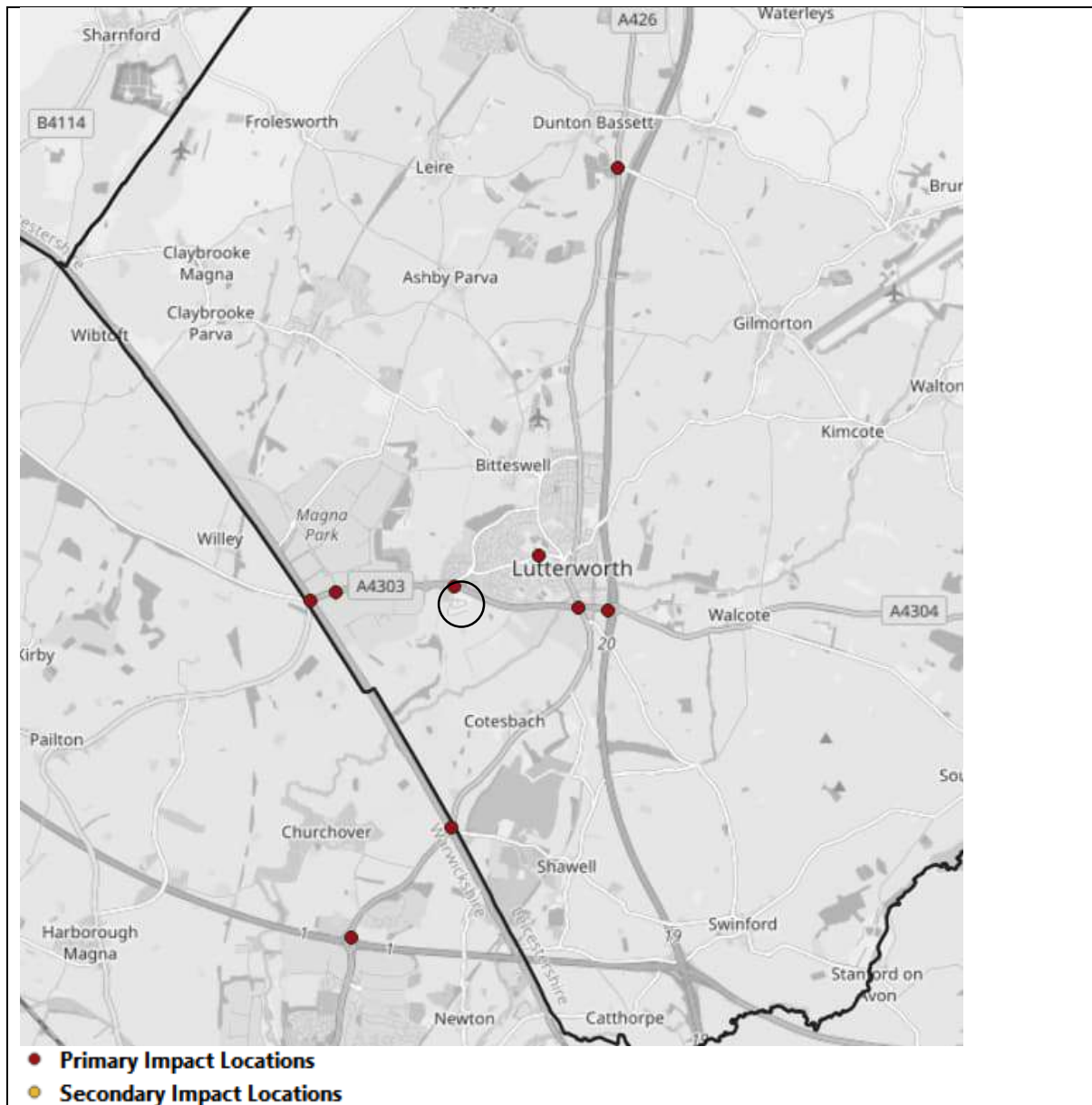


Figure 6: Primary / Secondary Junction Impact Locations

The below summarises the percentage of traffic volume attributable to site 8179 in the Preferred Allocations.

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

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

	A508 Saint Mary's Road / A508 Springfield Street / A4304	1.0%
	A4303 Lutterworth Road / A426 Rugby Road	9.6%
	A4303 Coventry Road / A5 Watling Street	6.9%
	A4303 Coventry Road / Hunter Boulevard	7.6%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	21.6%
	Coventry Road / Lutterworth Sports Centre	3.9%
	A426 Lutterworth Road / Gilmorton Lane	1.9%
	M1 / A4303	8.2%
	A5 / A426 Rugby Road / Gibbet Lane / A426	7.5%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.1%
	M6 / A426	7.6%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.3%
	B4114 Coventry Road / B581 Coventry Road	0.3%
	A581 Broughton Way / Cosby Road	0.1%

Key 'Primary Impact Location' junctions :

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

Key 'Secondary Impact Location' junctions:

- B4114 Coventry Road / B581 Coventry Road
- A4304 Rockingham Road / Gores Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

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

Public Transport:

To support public transport use at the site, as well as the wider Magna Park site the frequency of the X84 could potentially be increased from hourly to every 30 minutes (supported by 2 additional services, owing to the long distance nature of the service). In addition, new bus stops could be created close to the A4303 / Coventry Road / Fairacres Coventry Road junction to serve the site. These should include shelters and real time bus information .

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8179 is shown in the table below rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£-
	A6 / Station Road	£2,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£-
	B6047 / Leicester Lane / Gallow Field Road	£1,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£3,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£15,000
	A4303 Lutterworth Road / A426 Rugby Road	£374,000
	A4303 Coventry Road / A5 Watling Street	£332,000
	A4303 Coventry Road / Hunter Boulevard	£38,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£929,000
	Coventry Road / Lutterworth Sports Centre	£35,000
	A426 Lutterworth Road / Gilmorton Lane	£52,000
	M1 / A4303	£474,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£316,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£-
B582 / Manor Road / Manor Road Extension	£-	

	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£99,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£-
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£3,000
	B4114 Coventry Road / B581 Coventry Road	£3,000
	A581 Broughton Way / Cosby Road	£1,000
TOTAL	£2,678,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8179 (Land south of Lutterworth Road / Coventry Road) is presented in the table below. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£97,000
Public Transport	£225,000
Travel Planning	£22,000
Junction Improvements	£2,677,000
TOTAL	£3,020,000
COST PER DWELLING	£10,050
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Phil Jones	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/11/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 8180	SETTLEMENT: Ullesthorpe U2	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	50
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10649 Land South of Ashby Road – 30 Dwellings. 		

Site Location Map and Access Arrangements:

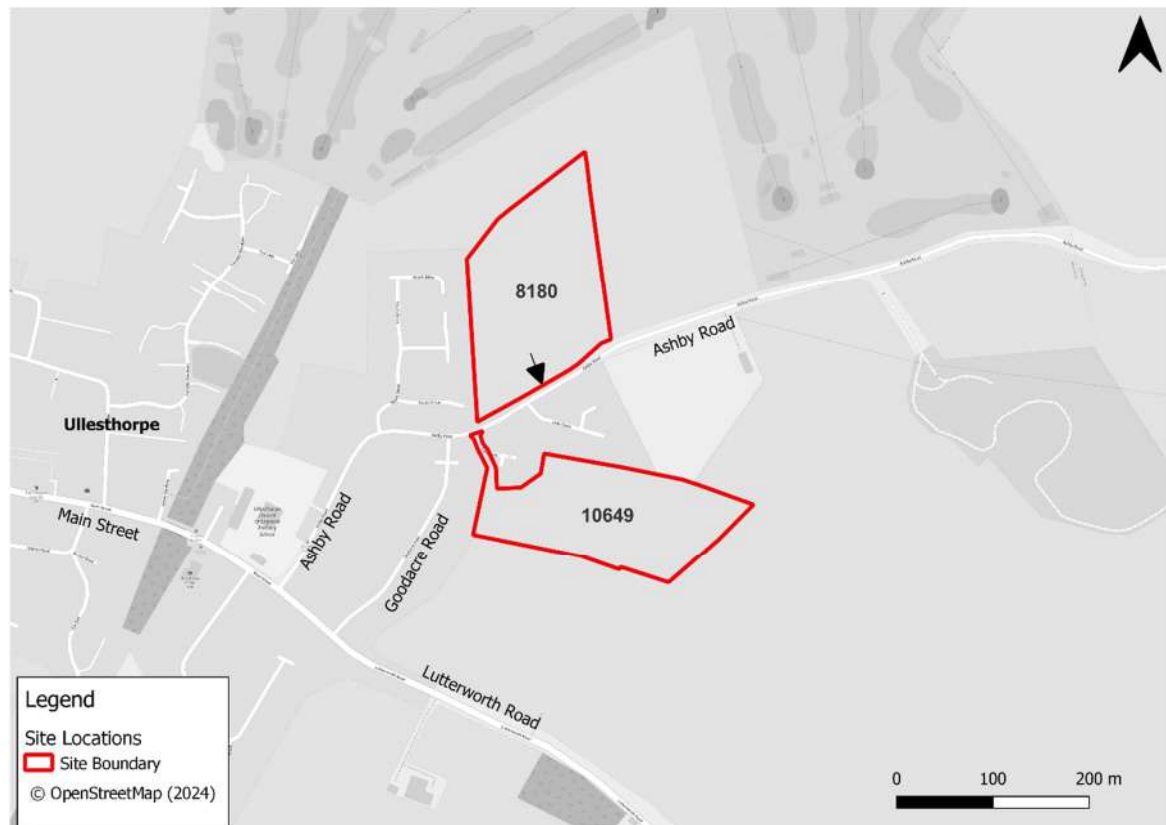


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8180 (Land north of Ashby Road) is located to the northeast of Ullesthorpe. The site is located to the north of Ashby Road and is approximately 300m east of Main Street / Lutterworth Road. Ashby Road connects the site to the village centre to the southwest, and to Ashby Parva to the northeast. Main Street / Lutterworth Road routes through the village of Ullesthorpe and provides connection east to Lutterworth and west to Claybrooke Magna.

The site does not currently have a planning application, or planning permission associated with it. The site is not allocated within the current Harborough District Local Plan (2011-2031), as shown in the figure below.

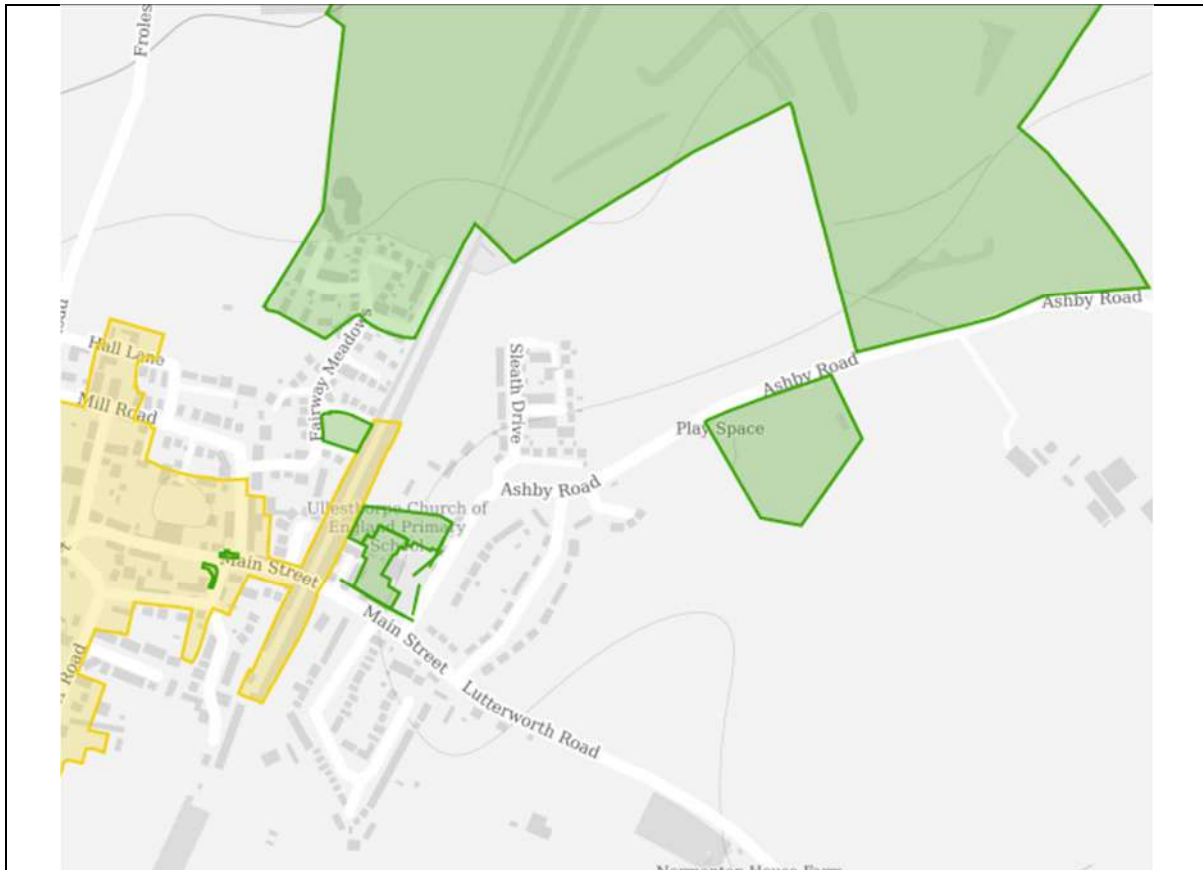


Figure 2: Harborough District Local Plan (2011-2031)

Access to the site could be achieved via Ashby Road. The potential constraints associated with the access point off Ashby Road are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities
Site 8180	Ashby Road Northern Access	Green	Green	Green	Green	Green	Green	Green	Green	Green

Description of surrounding Highway Network:

Ashby Road is a single carriageway country road, subject to a 30mph speed limit on the approach to Ullesthorpe, which increases to the national speed limit to the east of the junction with Field View. There are footways on the southern side of the carriageway, but no streetlighting. Ashby Road provides connection east towards Ashby Parva.

Main Street / Lutterworth Road is a single carriageway country road, which routes through the village of Ullesthorpe. The road is residential in nature, with residential properties on both sides of the carriageway. Within the village there is a footway on the southern side of the

carriageway, and regular streetlighting. The speed limit is 50mph to the north and south of Ullesthorpe, but within the village the speed limit is 30mph.

Description of existing Public Transport provision:

There is one existing bus service which routes through Ullesthorpe, which is the number 8 bus service. The number 8 bus routes between Hinckley and Lutterworth, **and the table** below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
8	Arriva	Hinckley – Burbage – Hinckley Park – Magna Park – Lutterworth.	Hourly	Hourly	Infrequent

Source: Choose How You Move, LCC, 2024

There is an existing bus stop located on Main Street, approximately 400m to the southwest of the site. There are bus stops on both sides of Main Street, with both comprising of a sheltered seating area, with a ‘flag and pole’ stop and timetable information. The stop on the northern side of the carriageway provides a service into George Street Car Park in Lutterworth, and the stop on the southern side of the carriageway provides services to The Crescent Bus Station in Hinckley.

The nearest station to the site is Rugby Station, which is located approximately 9.72km to the southwest of Ullesthorpe. Rugby Station can be accessed via the number 8 bus from Ullesthorpe to Clifton Road bus stop in Rugby. From here the number 96 bus provides a direct connection to Rugby Station, alternatively the Clifton Road stop is approximately 1km south of the station.

Description of existing Walking & Cycling provision:

Walking Infrastructure

Figure 3 maps the PRowWs and Bridleways in Ullesthorpe. The figure shows that there are two PRowWs to the southwest of the town, these are Footpaths W93/1 and W/89/2. However, these two footpaths are not in proximity to the site. Footpaths W/71/1 and W87/2 are located on Mill Road, approximately 600m to the northwest of the site, and route north out of Ullesthorpe to Leire.



Figure 3: Public Rights of Way

Cycling Infrastructure



Figure 4: Local Cycle Infrastructure

Figure 4 show the cycle infrastructure in the vicinity of the site. The figure shows that there is one identified ‘Quieter Route’ which is located on Lutterworth Road / Main Street, approximately 300m to the south of the site. This route provides a direct link between Ullesthorpe and Claybrooke Parva to the northwest, and Lutterworth to the southeast. There is also an off-road route to the south of Lutterworth Road which is located approximately 1.5km to the southeast of the site. This route routes between Lutterworth Road and the A5 Watling Street.

Road Safety Analysis:

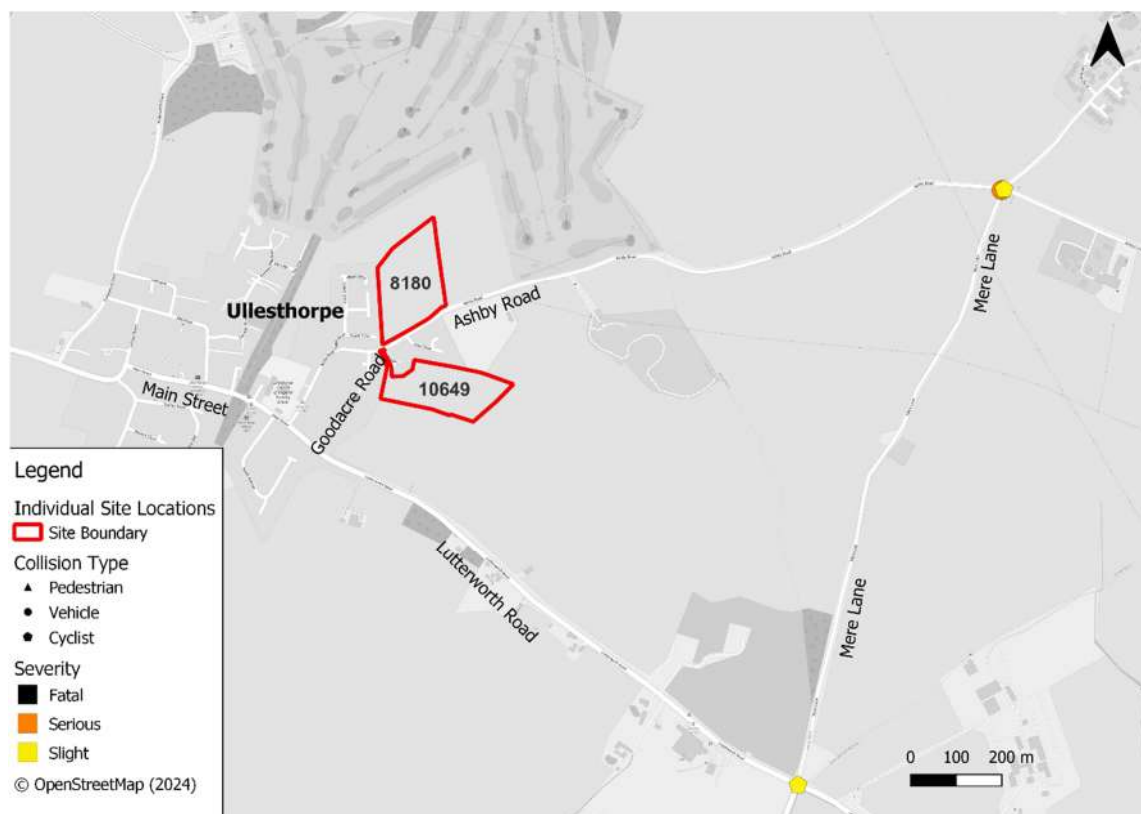


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

No collisions have been reported within the village of Ullesthorpe within the past 5 full years of collision data. Two collisions were recorded at the Ashby Road / Mere Lane junction, one ‘Slight’ collision involved a cyclist and one ‘Serious’ collision involved a vehicle.

A ‘Slight’ collision involving a cyclist occurred on the junction between Lutterworth Road, Mere Lane, and Ullesthorpe Road. This junction is located approximately 1.75km to the southeast of the site.

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

Expected Trip Generation:

The identified site is 2.7 hectares and could accommodate approximately 50 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	28	28
Trips – Employment	0	0
Total Trips	28	28

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model shows no junctions within the vicinity of the site experiencing capacity issues. The closest junctions are located within Lutterworth:

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

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8180 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

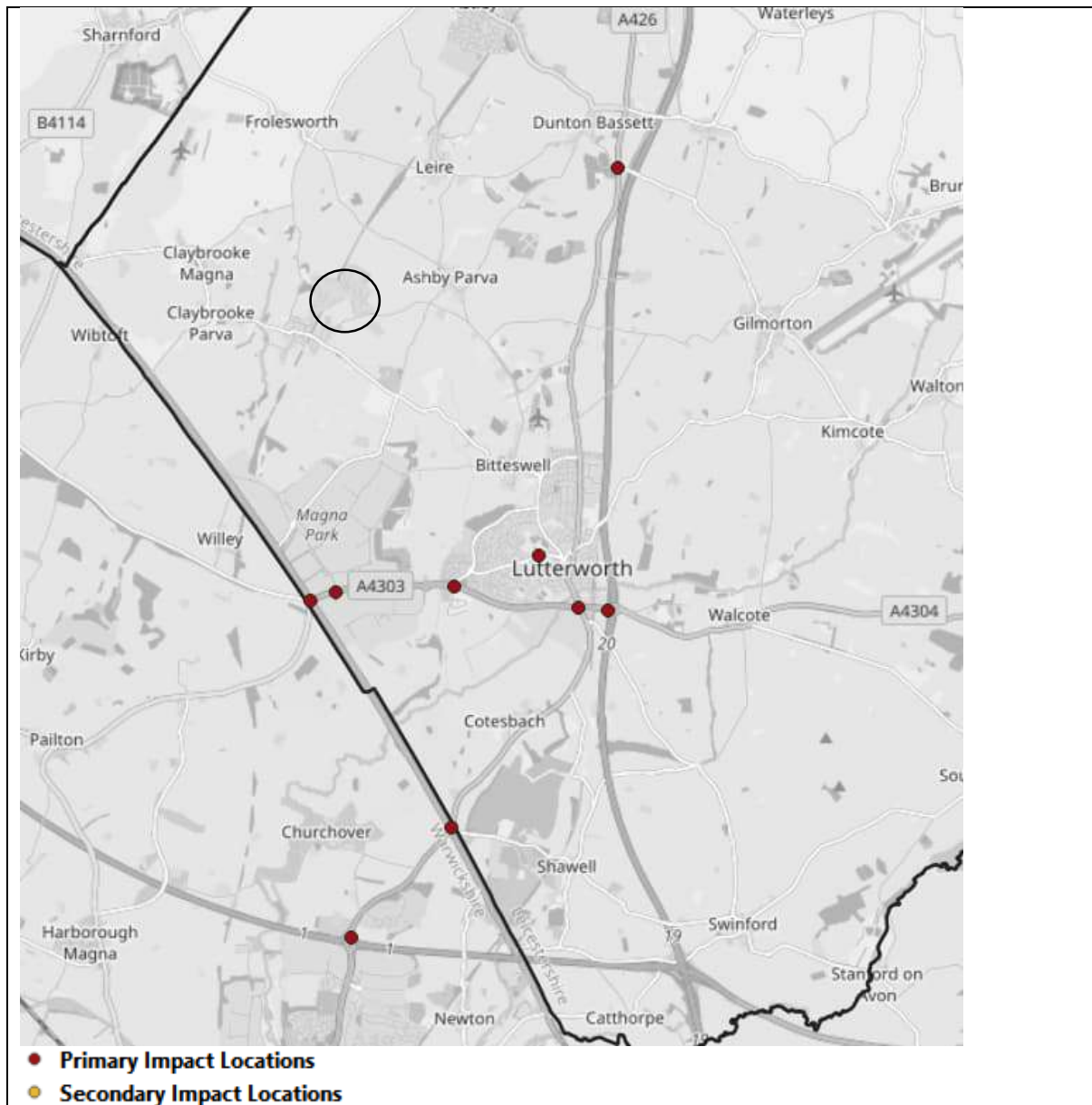


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8180 in the Preferred Allocations.

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

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

	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	1.0%
	A4303 Coventry Road / A5 Watling Street	3.1%
	A4303 Coventry Road / Hunter Boulevard	0.7%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.7%
	Coventry Road / Lutterworth Sports Centre	1.3%
	A426 Lutterworth Road / Gilmorton Lane	1.0%
	M1 / A4303	1.2%
	A5 / A426 Rugby Road / Gibbet Lane / A426	4.4%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	1.1%
	M6 / A426	1.1%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.0%
	B4114 Coventry Road / B581 Coventry Road	1.4%
	A581 Broughton Way / Cosby Road	1.2%

Due to the small nature of the site (30 dwellings), the site has a comparatively small impact upon the identified junctions.

Key 'Primary Impact Location' junctions:

- A5 / A426 Rugby Road / Gibbet Lane / A426
- A4303 Coventry Road / A5 Watling Street
- Coventry Road / Lutterworth Sports Centre
- M1 / A4303
- B4114 Coventry Road / Croft Road
- A426 Lutterworth Road / Gilmorton Lane

Key 'Secondary Impact Location' junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be to provide cycle signage to connect the site to Lutterworth Road (a designated 'quieter route' which routes through the village centre).

Public Transport:

A potential measure could be to upgrade the existing ‘South Avenue’ bus stops on Main Street to provide real time information and lighting.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8180 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£1,000
	A6 / Station Road	£1,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£-
	B6047 / Leicester Lane / Gallow Field Road	£1,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£-
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£2,000
	A4303 Lutterworth Road / A426 Rugby Road	£38,000
	A4303 Coventry Road / A5 Watling Street	£148,000
	A4303 Coventry Road / Hunter Boulevard	£4,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£28,000
	Coventry Road / Lutterworth Sports Centre	£12,000
	A426 Lutterworth Road / Gilmorton Lane	£27,000
	M1 / A4303	£71,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£185,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£-
	B582 / Manor Road / Manor Road Extension	£-
A6 Glen Road / Florence Wragg Way	£-	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-	
B4114 Coventry Road / Croft Road	£10,000	

	M6 / A426	£14,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£-
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£-
	B4114 Coventry Road / B581 Coventry Road	£15,000
	A581 Broughton Way / Cosby Road	£13,000
TOTAL		£570,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8180 (Land north of Ashby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£6,000
Public Transport	£16,000
Travel Planning	£9,000
Junction Improvements	£573,000
TOTAL	£603,000
COST PER DWELLING	£12,061
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 8202	SETTLEMENT: Billesdon 03	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	5
Local Plan Sites Within Cluster: <ul style="list-style-type: none"> • 8155 Land at Gaulby Road – 48 Dwellings. • 12207 Billesdon Depot south of Gaulby Road – 10 Dwellings. 		

Site Location Map and Access Arrangements:

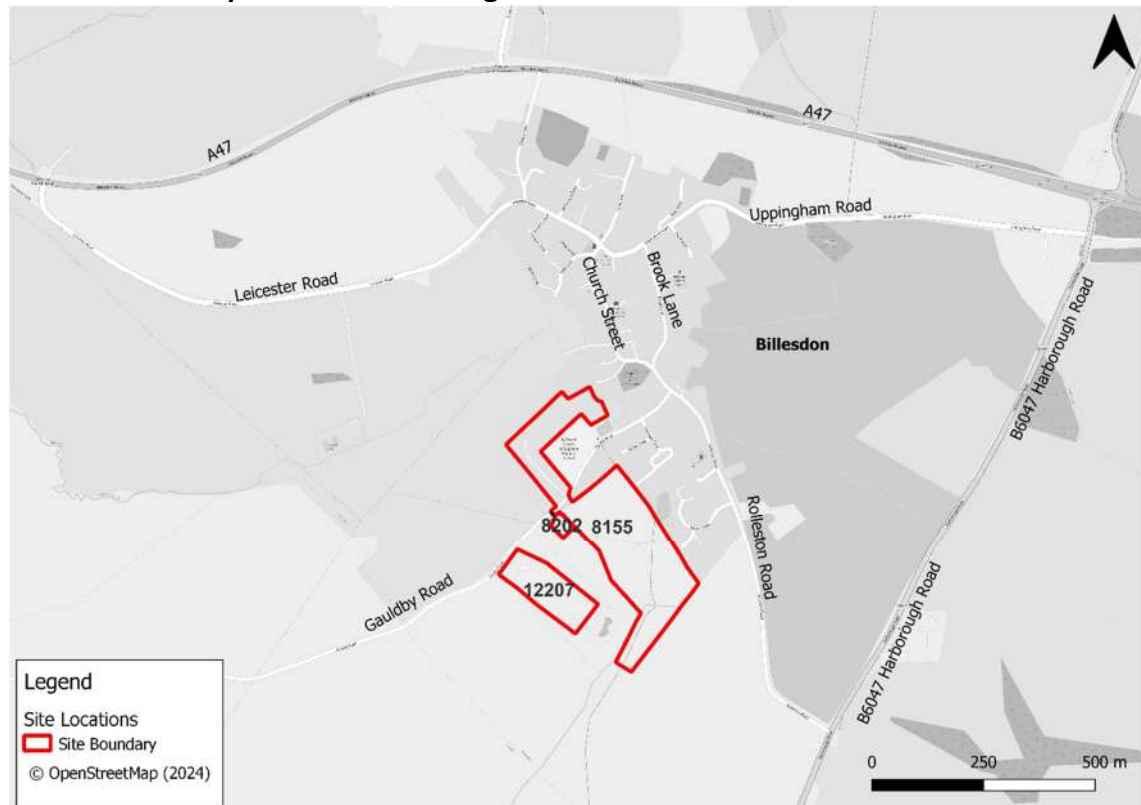


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8202 is located to the south of the village of Billesdon, which is located to the southeast of Leicester. The site is located to the south of Gaulby Road, which connects the village with Gaulby. The site is located to the south of the A47 Billesdon Bypass, which provides connection to Uppingham to the east and Leicester to the west.

At the time of writing there are no further planning application or planning permissions associated with the site. Furthermore, the site is not currently allocated within Harborough District Local Plan (2011-2031), as shown in the figure below.

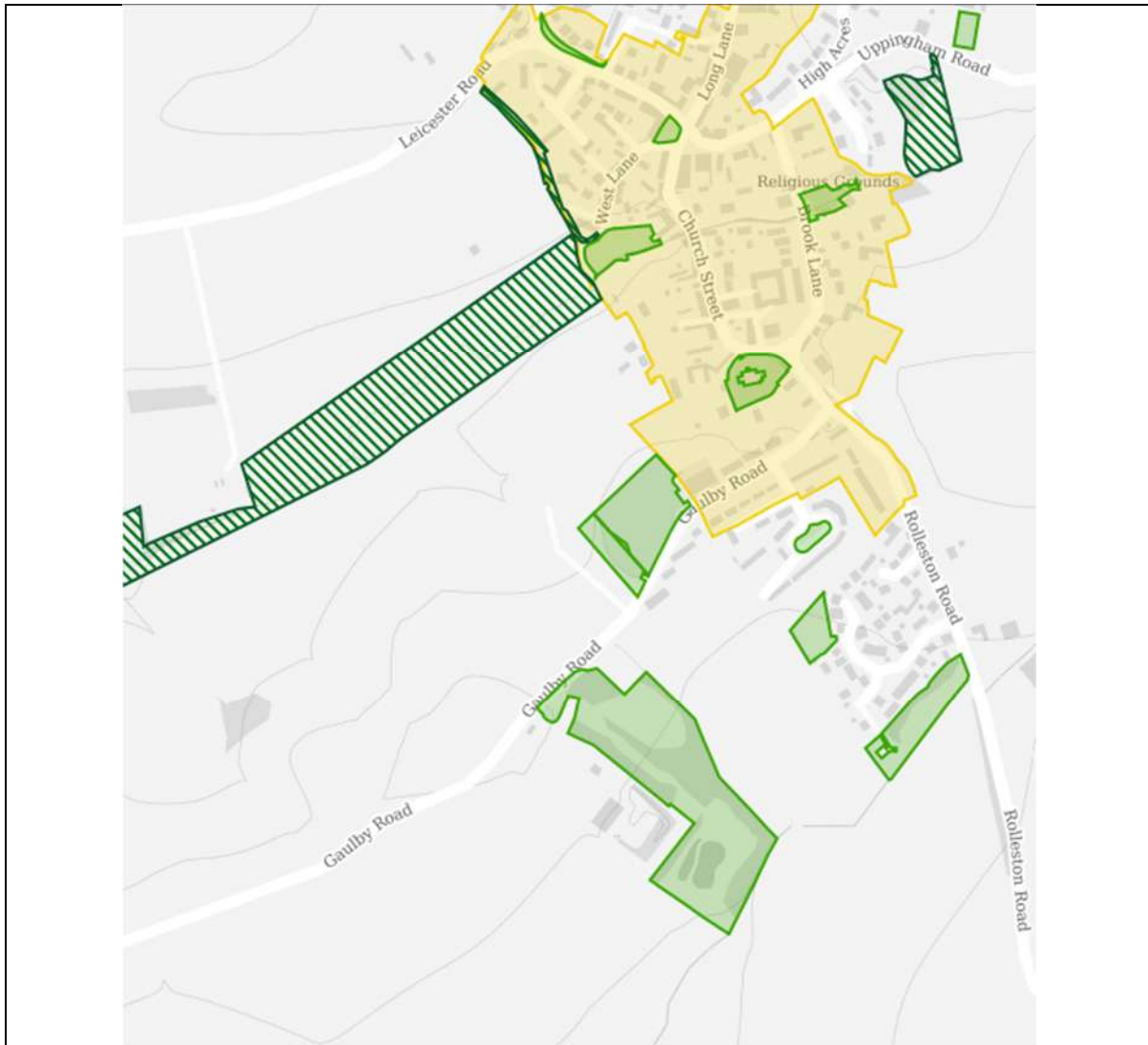


Figure 2: Harborough District Local Plan (2011-2031)

The site could be accessed via Gaulby Road, through the creation of a new junction. Given the anticipated trip generation (see below) it is expected that a priority junction would be sufficient in this location; however, further design work would be required.

The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Highway	Works to Existing Highway	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8202	Gaulby Road Access	Red	Green	Green	Orange	Orange	Orange	Orange	Green	Green	Green

Description of surrounding Highway Network:

Gaulby Road is a single carriageway country road, subject to the national speed limit to the southwest of the site. Between the site and the village of Billesdon the speed limit on Gaulby Road is 30mph. There is a footway on the eastern side of the carriageway between Billesdon and the site, the footway stops at the point where the national speed limit comes into effect. There is also no streetlighting on either side of the carriageway. Gaulby Road connects the village of Billesdon to Gaulby and onwards towards various small villages including Little Stretton, King’s Norton and Great Glen.

Rolleston Road is a single carriageway residential road through the village of Billesdon, subject to a 30mph speed limit. There is a footway on the southern side of the carriageway, with regular streetlighting. Rolleston Road provides a connection between Billesdon and the B6047 Harborough Road. Church Street / Leicester Road connect the site to the northern section of the village, with Church Street comparatively narrow (with pinch points in areas of on-street parking). Leicester Road routes through the village centre, connecting Billesdon with the B6047 and A47 to the east.

The B6047 (Harborough Road) is a single carriageway distributor road, subject to a 50mph speed limit. There are no footways or streetlights on either side of the carriageway. The route connects to the A47 to the north, which is a key route through Harborough, connecting Leicester with Uppingham and Peterborough.

Description of existing Public Transport provision:

There is one bus service which routes through the village of Billesdon, this is the 747 service. This routes between Leicester and Uppingham. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move, LCC, 2024

Existing bus stops are available approximately 710m to the north of the site on Market Road / Uppingham Road. The stop is located on the southern side of the carriageway and provides connection to Leicester. For services to Uppingham the bus stop is located on Leicester Road, approximately 750m from the site. Both these bus stops have sheltered seating areas, and ‘flag and pole’ bus stops which display printed timetables.

The nearest station to the site is Leicester Railway Station which is located approximately 13.5km to the northwest of the site.

Description of existing Walking & Cycling provision:

Walking Infrastructure

There are a number of PRoW and Bridleways which route into the village of Billesdon. One PRoW (Footpath C56/1) is located to the south and southeast of the site, and Bridleway

C55/3 is located to the southwest west of the site. The Bridleway links into Footpath C56/1 to the south of the site, both routes then continue to where the bridleway intersects with Illston Lane.

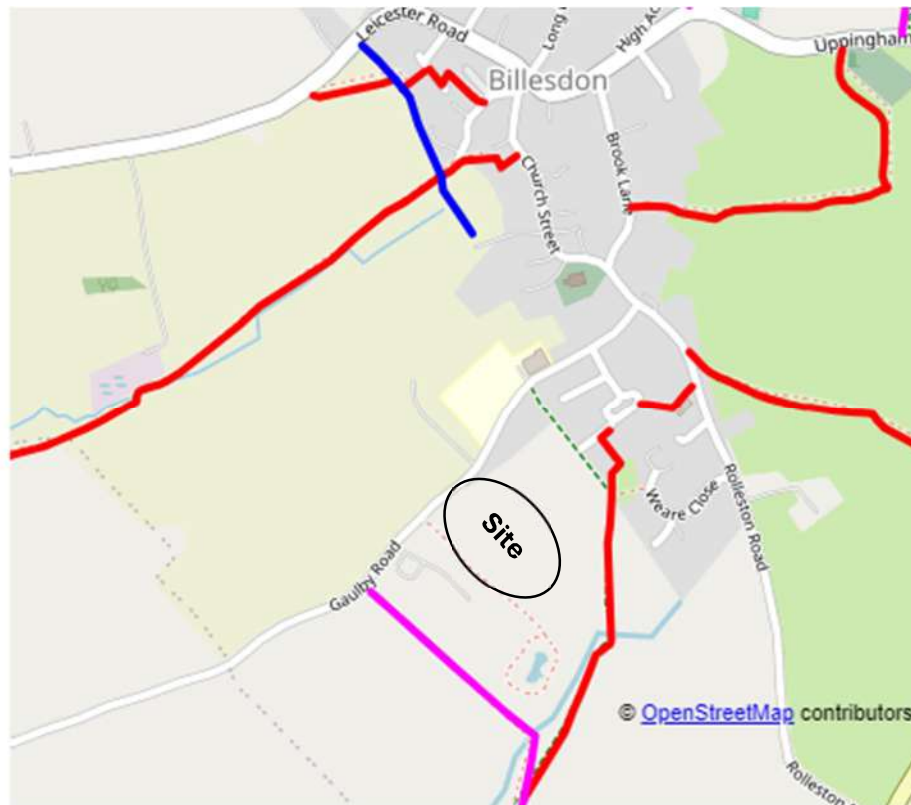


Figure 3: Public Rights of Way

Cycle Infrastructure

The site lies to the south of Gaulby Road, which as seen in Figure 4 is an identified 'Quieter Route'. Gaulby Road routes between the centre of Billesdon into Gaulby, where it links with National Cycle Route 63.

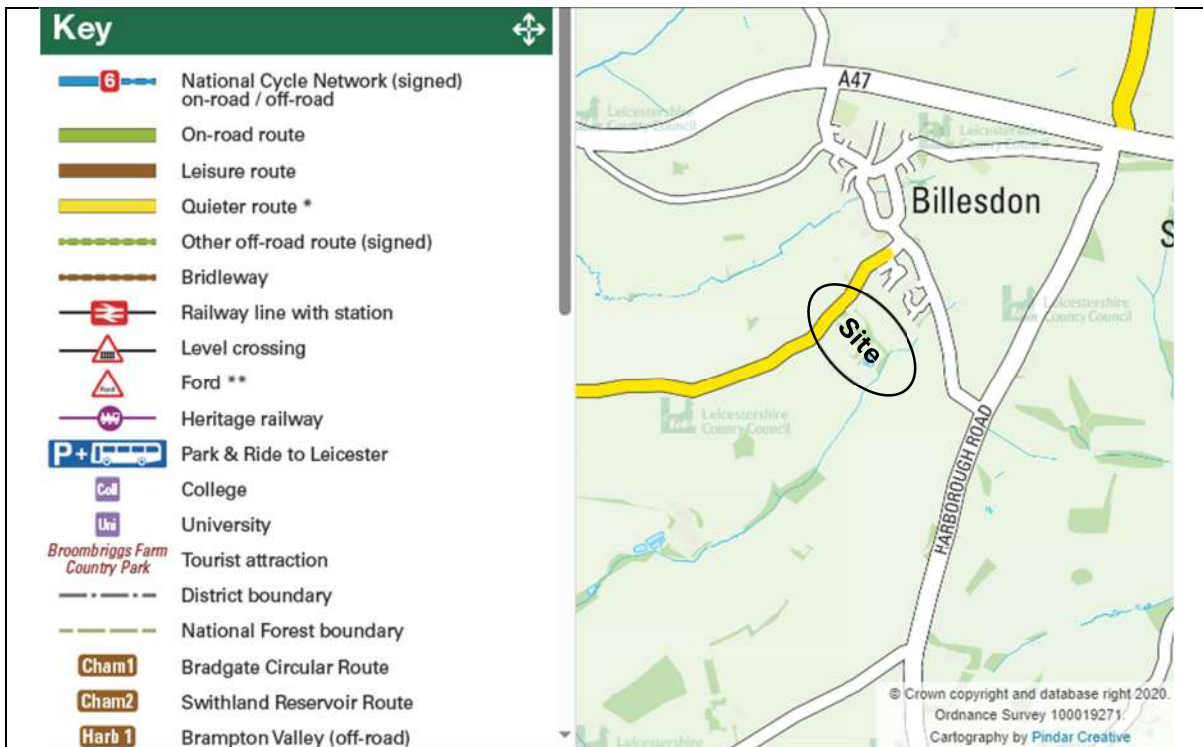


Figure 4: Local Cycle Infrastructure

Road Safety Analysis:

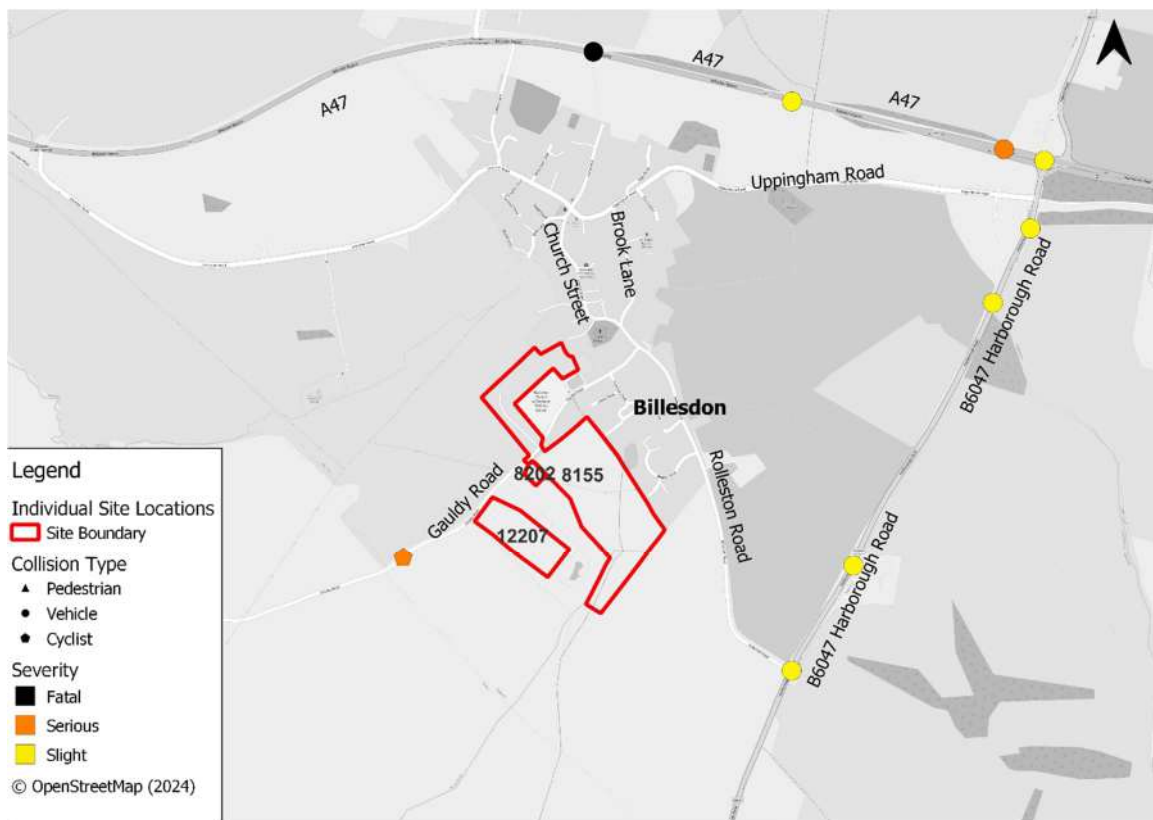


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest

verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

One 'Fatal' collision has been recorded on the A47 to the north of the site involving a vehicle, with a further three collisions recorded on the A47 to the east (two 'Slight' and one 'Serious'). One collision has been recorded by police as 'Serious' on Gaulby Road, which involved a cyclist.

A total of six collision occurred on Harborough Road, which is located approximately 1.2km to the east of the site; two being classified as 'Serious' and four as 'Slight'.

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

Expected Trip Generation:

The identified site is 0.15 hectares and could accommodate approximately 5 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	3	3
Trips – Employment	0	0
Total Trips	3	3

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model show that there are no junctions in Billesdon, or within its vicinity, that are expected to experience capacity issues. The closest junctions expected to experience capacity issues are on the A47 to the east of Leicester:

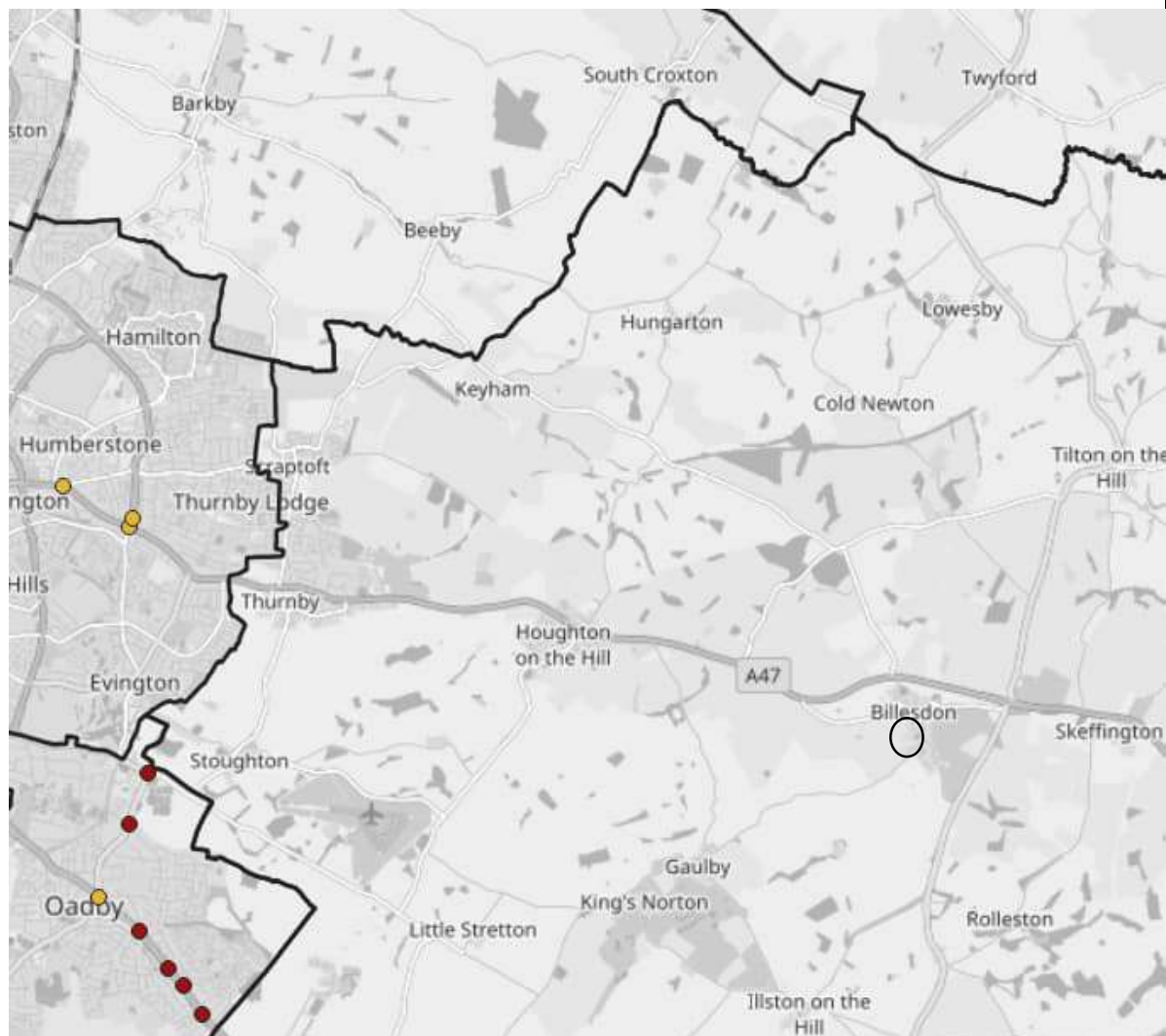
- A47 / Station Road: 100%+ V/C in the AM and PM peak
- A47 / Colchester Road: 85% - 100% V/C in the AM and PM peak
- A47 / Scraftoft Road: 85% - 100% V/C in the AM and PM peak
- A47 / A6030: 85% - 100% V/C in the AM and PM peak

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

Development Impact:

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

Figure 6 shows that there are no sites within the immediate vicinity of site 8202 that are expected to see a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8202 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.0%
	A6 / Station Road	0.0%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.1%
	B6047 / Leicester Lane / Gallow Field Road	0.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.1%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.0%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.0%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.0%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.0%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	0.0%	
M6 / A426	0.0%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.1%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.1%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.0%

Given the small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A6 Harborough Road / B6047 Melton Road
- A4304 Saint Mary's Road / High Street / Northampton Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane

- A47 / Colchester Road / Goodwood Road
- A47 Uppingham Road / Scraftoft Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

Gaulby Road is an existing 'Quieter Route'. To support active travel along this route, a measure could be to install cycle signage to improve the link between the site and NCN63. This would require approximately 3.2km of cycle signage. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Public Transport:

Given the nature of the site and the surrounding urban environment (chiefly very narrow streets of a historic nature) it would not likely be possible to divert a bus service closer to the site. To support public transport, the existing bus stops within the village centre could be upgraded. The existing stops would benefit from improved lighting. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8202 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£1,000
	A6 / Station Road	£1,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£5,000
	B6047 / Leicester Lane / Gallow Field Road	£1,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£1,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£1,000
	A4303 Lutterworth Road / A426 Rugby Road	£-
	A4303 Coventry Road / A5 Watling Street	£-
	A4303 Coventry Road / Hunter Boulevard	£-

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£-
	Coventry Road / Lutterworth Sports Centre	£-
	A426 Lutterworth Road / Gilmorton Lane	£-
	M1 / A4303	£-
	A5 / A426 Rugby Road / Gibbet Lane / A426	£-
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£-
	B582 / Manor Road / Manor Road Extension	£1,000
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£-
	M6 / A426	£-
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£1,000
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£1,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£1,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£-
TOTAL		£14,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8202 (Former Lorry Park, Gaulby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£7,000
Public Transport	£-
Travel Planning	£6,000
Junction Improvements	£16,000
TOTAL	£29,000
COST PER DWELLING	£5,827
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 8206	SETTLEMENT: Houghton on the Hill HH1	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	80
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8135 Land North of Stretton Lane – 24 Dwellings. 		

Site Location Map and Access Arrangements:

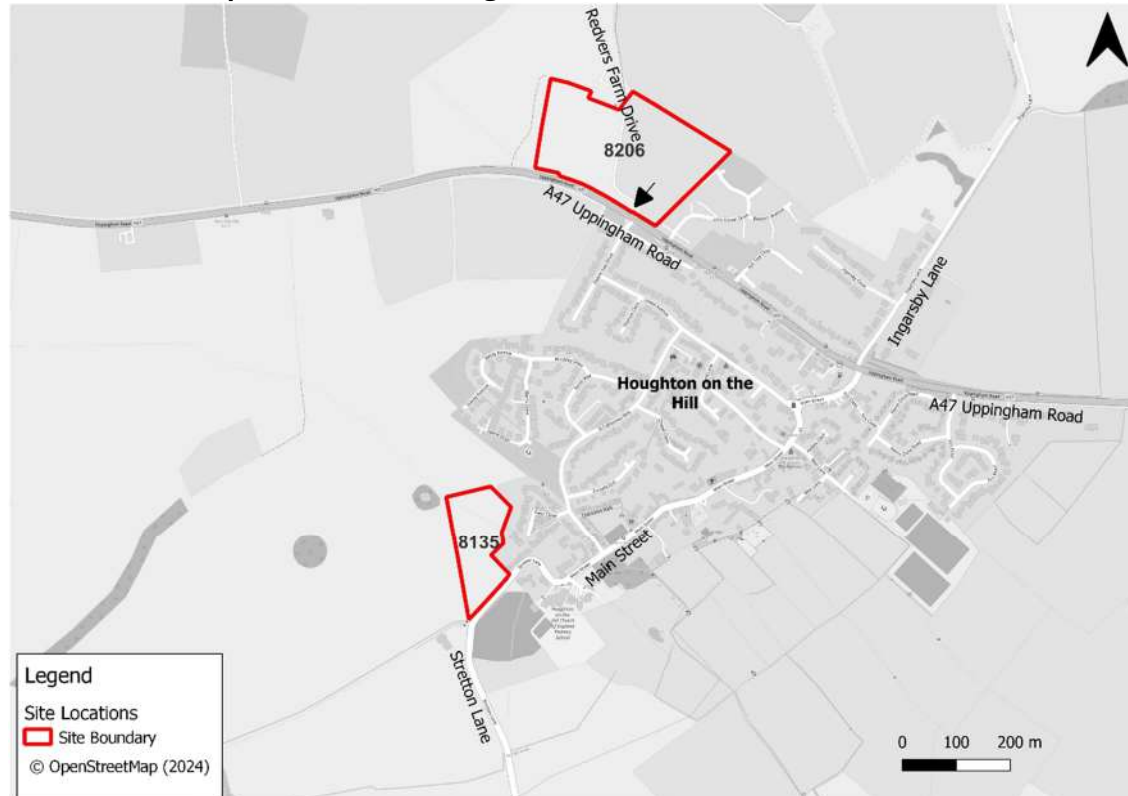


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8206 (Land north of Uppingham Road) is located to the north of the village of Houghton on the Hill. The site is located to the north of the A47 Uppingham Road, which provides connection east towards Uppingham and west towards Leicester.

The site does not currently have a planning application, or planning permission associated with it. Further to this, the site is not allocated within the Harborough District Local Plan (2011-2031), as shown in the figure below.

Description of surrounding Highway Network:

The A47 Uppingham Road is a local distributor road, subject to a 40mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The route connects Leicester (to the west) with Uppingham to the east. The route is part of the Major Road Network (MRN) and is a key distributor road through the Harborough District.

Main Street is a single carriageway residential road, subject to a 20mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The road provides the key arterial through the village and on towards the villages of Great Stretton and Little Stretton.

Redvers Farm Drive is a private access road from the A47 Uppingham Road to Redvers Farm and is also a bridleway. The route runs through the centre of the potential site. There is a pre-existing unsignalised junction onto the access road.

Description of existing Public Transport provision:

There is one bus service which routes through Houghton on the Hill in the vicinity of the site, this is the number 747 service which routes between Leicester and Uppingham via Houghton on the Hill and Billesdon. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move, LCC, 2024

The nearest bus stops to the site are located on the A47 Uppingham Road, approximately 175m to the southeast of the junction between the A47 and Redvers Farm Drive. The stop on the northern side of the carriageway comprises of an unsheltered ‘flag and pole’ stop with a posted timetable and provides services to Uppingham. The stop on the southern side of the carriageway comprises of a sheltered seating area and a ‘flag and pole’ stop with a printed timetable on display. This stop provides services to Leicester and Thurnby.

The nearest railway station to the site is Leicester Station, which is located approximately 9.69km to the northwest of Houghton on the Hill. The number 747 bus service provides a connection between Houghton on the Hill and Leicester city centre. The Ann Street bus stop is the nearest stop to the station that the 747 serves, it is located approximately 900m to the north of the main station entrance.

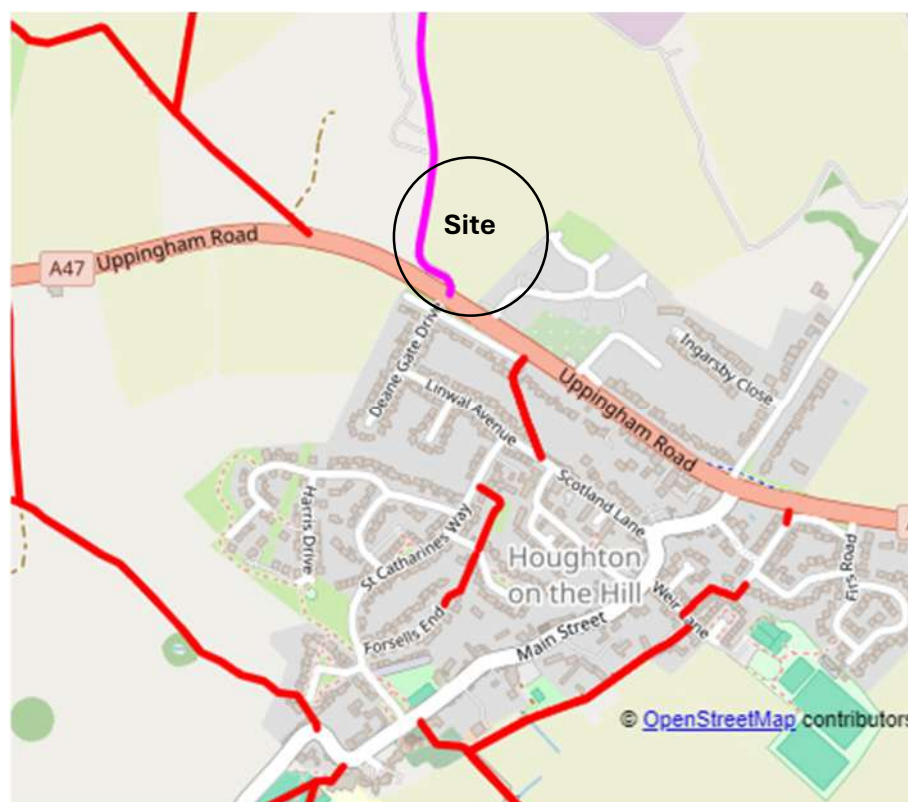
Description of existing Walking & Cycling provision:Walking Infrastructure

Figure 3: Public Rights of Way

Figure 3 shows the PRoW and Bridleways in the village of Houghton on the Hill. The figure shows there is currently one bridleway (D47/1) which routes through the site and provides a connection to the Ingarsby Hollow River, to the south of the village of Keyham. There are also several PRoW in close proximity to the site. Footpath D49/1 is located approximately 250m west of the site and provides a connection to Scraftoft. A third PRoW can be accessed via the A47 Uppingham Road, approximately 150m to the southeast of the site. This route is approximately 200m long and provides a link between A47 Uppingham Road and Scotland Avenue / Linwal Avenue.

Cycle Infrastructure

Figure 4 shows the cycle infrastructure in the vicinity of the site. The figure shows that there are two identified 'Quieter Routes' in Houghton on the Hill. One is located approximately 500m to the southeast of the site on Ingarsby Lane. This route provides a link between the A47 Uppingham Road and the village of Ingarsby. The second route is located approximately 1.3km to the southeast of the site on Gaulby Lane. This route provides a direct link south from the A47 Uppingham Road to the village of Gaulby, where it intersects with National Cycle Route 63. This National Cycle Network Route is also accessible via Stretton Lane, which is approximately 4km south of the site.

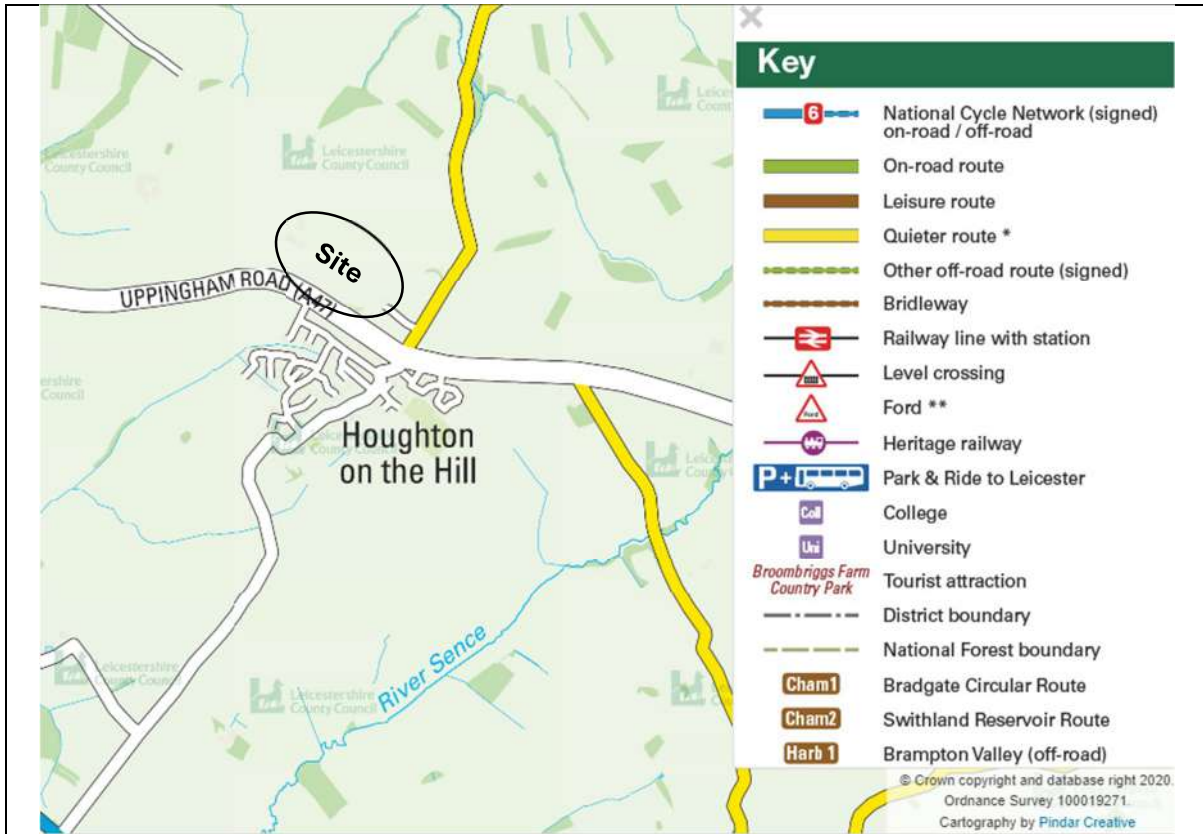


Figure 4: Local Cycle Network (Source: Choose How You Move, LCC, 2024)

Road Safety Analysis:

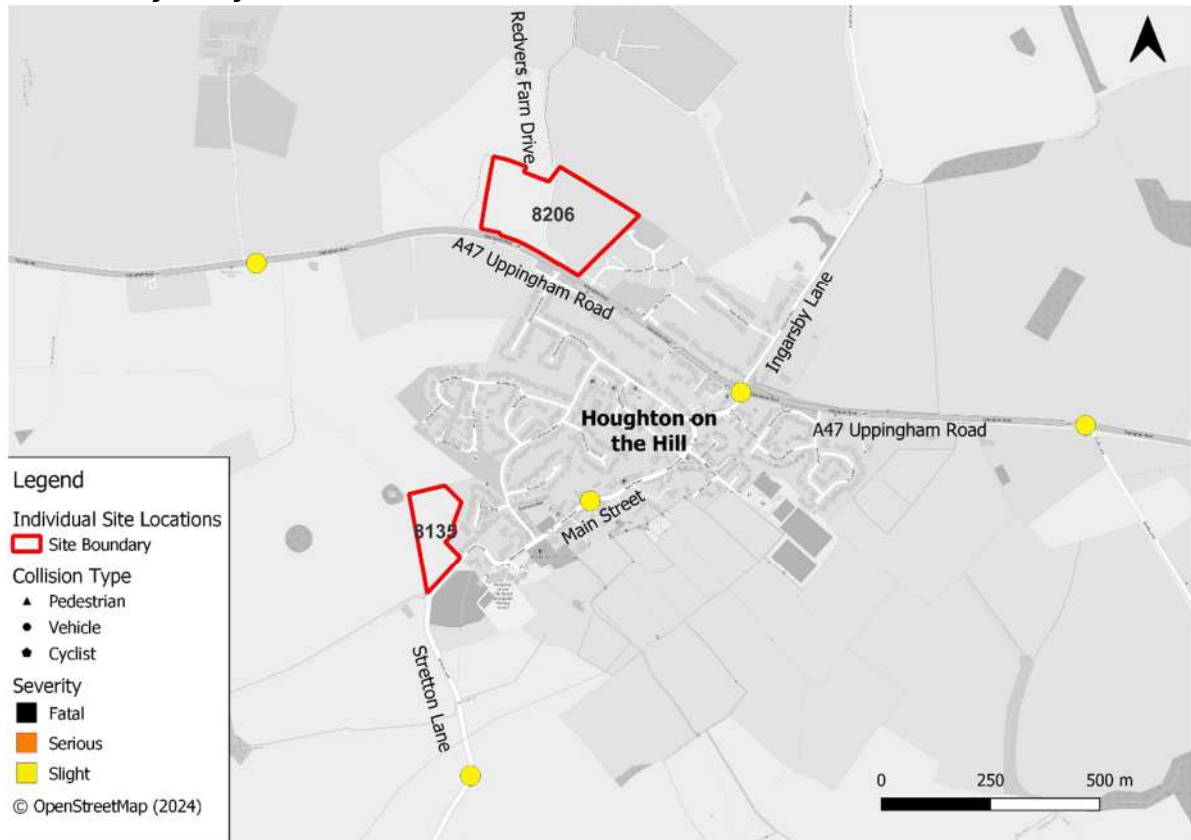


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

One ‘Slight’ collision involving a vehicle occurred approximately 700m to the west of the site, and a second ‘Slight’ collision occurred approximately 500m to the east of the site. Both collisions occurred on the A47 Uppingham Road. Two further collisions occurred on Main Street and Stretton Lane, approximately 1km to the south of the site.

No collision clusters have been recorded within proximity of the site within the last 5 years of data.

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

Expected Trip Generation:

The identified site is 5.4 hectares and could accommodate approximately 80 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	44	44
Trips – Employment	0	0
Total Trips	44	44

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A47 / Station Road: +100% V/C in the AM and PM Peak

Leicester City:

- Scraftoft Lane / A563: 85% - 100% V/C in the AM and PM Peak
- A47 / A563 Colchester Road / Goodwood Road: 85% - 100% V/C in the AM and PM Peak
- A47 / Scraftoft Lane: 85% - 100% V/C in the AM and PM peak
- A47 / Humberstone Drive: 85% - 100% V/C in the AM and PM Peak
- A47 / A6030: 85% - 100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8206 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

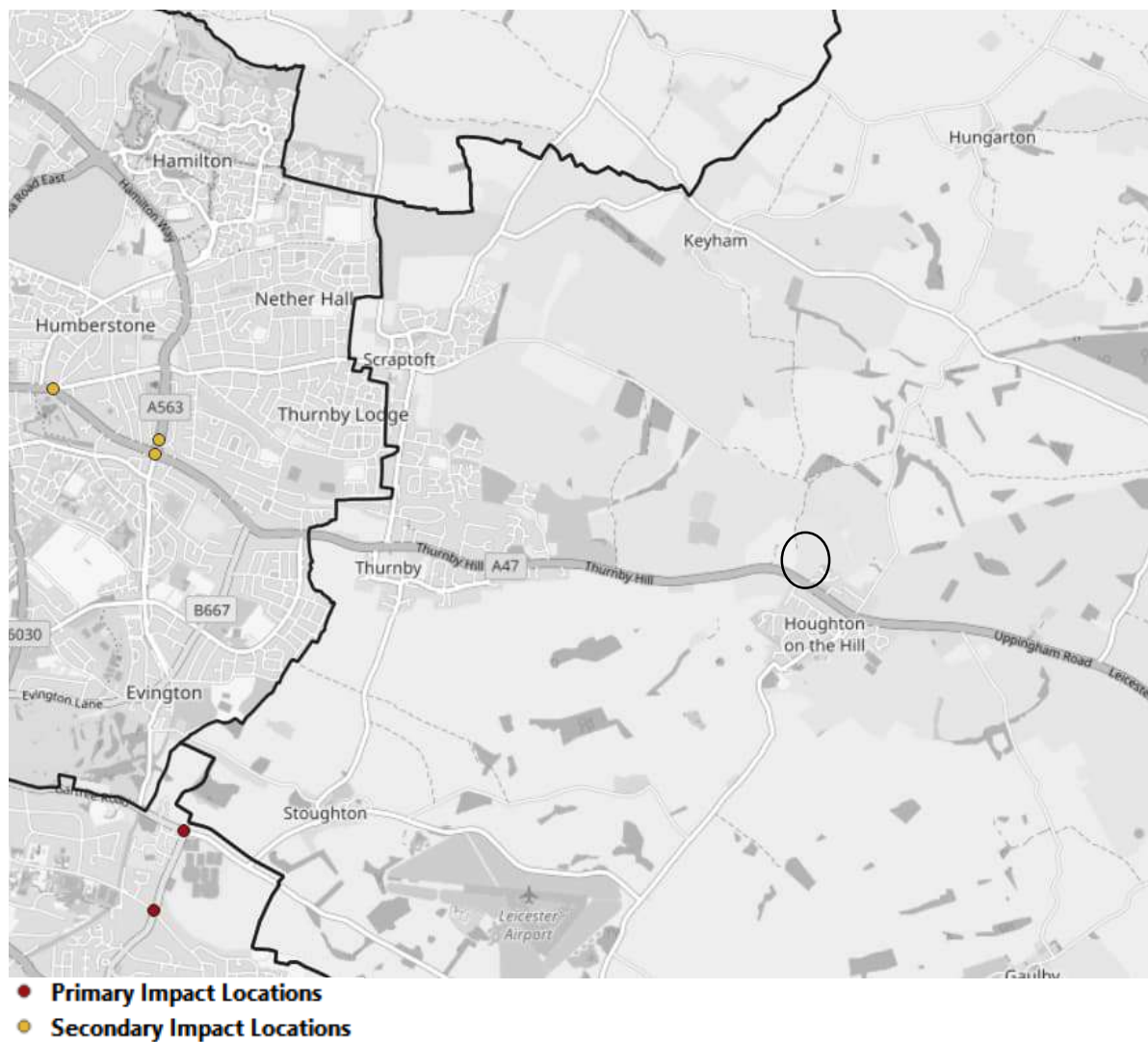


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8206 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.2%
	A6 Leicester Road / Marsh Drive / Church Road	0.1%
	A6 / Station Road	0.6%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.7%
	B6047 / Leicester Lane / Gallow Field Road	0.3%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.4%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.1%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.1%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.1%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.7%
A6 Glen Road / Florence Wragg Way	0.0%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.7%	
B4114 Coventry Road / Croft Road	0.3%	
M6 / A426	0.1%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	2.2%
	A563 / Colchester Road	0.7%
	A47 / Colchester Road / Goodwood Road	3.0%
	A6 Harborough Road / B582 New Street	0.2%
	A4304 Rockingham Road / Gores Lane	0.6%
	B4114 Coventry Road / B581 Coventry Road	0.1%
	A581 Broughton Way / Cosby Road	0.1%

Key 'Primary Impact Location' junctions:

- B582 / Manor Road / Manor Road Extension
- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- A6 Harborough Road / B6047 Melton Road
- A6 / Station Road

Key 'Secondary Impact Location' junctions:

- A47 / Colchester Road / Goodwood Road

- A47 Uppingham Road / Scraftoft Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be to provide cycle signage to connect the site to the village centre, via the A47 and Main Street.

Public Transport:

A potential measure could be to construct additional bus stops outside of the site access (including a shelter and real time information).

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8206 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£3,000
	A6 / Station Road	£26,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£35,000
	B6047 / Leicester Lane / Gallow Field Road	£10,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£7,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£6,000
	A4303 Lutterworth Road / A426 Rugby Road	£-
	A4303 Coventry Road / A5 Watling Street	£1,000
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£2,000
	Coventry Road / Lutterworth Sports Centre	£1,000
	A426 Lutterworth Road / Gilmorton Lane	£1,000
	M1 / A4303	£6,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£3,000

	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£1,000
	B582 / Manor Road / Manor Road Extension	£22,000
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£8,000
	B4114 Coventry Road / Croft Road	£2,000
	M6 / A426	£1,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£23,000
	A563 / Colchester Road	£3,000
	A47 / Colchester Road / Goodwood Road	£32,000
	A6 Harborough Road / B582 New Street	£2,000
	A4304 Rockingham Road / Gores Lane	£7,000
	B4114 Coventry Road / B581 Coventry Road	£1,000
	A581 Broughton Way / Cosby Road	£1,000
TOTAL	£204,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8206 (Land north of Uppingham Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£19,000
Public Transport	£35,000
Travel Planning	£16,000
Junction Improvements	£205,000
TOTAL	£274,000
COST PER DWELLING	£3,429
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 8227	SETTLEMENT: Scraptoft S1	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	950
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 8090 Land East of Beeby Road – 175 Dwellings. • 8241 Land north of the A47, east of Zouche Way – 125 Dwellings. 		

Site Location Map and Access Arrangements:

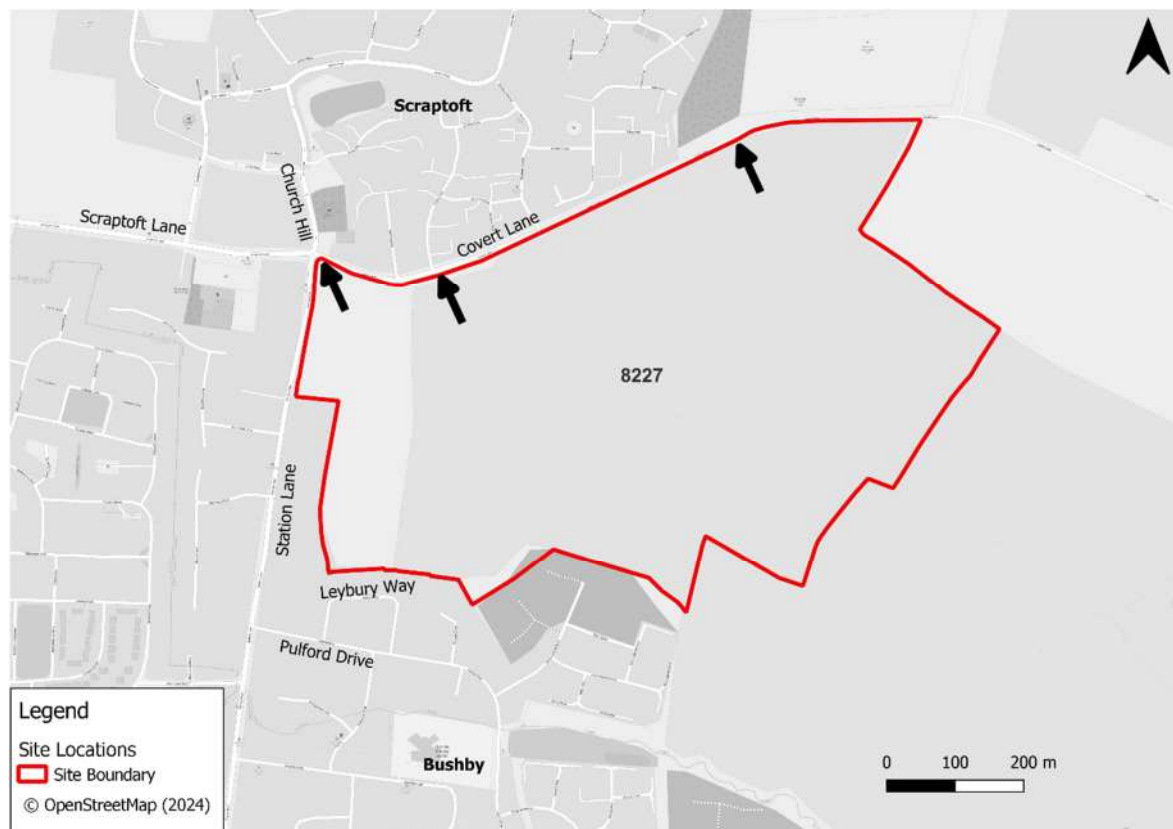


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8227 (Land between Scraptoft & Bushby) is located to the east of the city of Leicester, and to the south of the village of Scraptoft. The site is located to the east of Station Lane which provides connections between Scraptoft and Bushby. Scraptoft Lane, which is located on the northwestern corner of the site, provides a connection into Leicester city centre.

The site does not currently have a planning application, or any planning permission associated with it. The site is located within the Green Wedges Policy (GD7) within the Harborough District Local Plan (2011 – 2031), which is shown in Figure 2 below.

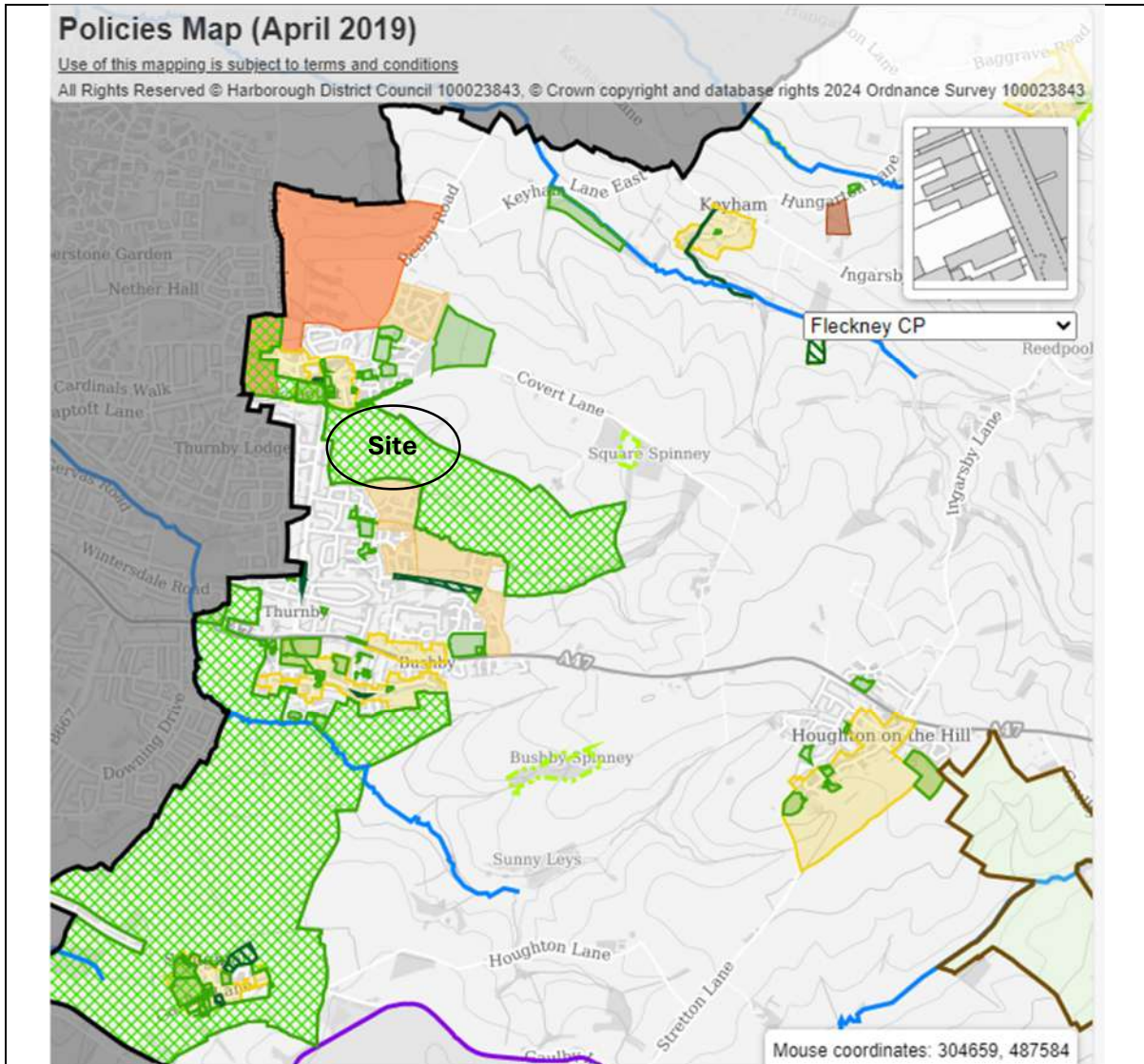


Figure 2: Harborough District Local Plan Policy Maps (2011-2031)

Potential access points to the site are from Covert Lane and Station Road (potentially via the Covert Lane / Station Lane / Church Hill / Scraftoft Lane roundabout, which may be relocated as part of the development). The potential constraints associated with these access points are shown in Table 1. Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8227	Station Lane Access	Red	Red	Yellow	Green	Red	Green	Yellow	Red	Green
	Covert Lane Western Access	Green	Green	Yellow	Green	Green	Green	Yellow	Green	Green
	Covert Lane Eastern Access	Green	Green	Green	Green	Red	Green	Yellow	Green	Green

Description of surrounding Highway Network:

Station Lane is a single carriageway two-way residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting.

Covert Lane is a single carriageway two-way country road, subject to a 30mph speed limit in the vicinity of the site. The route is narrow in places. To the west of Malsbury Avenue, the speed limit increases to the national speed limit. There is a narrow footway on the northern side of the carriageway, with regular streetlighting.

Scraptoft Lane is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Church Hill is a one-way street with traffic flowing southbound, subject to a 30mph speed limit. There is a footway on the eastern side of the carriageway, with regular streetlighting.

Description of existing Public Transport provision:

There are currently two bus routes which run within proximity of the proposed site, these are the No.56 and the No.56A. These buses both route down Station Lane and Scraptoft Lane. These buses provide connections to Leicester’s Haymarket Bus Station.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
56	Arriva	Leicester – Scraptoft – Thurnby School	2 Hourly	No Service	No Service
56A	Arriva	Leicester – Scraptoft – Thurnby School	2 Hourly	No Service	No Service

Source: Choose How You Move (2024)

Existing bus stops are available on Station Lane (approximately 40m to the south of the Covert Lane/ Station Lane/ Scraptoft Lane/ Church Hill roundabout), to the east of proposed site. The bus stops on Station Lane are both unsheltered ‘flag and pole’ stands, which do not display a timetable. Additional ‘flag and pole’ bus stops are located on Scraptoft Lane, approximately 40m to the west of the Covert Lane/ Station Lane/ Scraptoft Lane/ Church Hill roundabout. The Scraptoft Rise bus stop (serving the eastbound direction) displays a printed timetable but no ‘flag’ or shelter. Whilst a stop is shown on online mapping for the westbound direction, no bus stop is noted.

The nearest train station to the site is Leicester Station, which is located 8km to the southwest of the site. The station is accessible from the site via the 56A bus, the journey takes approximately 38 minutes.

Description of existing Walking & Cycling provision:

Walking Infrastructure



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

There are currently two ProWPs which route through the proposed development site, these are footpath D19/4 and footpath D50/3, as shown in Figure 3.

Cycle Infrastructure

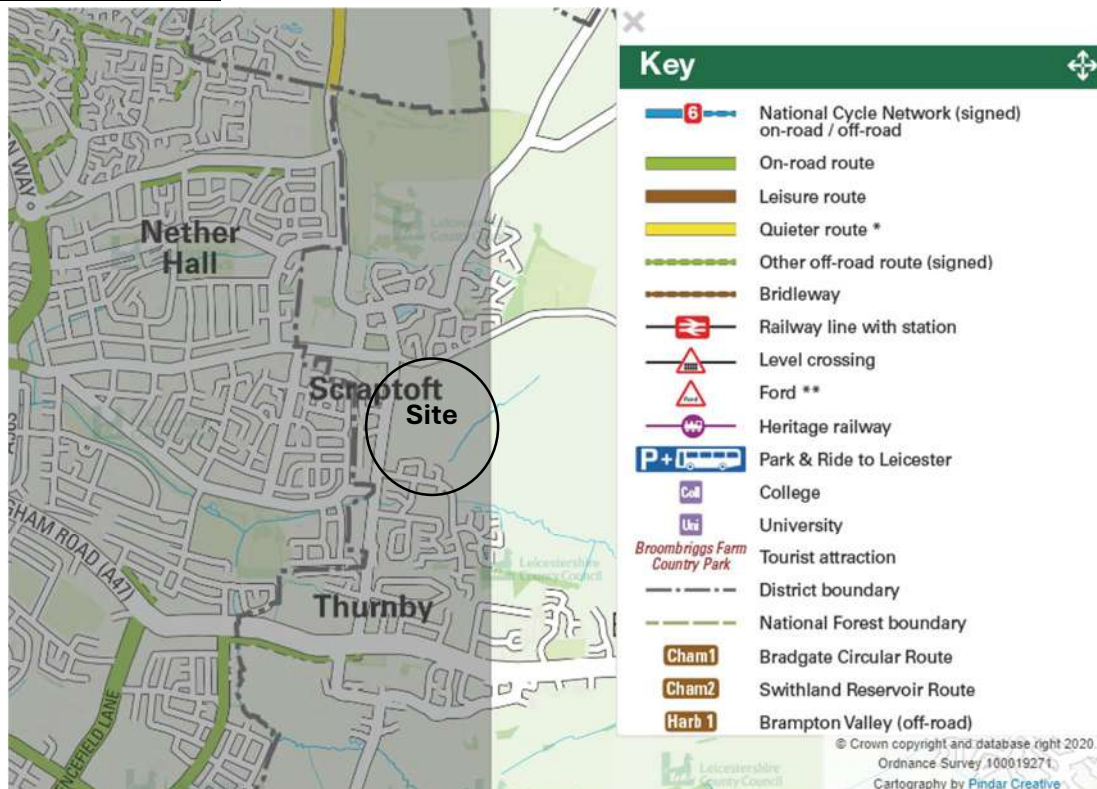


Figure 4: Local Cycle Networks (Source: Choose How You Move, LCC, 2024)

There are no identified quieter routes or National Cycle Routes in the vicinity of the site. This is shown in Figure 4.

Road Safety Analysis:

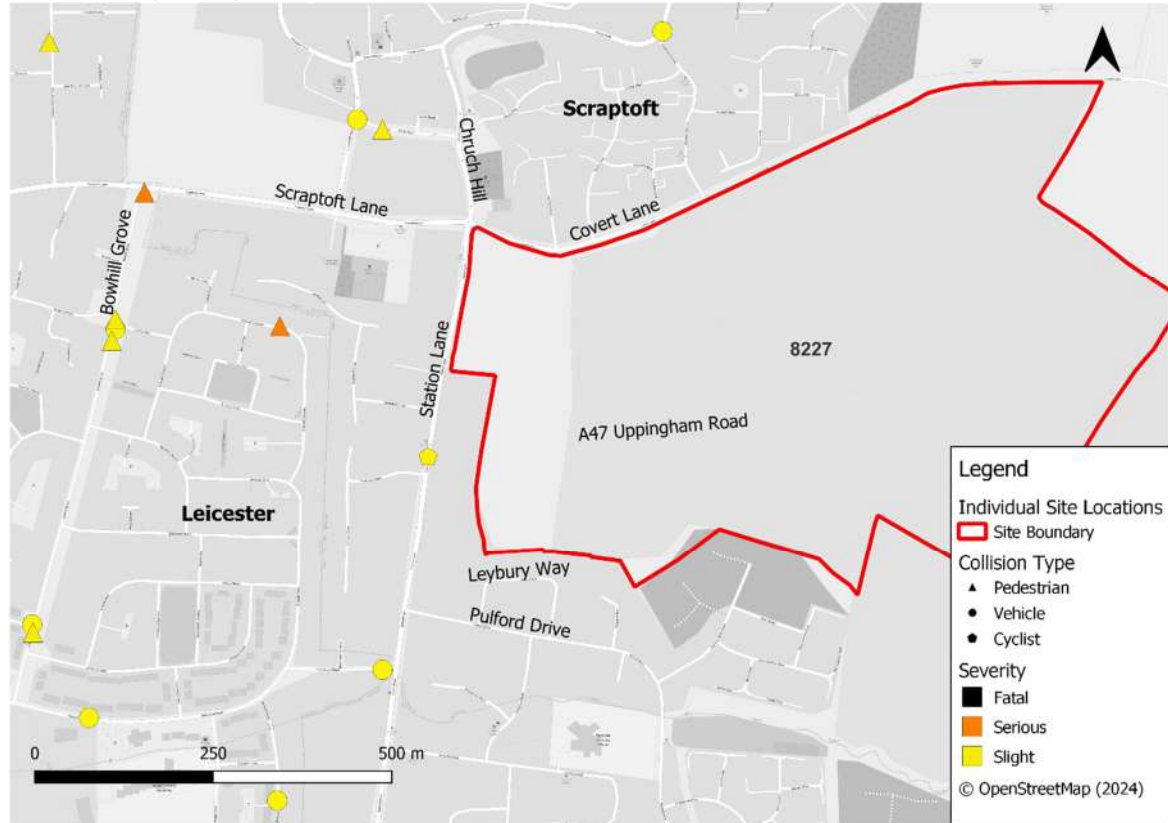


Figure 5: Road Traffic Incidents in proximity to site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

According to the data, no ‘Fatal’ collisions occurred in vicinity to the site during the study period. A collision recorded as ‘serious’ by the police occurred on Scraptoft Lane, at the junction with Bowhill Grove to the west of the site. Three collisions were reported at the junction between Bowhill Grove and Gretna Way, two involved pedestrians and one involved a vehicle.

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

Expected Trip Generation:

The identified site is approximately 46.5 hectares and could accommodate approximately 950 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	524	524

Trips – Employment	0	0
Total Trips	524	524

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A47 / Station Road: +100% V/C in the AM and PM Peak

Leicester City:

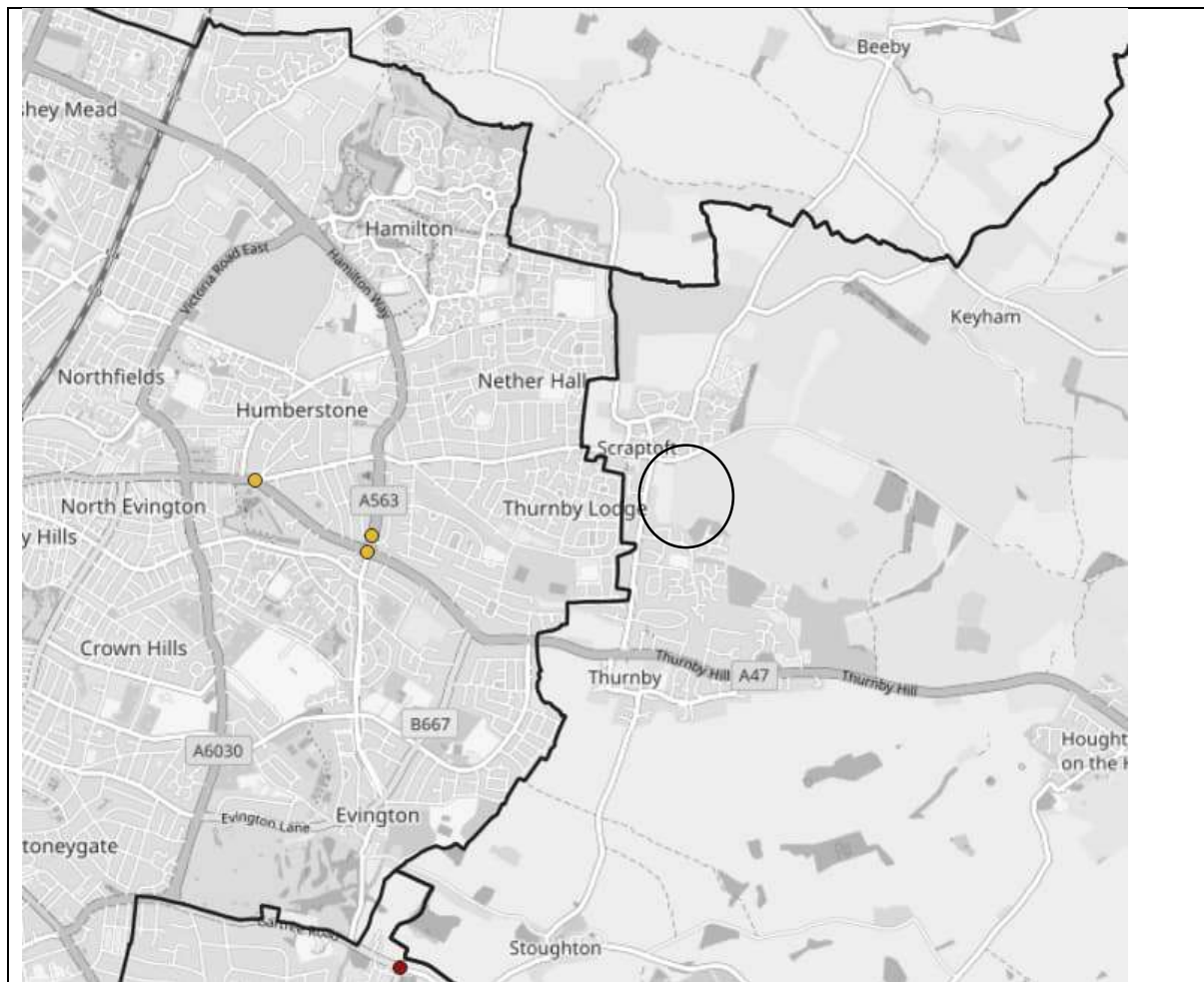
- Scraftoft Lane / A563: 85% - 100% V/C in the AM and PM Peak
- A47 / A563 Colchester Road / Goodwood Road: 85% - 100% V/C in the AM and PM Peak
- A47 / Scraftoft Lane: 85% - 100% V/C in the AM and PM peak
- A47 / Humberstone Drive: 85% - 100% V/C in the AM and PM Peak
- A47 / A6030: 85% - 100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8227 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8227 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.5%
	A6 Leicester Road / Marsh Drive / Church Road	0.4%
	A6 / Station Road	1.9%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	4.2%
	B6047 / Leicester Lane / Gallow Field Road	2.1%
	A4304 Saint Mary's Road / High Street / Northampton Road	3.5%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	2.2%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.1%

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.2%
	Coventry Road / Lutterworth Sports Centre	0.3%
	A426 Lutterworth Road / Gilmorton Lane	0.2%
	M1 / A4303	0.7%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.6%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.4%
	B582 / Manor Road / Manor Road Extension	6.9%
	A6 Glen Road / Florence Wragg Way	0.1%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	4.7%
	B4114 Coventry Road / Croft Road	0.1%
	M6 / A426	0.0%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	59.4%
	A563 / Colchester Road	55.0%
	A47 / Colchester Road / Goodwood Road	36.1%
	A6 Harborough Road / B582 New Street	2.8%
	A4304 Rockingham Road / Gores Lane	3.4%
	B4114 Coventry Road / B581 Coventry Road	0.1%
	A581 Broughton Way / Cosby Road	0.6%

Key 'Primary Impact Location' junctions:

- B582 / Manor Road / Manor Road Extension
- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- A6 Harborough Road / B6047 Melton Road
- A4304 Saint Mary's Road / High Street / Northampton Road

Key 'Secondary Impact Location' junctions:

- A47 Uppingham Road / Scraftoft Lane
- A563 / Colchester Road
- A47 / Colchester Road / Goodwood Road

As the A47/Station Road junction is already over-capacity in the 2041 Core Scenario the PRTM is unable to assign any additional traffic via this junction. Any planned improvement to this junction will likely attract development traffic from sites 8227 and 8090 to route via this location. This should be explored in more detail within the site specific Transport Assessment supporting individual planning applications.

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be to connect the site to the local primary school facility, to enhance connectivity to local facilities. This infrastructure (approx. 0.95km) could be supported by continuous cycle signage.

Public Transport:

The site is currently served by bus service 56 / 56A (currently 1 every 2 hours). A potential mitigation measure could be to increase the frequency of this service to an hourly service. The cost of increasing the frequency could be split with Site 8090, which would also benefit from the service frequency improvement.

Public transport uptake could be further supported through an upgrade to the existing bus stops at 'Southfield Close'. Bus stops would require provision of shelters, lighting, real time information and raised boarding. Costs associated with upgrades could be split proportionally with Site 8090.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8227.



Costed Infrastructure:

- Approximately 1,910m of development access road.
- Surface water drainage within the development access road and 3 no. detention basins.
- Foul water drainage within the development access road.

- Proposed roundabout to the northwest of the site.

Estimated Construction Cost:

£11,400,000

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8227 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000
	A6 Leicester Road / Marsh Drive / Church Road	£12,000
	A6 / Station Road	£82,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£203,000
	B6047 / Leicester Lane / Gallow Field Road	£63,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£64,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£33,000
	A4303 Lutterworth Road / A426 Rugby Road	£1,000
	A4303 Coventry Road / A5 Watling Street	£1,000
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£7,000
	Coventry Road / Lutterworth Sports Centre	£3,000
	A426 Lutterworth Road / Gilmorton Lane	£4,000
	M1 / A4303	£41,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£-
	A6 / London Road / Waldron Drive	£1,000
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£10,000
	B582 / Manor Road / Manor Road Extension	£219,000
	A6 Glen Road / Florence Wragg Way	£1,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£57,000
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£-
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£632,000
	A563 / Colchester Road	£220,000
	A47 / Colchester Road / Goodwood Road	£384,000
	A6 Harborough Road / B582 New Street	£30,000
	A4304 Rockingham Road / Gores Lane	£36,000
	B4114 Coventry Road / B581 Coventry Road	£1,000
	A581 Broughton Way / Cosby Road	£6,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8227 (Land between Scraftoft and Bushby) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£1,499,000
Public Transport	£804,000
Travel Planning	£62,000
Junction Improvements	£2,114,000
TOTAL	£4,478,000
COST PER DWELLING	£4,714
On-Site Measures	£11,400,000

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

Quality Information

	Produced By	Checked By	Verified By	Updated
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G. Carpenter
Date:	15/10/2024	18/11/2024	20/11/2024	09/01/25

SITE ID: 8230	SETTLEMENT: Great Glen 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	400
Local Plan Sites Within Cluster: <ul style="list-style-type: none"> 8631 Land South of Gartree Road & East of Oadby – 3150 dwellings (HDC) + 850 (O&W) + 5 Ha Employment. 		

Site Location Map and Access Arrangements:

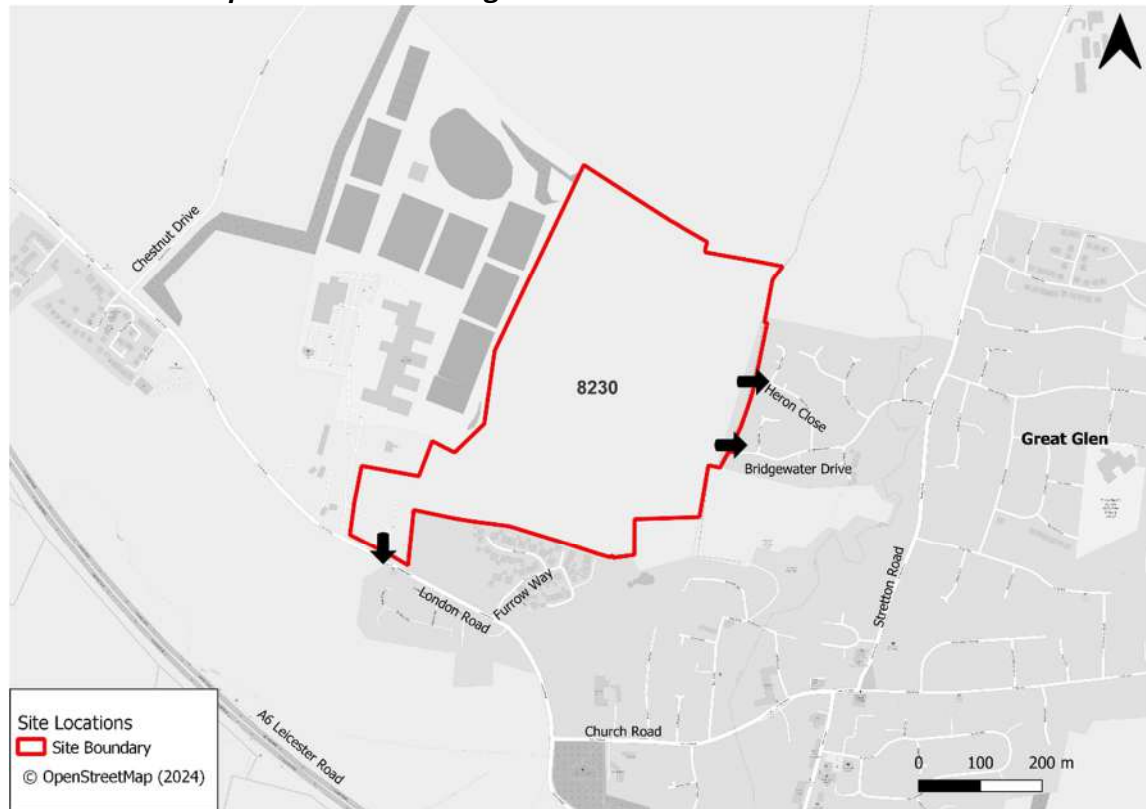


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8230 is located to the northwest of the town of Great Glen and to the north of the A6 Leicester Road, which provides connections to Leicester to the north and Market Harborough to the south.

The site does not currently have a planning application, or planning permissions associated with it. The site is not currently allocated in the current Harborough Local Plan (2011-2031).

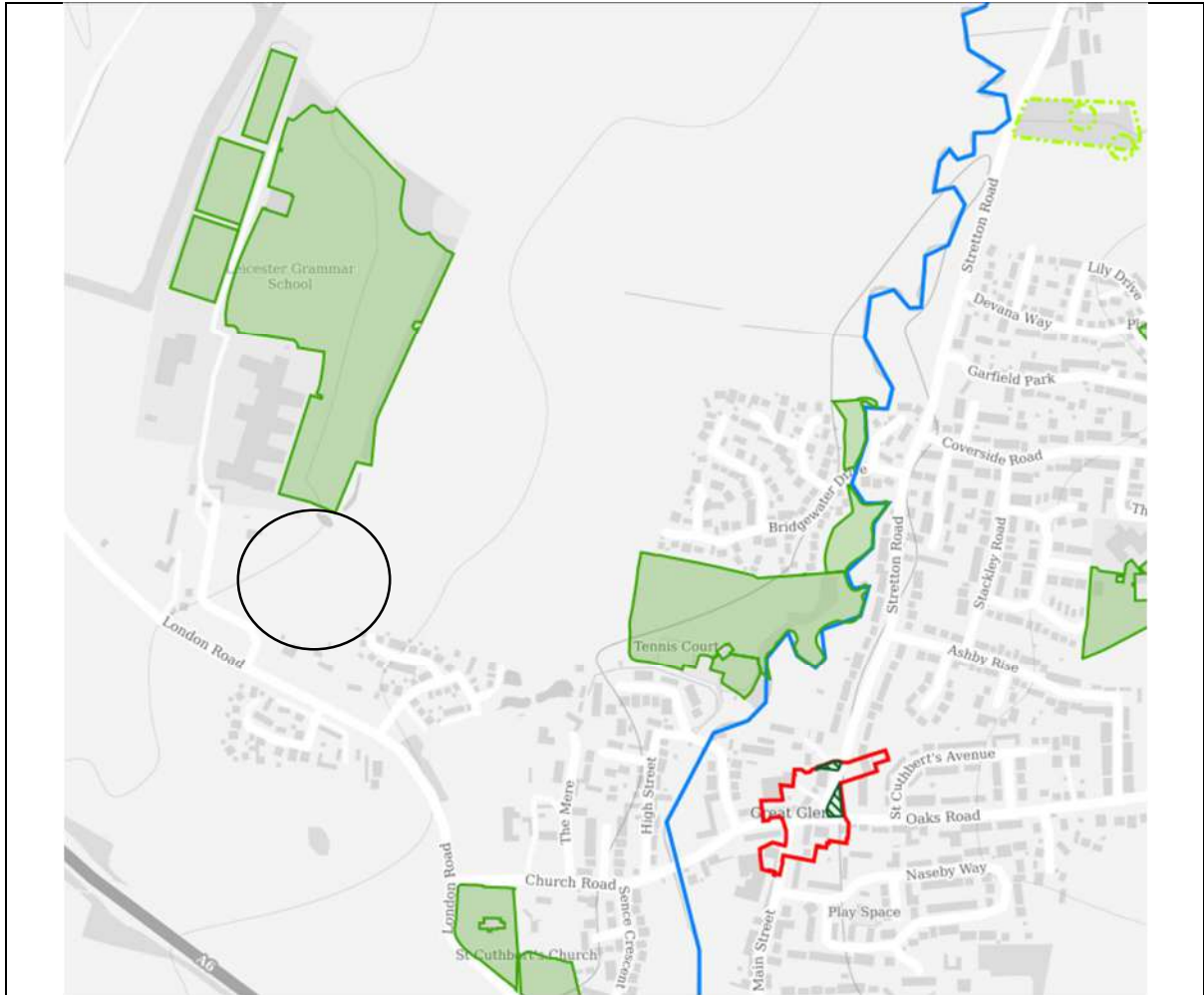


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Access to the site may be achieved via London Road, with further potential for vehicular and pedestrian links through Bridgewater Drive and Heron Close. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8230	Heron Close Access	Green	Green	Green	Green	Orange	Green	Orange	Green	Green
	Bridgewater Drive Access	Green	Green	Orange	Green	Orange	Green	Red	Green	Green
	London Road Access	Green	Green	Orange	Green	Orange	Green	Orange	Green	Green

Description of surrounding Highway Network:

London Road is a local distributor road, subject to a 40mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. London Road links the village of Great Glen (to the southeast of the site) to the A6. The route joins the A6 via a three arm priority roundabout to the northwest of the site.

The A6 is a dual carriageway, subject to the national speed limit. There are no footways or streetlighting on either side of the carriageway. The A6 provides connections to Leicester in the north and Market Harborough in the south.

Furrow Way (to the east of the site) is a residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway with regular streetlighting. Chestnut Drive is a single-lane country road, subject to a 30mph speed limit. The road is located to the west of the proposed site and is an access only (dead end) road. There is a footway on the western side of the carriageway, with regular streetlighting.

Description of existing Public Transport provision:

There are currently two bus routes which route through Great Glen, these are the X3 and X31 bus services. The X3 and the X31 currently route via London Road and Church Road. Table 2 below shows the routes and frequency of each service.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough	Hourly	Hourly	No Service
X31	Arriva	Leicester - Oadby - Great Glen	Infrequent to 1 PM journey to Kibworth Beauchamp.	No Service	No Service

Source: Choose how to move (2024)

Existing bus stops ('Leicester Grammar School') are located to the south of the site on London Road. The bus stop for westbound traffic consists of an unsheltered 'flag and pole' stop positioned on a narrow section of footway, which also has a printed timetable. The stop for eastbound services comprises of an unsheltered 'flag and pole' stop with a printed timetable on display.

The nearest train station to this site is South Wigston Station, which is located approximately 6.9 km northwest of the site. However, Leicester Station can be access directly via the X3 bus services which takes approximately 54 minutes.

Description of existing Walking & Cycling provision:

Walking Infrastructure

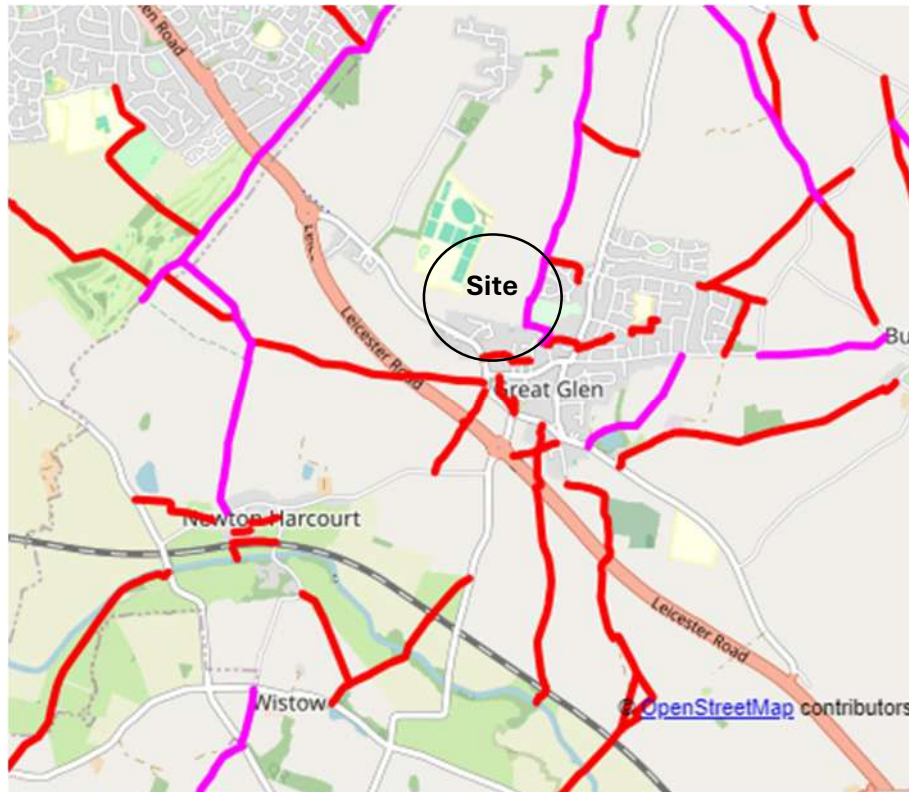


Figure 3: Map of PRoW in proximity to the site (Source: Rowmaps, 2024)

There is currently one PRoW and one Bridleway which route through the site as well as several PRoWs and Bridleways which route in the vicinity of the site. These are shown in Figure 3.

Cycle Infrastructure

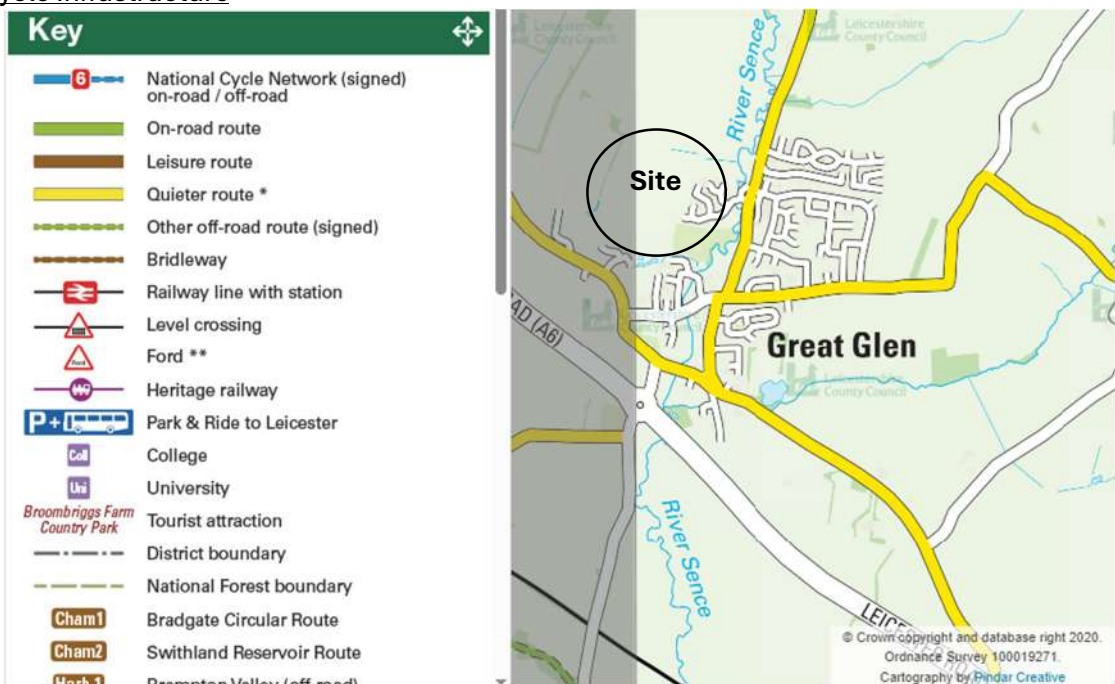


Figure 4: Local Cycle Network (Source: Choose How You Move, LCC, 2024)

There is no National Cycle Network Route in the vicinity of the site. London Road, Stretton Road, and Oaks Road are identified ‘Quieter Routes’, as shown in Figure 4.

Road Safety Analysis:

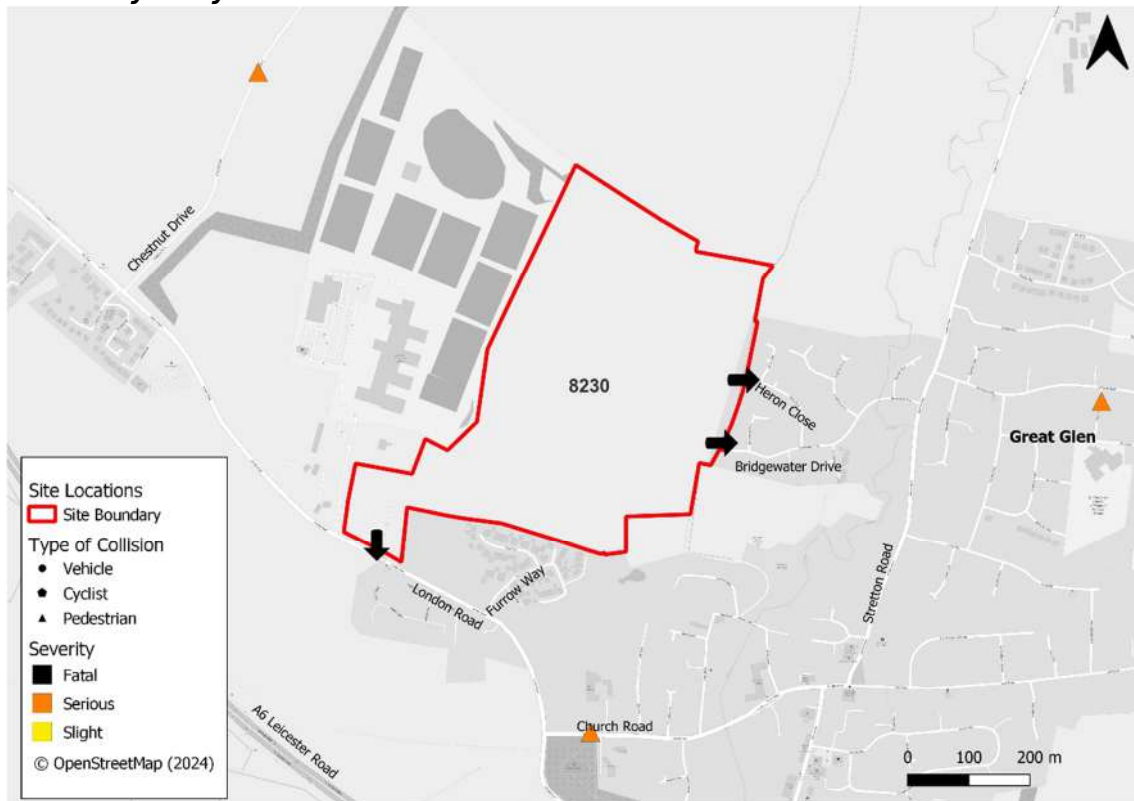


Figure 5: Road Traffic Incidents in proximity to Site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

Three collisions have been recorded within the vicinity of the site, all recorded by police as ‘Serious’ and involving a pedestrian. These occurred on Chestnut Drive, Church Road and The Chase (but not in close proximity).

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

Expected Trip Generation to/from site and anticipated Trip Distribution:

The identified site is 22.6 hectares and could accommodate approximately 400 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
--	---------	---------

Trips – Housing	221	221
Trips – Employment	0	0
Total Trips	221	221

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street : 85% - 100% V/C in the PM peak
- A6 / Marsh Drive / Church Road: 85% - 100% V/C in the PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and +100% in the PM peak.
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Road: 85% - 100% V/C in the AM and PM peak
- A6 / B6047 Melton Road / Market Harborough Bypass / B6047 Harborough Road

Oadby & Wigston District:

- A6 / Florence Wragg Way: 85% - 100% V/C in the PM peak
- A6 / Ash Tree Road: 85% - 100% V/C in the AM and PM peak
- A6 / B582 New Street: 85% - 100% V/C in the AM and PM peak
- A6 / Brabazon Road / Asda: 85% - 100% V/C in the AM and PM peak
- A6 / Stoughton Road South: 85% - 100% V/C in the AM and PM peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8230 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

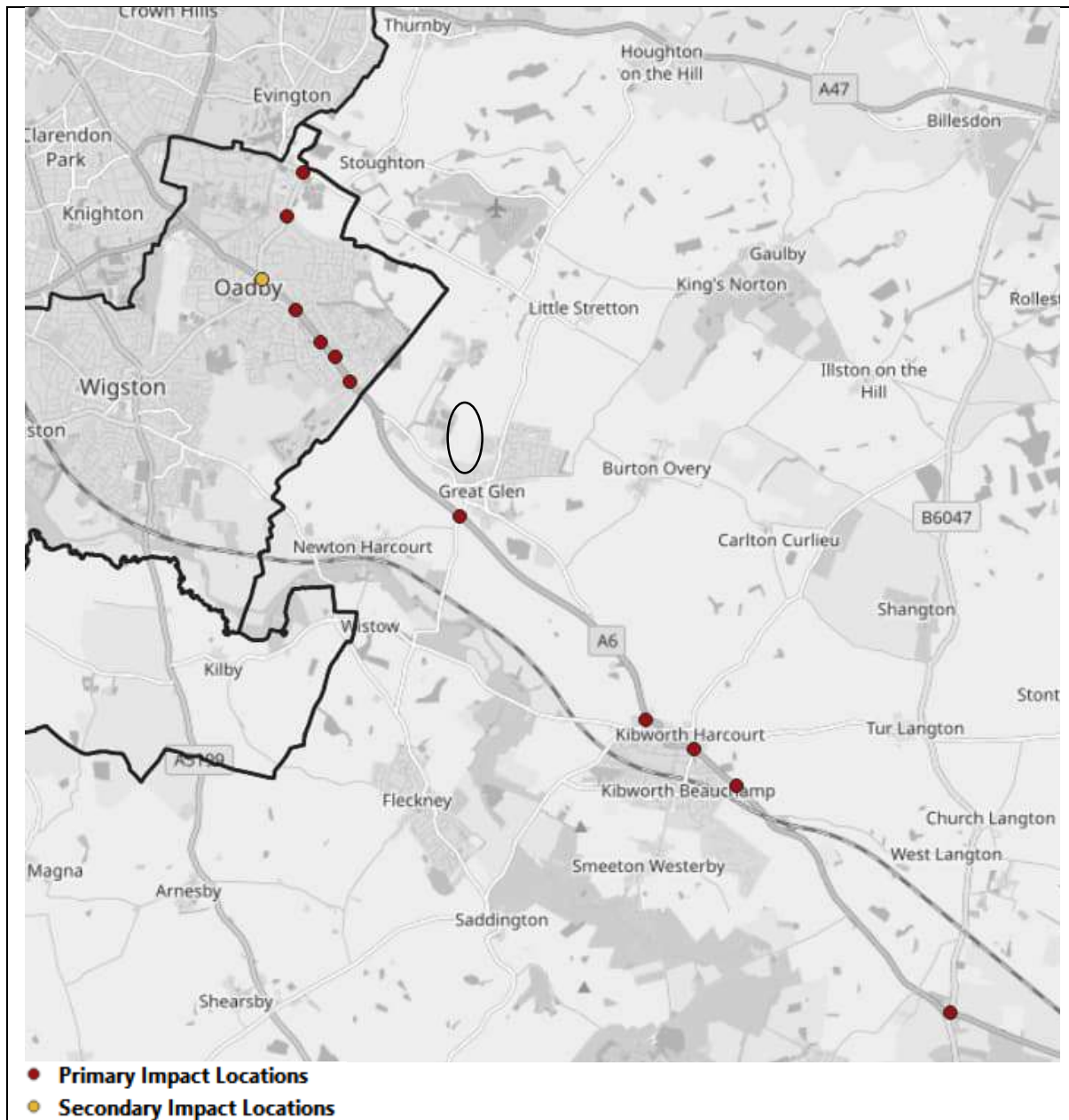


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8230 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	9.6%
	A6 Leicester Road / Marsh Drive / Church Road	9.8%
	A6 / Station Road	15.0%
	A6 Harborough Road / New Road	9.5%
	A6 Harborough Road / B6047 Melton Road	7.2%
	B6047 / Leicester Lane / Gallow Field Road	3.0%

	A4304 Saint Mary's Road / High Street / Northampton Road	3.3%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.9%
	A4303 Lutterworth Road / A426 Rugby Road	0.2%
	A4303 Coventry Road / A5 Watling Street	0.2%
	A4303 Coventry Road / Hunter Boulevard	0.2%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.3%
	Coventry Road / Lutterworth Sports Centre	0.8%
	A426 Lutterworth Road / Gilmorton Lane	0.4%
	M1 / A4303	0.8%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.7%
	A6 / London Road / Waldron Drive	8.3%
	A6 / Woodside Road	10.9%
	A6 Harborough Road / Ash Tree Road	9.7%
	B582 / Manor Road / Manor Road Extension	0.4%
	A6 Glen Road / Florence Wragg Way	9.4%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	1.1%
	B4114 Coventry Road / Croft Road	3.5%
	M6 / A426	1.6%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	1.2%
	A563 / Colchester Road	1.4%
	A47 / Colchester Road / Goodwood Road	2.0%
	A6 Harborough Road / B582 New Street	6.1%
	A4304 Rockingham Road / Gores Lane	7.4%
	B4114 Coventry Road / B581 Coventry Road	1.5%
	A581 Broughton Way / Cosby Road	1.1%

Key 'Primary Impact Location' junctions:

- A6 / Station Road
- A6 / Woodside Road
- A6 Leicester Road / Wistow Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Harborough Road / Ash Tree Road
- A6 Harborough Road / New Road
- A6 Glen Road / Florence Wragg Way

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street
- A47 / Colchester Road / Goodwood Road

Mitigation Measures – Accessibility:Walking / Cycling:

A shared cycleway / footway currently exists along the A6 (and London Road) connecting the site towards Leicester city centre. Some sections of this route are non-continuous. A

potential mitigation scheme could be to upgrade this route to create a continuous cycle superhighway between the site and Leicester city centre. To create this link, approximately 1.1km of additional cycleway and/or route upgrades would be required, including an upgrade to the Florence Wragg Way / A6 junction. The cycle superhighway could be supported by cycle signage. The cost of this infrastructure should be split with Site 8631.

Public Transport:

A potential mitigation measure could be to increase the frequency of the X3 (currently 1 per hour) to every 20 minutes (requiring 2 additional services). As well as benefitting the wider community along the A6, this would also benefit the cluster of Local Plan development identified to the north of Market Harborough. There is also potential to divert this service through the site (and site 8631– provided both sites could be connected internally).

In addition, a potential mitigation measure could be to upgrade the existing bus stops at Leicester Grammar School. Both stops could be provided with a bus shelter and real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8631 (Land south of Gartree Road and East of Oadby) and 8230. Owing to the proximity of sites 8631 and 8230, both sites have been considered together as shown below:



Costed Infrastructure

- Approximately 6,175m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.
- Proposed roundabout on London Road.

- Proposed highway bridge for bus priority route.

Estimated Construction Cost

£39,800,000

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8230 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£29,000
	A6 Leicester Road / Marsh Drive / Church Road	£283,000
	A6 / Station Road	£632,000
	A6 Harborough Road / New Road	£286,000
	A6 Harborough Road / B6047 Melton Road	£345,000
	B6047 / Leicester Lane / Gallow Field Road	£91,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£60,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£13,000
	A4303 Lutterworth Road / A426 Rugby Road	£8,000
	A4303 Coventry Road / A5 Watling Street	£8,000
	A4303 Coventry Road / Hunter Boulevard	£1,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£15,000
	Coventry Road / Lutterworth Sports Centre	£7,000
	A426 Lutterworth Road / Gilmorton Lane	£11,000
	M1 / A4303	£48,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£29,000
	A6 / London Road / Waldron Drive	£17,000
	A6 / Woodside Road	£43,000
	A6 Harborough Road / Ash Tree Road	£253,000
	B582 / Manor Road / Manor Road Extension	£13,000
	A6 Glen Road / Florence Wragg Way	£47,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£14,000
	B4114 Coventry Road / Croft Road	£32,000
	M6 / A426	£21,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£12,000
	A563 / Colchester Road	£5,000
	A47 / Colchester Road / Goodwood Road	£22,000
	A6 Harborough Road / B582 New Street	£65,000
	A4304 Rockingham Road / Gores Lane	£79,000
	B4114 Coventry Road / B581 Coventry Road	£16,000
	A581 Broughton Way / Cosby Road	£12,000

TOTAL	£2,517,000
* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.	
Estimated Cost of physical mitigation measures:	
A summary of indicative costs for Site 8230 (Land to the north of London Road and East of Leicester Grammar School) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.	
<i>Table 6: Indicative Cost Summary</i>	
Measure	Cost
Walking / Cycling	£627,000
Public Transport	£224,000
Travel Planning	£27,000
Junction Improvements	£2,517,000
TOTAL	£3,395,000
COST PER DWELLING	£8,488
On-Site Measures	£39,800,000
* Note: Costs have been rounded to the nearest £1,000. Rounding errors may therefore occur within the 'TOTAL' row.	

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 8241	SETTLEMENT: Thurnby & Bushby TB1	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	125
Local Plan Sites Within Cluster: <ul style="list-style-type: none"> • 8227 Land between Scraftoft & Bushby – 950 Dwellings. • 8090 Land East of Beeby Road – 175 Dwellings. 		

Site Location Map and Potential Access Arrangements:

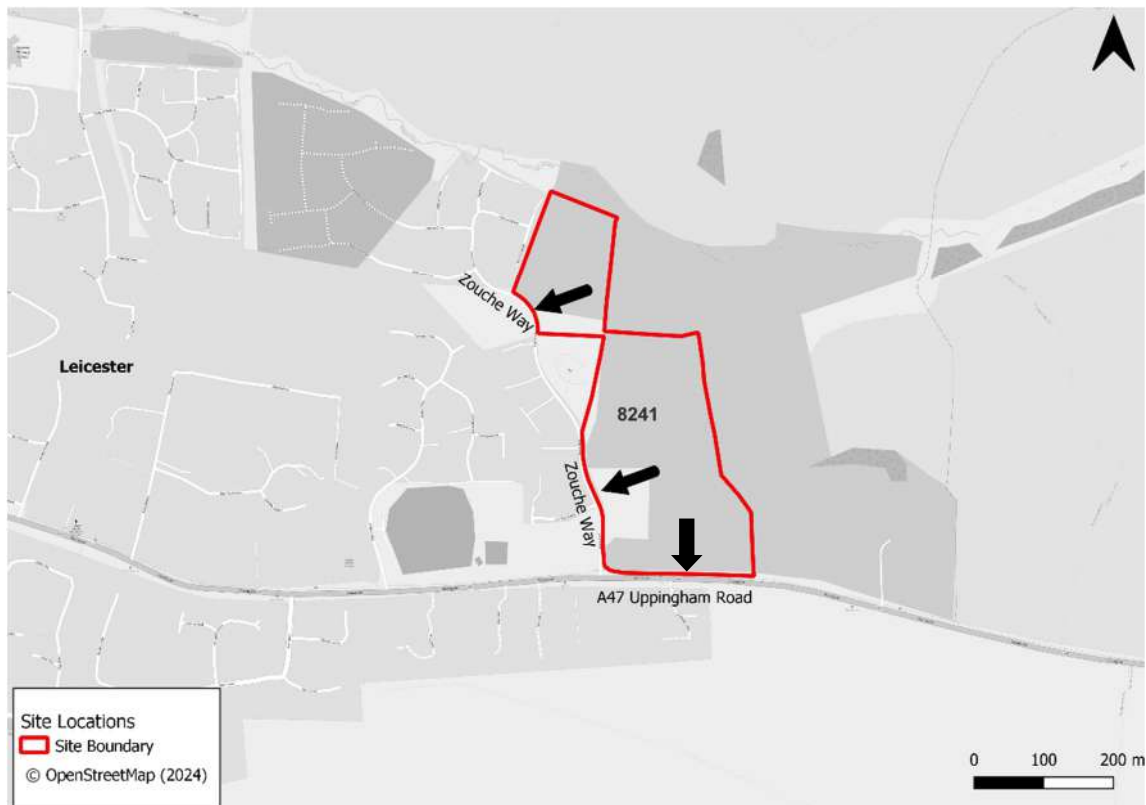


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8241 (Land north of the A47, east of Zouche Way) is located to the east of the city of Leicester. The site is located to the north of the A47 Uppingham Road (part of the Major Road Network), which provides connections into Leicester to the west and east towards Uppingham.

The site does not currently have a planning application, or planning permission, associated with it.

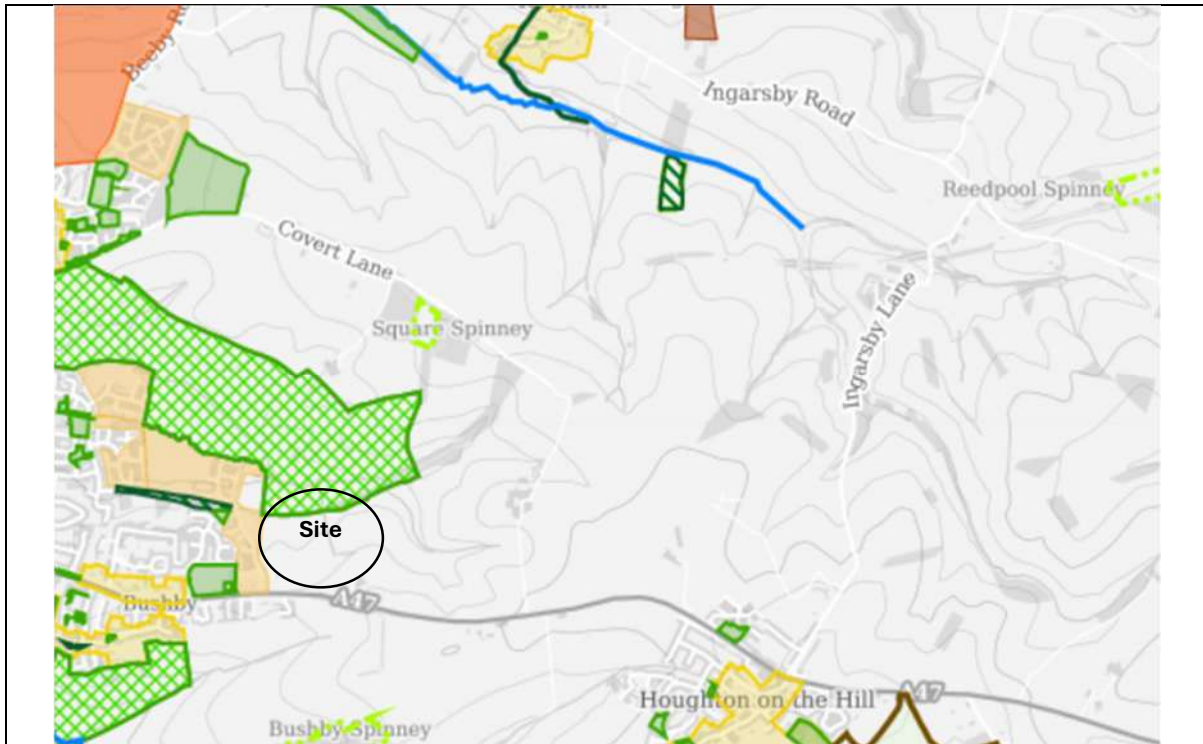


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Potential access points to the site are from Zouche Way, which is a residential access road, or directly from the A47. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 8241	Zouche Way Northern Access	Green	Green	Green	Green	Green	Green	Green	Green	Green	
	Zouche Way Southern Access	Green	Green	Green	Green	Green	Green	Green	Green	Green	
	Access from A47	Green	Green	Green	Green	Amber	Green	Amber	Amber	Green	

Description of surrounding Highway Network:

Zouche Way is a single carriageway two-way residential road. There are footways on both sides of the carriageway, with regular streetlighting.

The A47 Uppingham Road is a single carriageway two-way distributor road, subject to a 40mph speed limit. There is a shared cycle/footway on the northern side of the carriageway

and on the southern side there is a narrow (approx. 1m wide) footway, with regular streetlighting.

Description of existing Public Transport provision:

The 747 bus service stops on the A47 Uppingham Road adjacent to Zouche Way, and provides connections east to Uppingham and west to Leicester.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak. 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move (2024)

Both the eastbound and westbound bus stops on the A47 Uppingham Road comprise a small bus shelter. These are provided with raised kerbs (to aid access to the public transport vehicles themselves), and central islands to enable uncontrolled pedestrian crossing of the A47 (to reach the stops on the opposite side of the road).

The nearest train station to the site is Leicester Station, which is located 8km to the west of the site. The station is accessible via the 747 bus, the journey takes approximately 37 minutes, and takes 25 minutes by bicycle.

Walking & Cycling:

Walking Infrastructure

There are currently no Public Rights of Way (PRoWs) which route through the site. However, Bridleway D23/1 routes to the east of the site and footpaths D20/2 and D50/2 route to the west and north of the proposed site respectively.

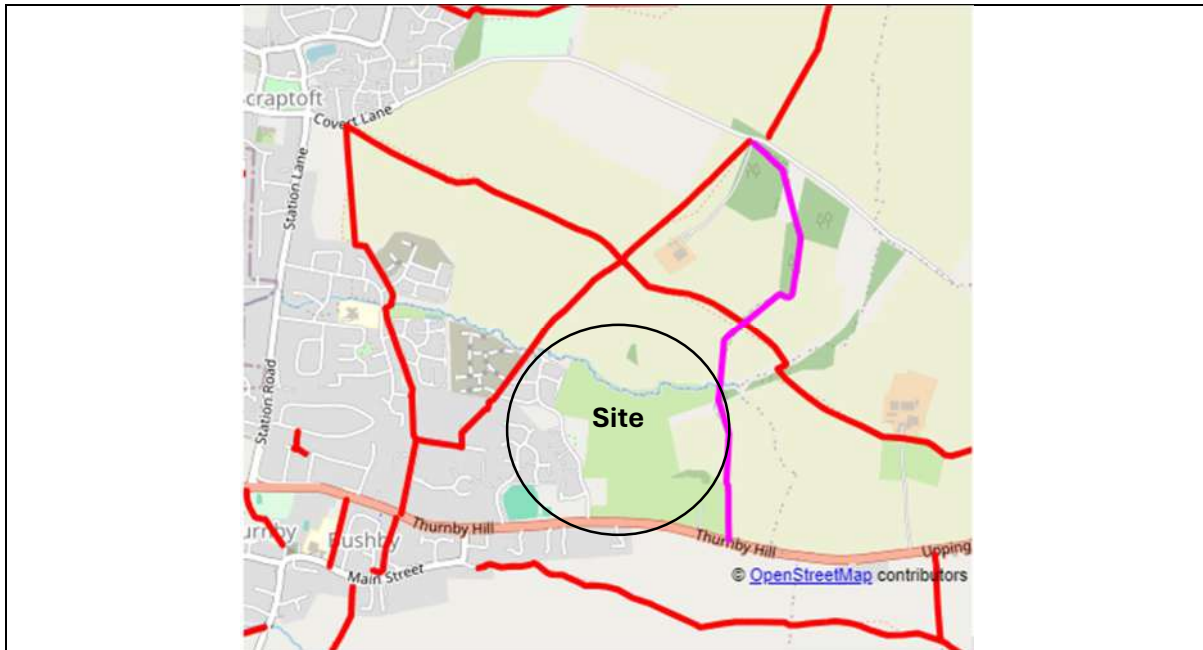


Figure 3: Map of PRoWs in proximity to the Site (Source: Rowmaps (2024))

Cycle Infrastructure

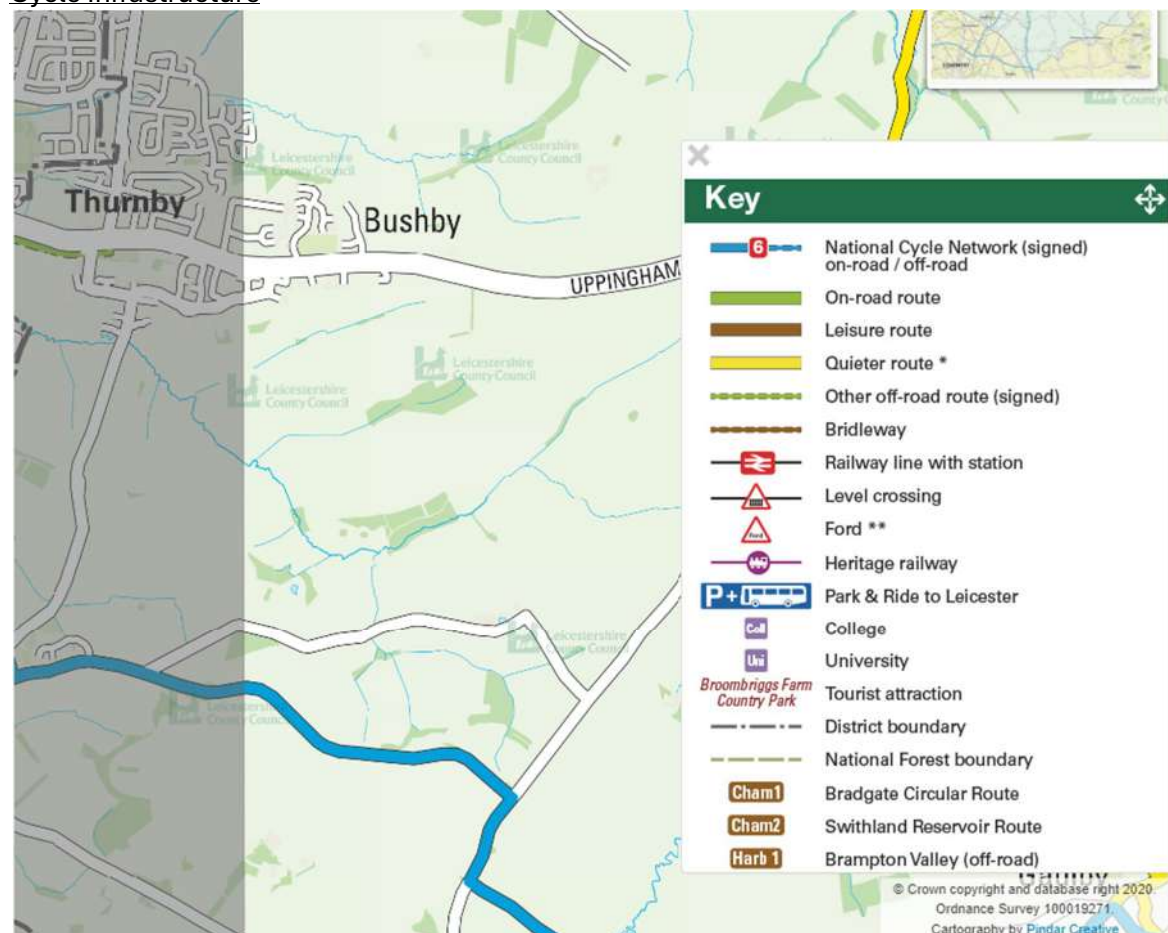


Figure 4: Local Cycle Networks

Figure 4 shows the cycle infrastructure in place surrounding the site. National Cycle Route 63 is located 2km south of the proposed site on Stoughton Lane. There are no other designated routes in proximity to the site. Whilst the Choose How You Move cycle map shows no further

cycle infrastructure within proximity of the site, a shared footway / cycleway is available on the northern side of the A47 routing between Wadkins Way and the bus stop adjacent to Winkadale Close.

Road Safety Analysis:

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

At the A47 / Station Road junction two collisions rated ‘Serious’ by the police occurred, one involved a pedestrian and the other involved a cyclist. The A47 / Grange Lane junction is located approximately 75m to the west of the A47 / Station Road junction. Three collisions are recorded here, two of these collisions were rated ‘Slight’. Of these, one collision involved a cyclist and the second a vehicle. The third collisions has been recorded as ‘Serious’ and involved a pedestrian.

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

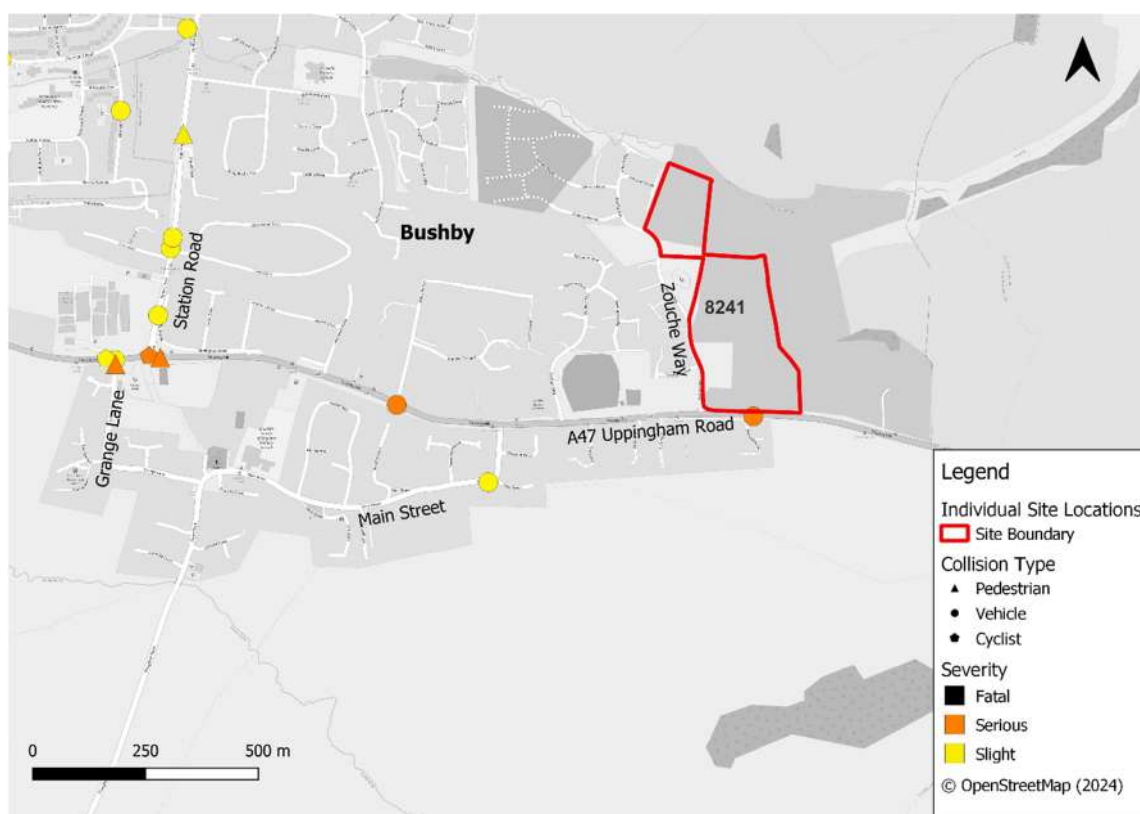


Figure 5: Road Safety (Source: STATS19)

Expected Trip Generation:

The identified site is 8.6 hectares and could accommodate approximately 125 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	69	69
Trips – Employment	0	0
Total Trips	69	69

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A47 / Station Road: +100% V/C in the AM and PM Peak

Leicester City:

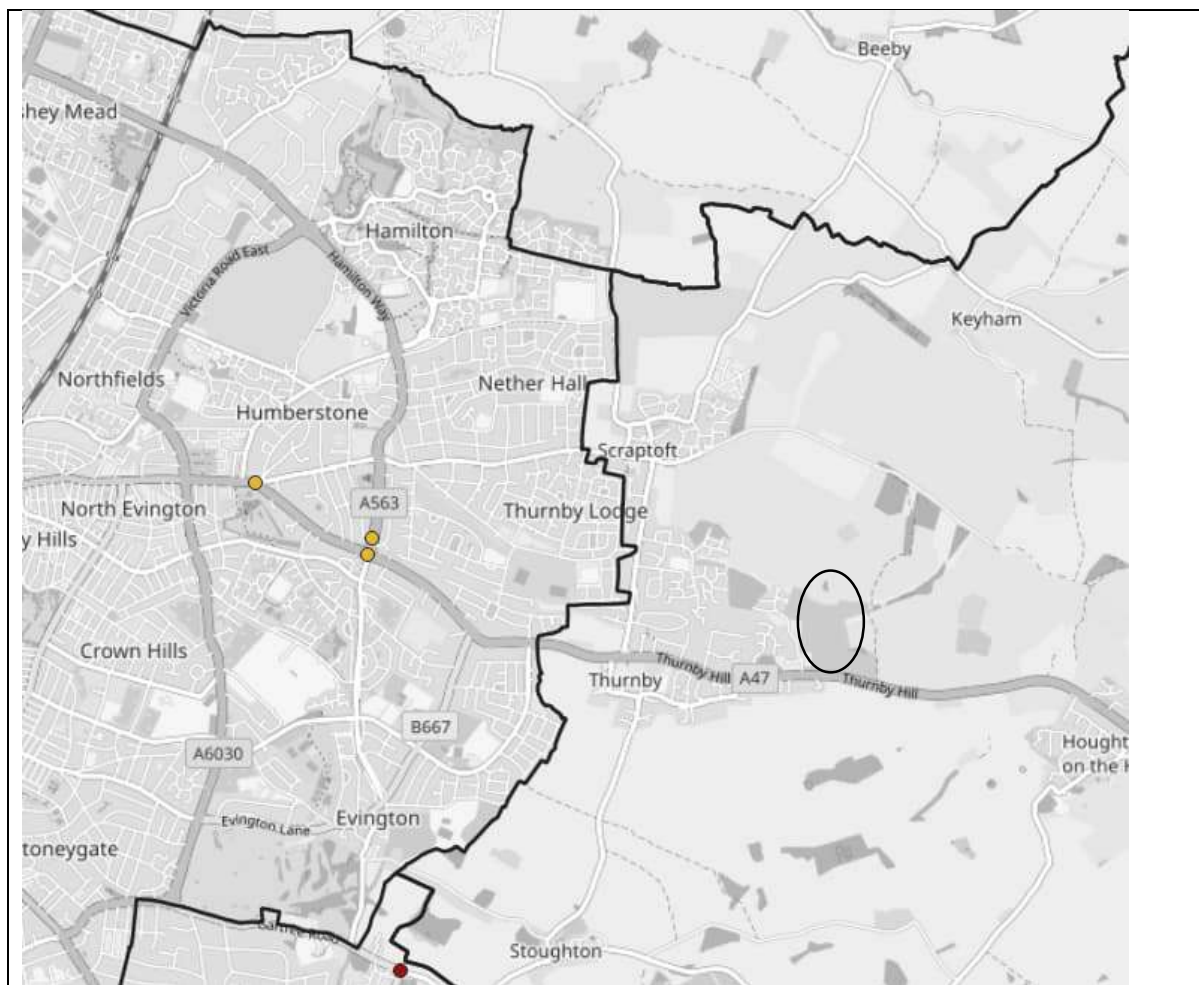
- A47 / A563 Colchester Road / Goodwood Road: 85% - 100% V/C in the AM and PM Peak
- A47 / Scraftoft Lane: 85% - 100% V/C in the AM and PM peak
- A47 / Humberstone Drive: 85% - 100% V/C in the AM and PM Peak
- A47 / A6030: 85% - 100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8241 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8241 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.1%
	A6 Leicester Road / Marsh Drive / Church Road	0.1%
	A6 / Station Road	0.5%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.8%
	B6047 / Leicester Lane / Gallow Field Road	0.4%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.7%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.4%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.1%
	Coventry Road / Lutterworth Sports Centre	0.1%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.1%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.2%
	A6 / London Road / Waldron Drive	0.1%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	1.4%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	1.0%
	B4114 Coventry Road / Croft Road	0.0%
	M6 / A426	0.2%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	4.8%
	A563 / Colchester Road	1.8%
	A47 / Colchester Road / Goodwood Road	6.8%
	A6 Harborough Road / B582 New Street	0.6%
	A4304 Rockingham Road / Gores Lane	0.6%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.1%

Given the small nature of the site (125 dwellings), the development contributes a comparatively small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- B582 / Manor Road / Manor Road Extension
- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- A6 Harborough Road / B6047 Melton Road
- A4304 Saint Mary's Road / High Street / Northampton Road

Key 'Secondary Impact Location' junctions:

- A47 / Colchester Road / Goodwood Road
- A47 Uppingham Road / Scraftoft Lane

As the A47/Station Road junction is already over-capacity in the 2041 Core Scenario the PRTM is unable to assign any additional traffic via this junction. This should be explored in more detail within the site specific Transport Assessment supporting individual planning applications.

Mitigation Measures – Accessibility:

Walking / Cycling:

A shared cycleway / footway currently existing along the A47 connecting the site towards Leicester City centre. Some sections of this route are non-continuous and / or would benefit from resurfacing in places. A potential mitigation scheme would be to upgrade this route in places to create a continuous cycle link, as well as support the upgraded route with cycle signage. Works would comprise approx. 1.4km of route upgrades and signage.

Public Transport:

Given the size of the proposed site and its location, it is not considered necessary to divert existing services / create additional frequency. Public transport uptake could potentially be supported through an upgrade to the existing bus stops at 'The Cedars' (located on the A47 at the A47 / Zouche Way junction). Bus stops would require provision of a 'flag and pole', real time information, lighting and timetabling information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8241 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£2,000
	A6 / Station Road	£19,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£37,000
	B6047 / Leicester Lane / Gallow Field Road	£13,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£13,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£6,000
	A4303 Lutterworth Road / A426 Rugby Road	£-
	A4303 Coventry Road / A5 Watling Street	£-
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£2,000
	Coventry Road / Lutterworth Sports Centre	£1,000
	A426 Lutterworth Road / Gilmorton Lane	£1,000
	M1 / A4303	£9,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£10,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£2,000
	B582 / Manor Road / Manor Road Extension	£43,000

	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£12,000
	B4114 Coventry Road / Croft Road	£-
	M6 / A426	£3,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£51,000
	A563 / Colchester Road	£7,000
	A47 / Colchester Road / Goodwood Road	£72,000
	A6 Harborough Road / B582 New Street	£6,000
	A4304 Rockingham Road / Gores Lane	£6,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£1,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8241 (Land north of the A47, East of Zouche Way) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£383,000
Public Transport	£25,000
Travel Planning	£13,000
Junction Improvements	£318,000
TOTAL	£739,000
COST PER DWELLING	£5,909
On-Site Measures	

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

Quality Information

	Produced By	Checked By	Verified By	Updated
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	Georgie Carpenter
Date:	15/10/2024	12/11/2024	13/11/24	09/01/25

SITE ID: 8247	SETTLEMENT: Kibworth 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	475
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10642 – Land south & west of Priory Business Park (3.1Ha employment) 		

Site Location Map and Access Arrangements:

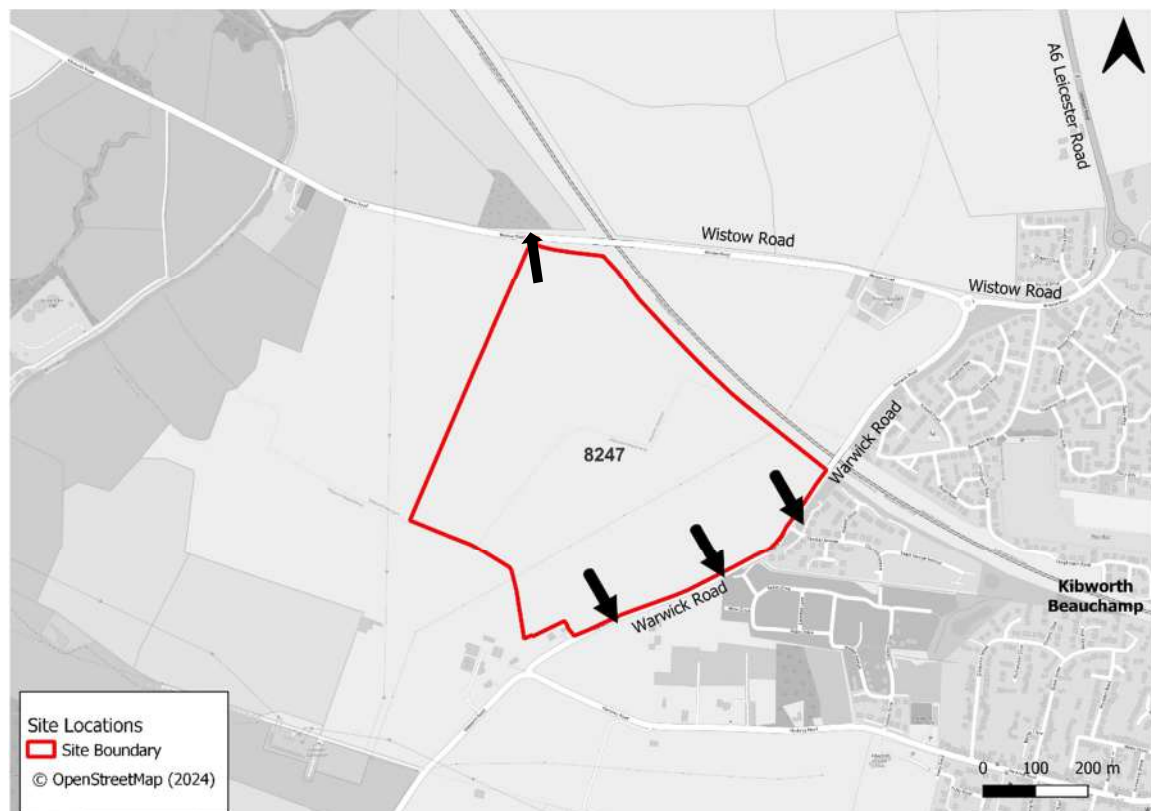


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8247 (Land west of Warwick Road) is located to the northwest of the town of Kibworth Beauchamp. The site is located to the south of Wistow Road, which provides connections east to Wistow. Warwick Road is located on the southern border of the site and provides a connection to the A6 Leicester Road and to the village of Saddington.

The site does not currently have a planning application, or planning permission associated it, and is not allocated within the current Harborough Local Plan (2011 – 2031), which is shown in the figure below.

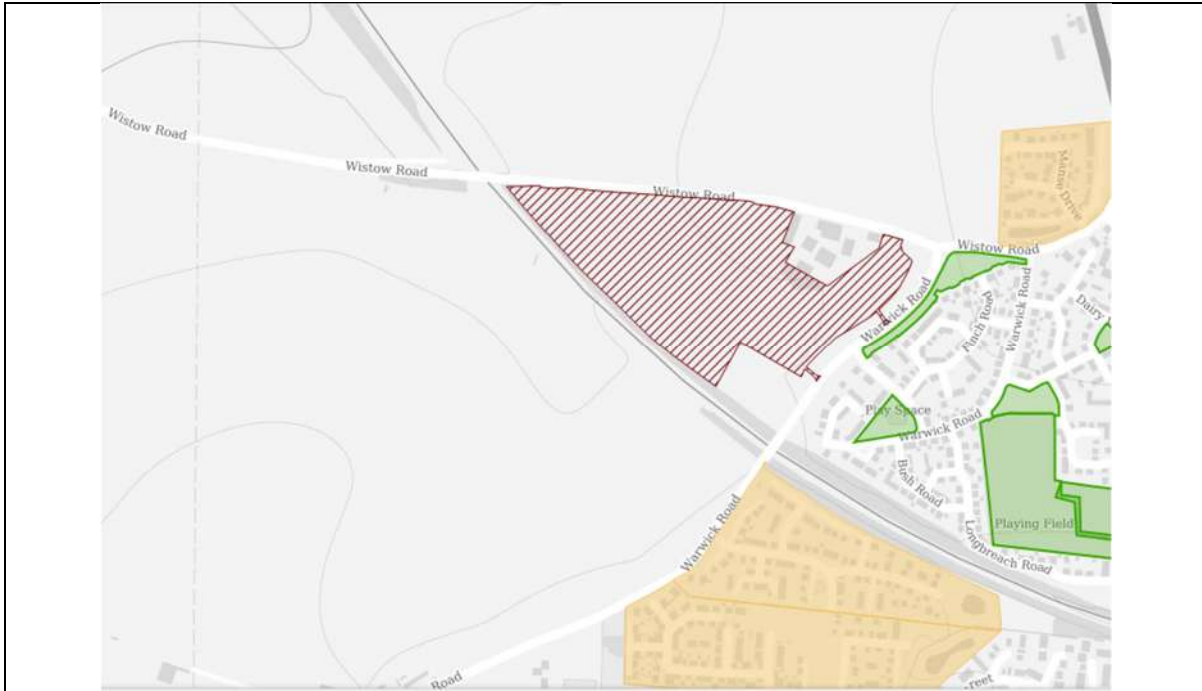


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via Warwick Road (at the southern border of the site). The potential constraints associated with the access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities	
Site 8247	Warwick Road Western Access	Green	Green	Green	Green	Green	Green	Green	Green	Amber	
	Warwick Road Eastern Access	Green	Green	Green	Green	Green	Green	Green	Green	Green	

Description of surrounding Highway Network:

Warwick Road is a single carriageway local distributor road, subject to a 40mph speed limit. There is a footway on the eastern side of the carriageway, with regular streetlighting. Warwick Road connects Wistow Road to the north (via a three-arm roundabout junction) to Saddington to the southwest. A pinch point is noted on Warwick Road on the southeastern corner of the site where there is a bridge over the railway line. The bridge is signalised owing to its narrow nature (only accommodating one direction of traffic at any one time.)

Wistow Road is a single carriageway country road, subject to a 30mph speed limit. There is a footway on the southern side of the carriageway, with regular streetlighting. Wistow Road connects the A6 to the east, with Kilby to the west.

The A6 (Leicester Road) is a single carriageway distributor road, subject to a 30mph speed limit, which increases to 40mph. There is a footway on the eastern side of the carriageway, with regular streetlighting on the approach to Kibworth Harcourt. The A6 links Leicester to Market Harborough passing Oadby, Great Glen, Kibworth, and Great Bowden.

Description of existing Public Transport provision:

There are three bus services currently operating through Kibworth. The 44 links Fleckney, Market Harborough and Foxton, whilst the X3 and X31 connect Leicester with Market Harborough. The services are summarised in the table below.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney – Market Harborough – Foxton	Hourly Peak, 2 Hourly Off-Peak	No Service	No Service
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough	Hourly	Hourly	No Service
X31	Arriva	Leicester - Oadby - Great Glen	Infrequent to 1 PM journey to Kibworth Beauchamp.	No Service	No Service

Source: Choose How You Move (2024)

The closest bus stop to the site (as shown on online mapping) is on Powell Road (approximately 450m from the site). This is served by the 44 only. The closest bus stop serving the X3/31 is 'Lodge Close' on the A6 Leicester Road, approximately 1km from the site. Both northbound and southbound stops are 'flag and pole' bus stops with timetabling information.

The nearest station to the site is Market Harborough, which is located approximately 7.8km to the southeast of the site. The station can be accessed by the no.44 bus, which has a journey time of 27 minutes between the site and Market Harborough Station.

Description of existing Walking & Cycling provision:

Walking Infrastructure



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

There are currently no PRoWs which route through the site, however there are several in the vicinity of the site which can be seen in Figure 3, and are listed below:

- A90/4 Footpath
- A91/5 Bridleway
- Z87/4 Footpath
- C8/1 Footpath

Cycle Infrastructure



Figure 4: Local Cycle Network (Source: Choose How You Move, LCC, 2024)

There is no National Cycle Network route in the vicinity of the site. Warwick Road has been identified as a ‘Quieter Route’ as per the cycle map shown in Figure 4.

Road Safety Analysis:

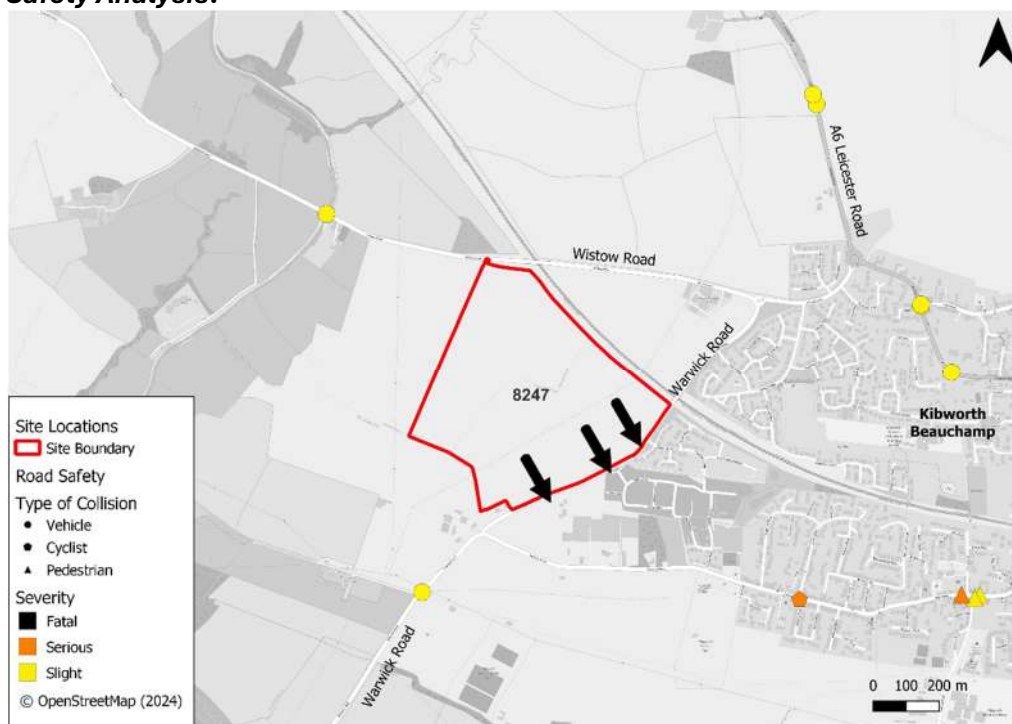


Figure 5: Road Traffic Incidents in proximity to the site.

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

One collision has occurred on Warwick Road and Wistow Road, respectively. Both were recorded by police as ‘Slight’ and involved vehicles. Two ‘Serious’ collisions were recorded on Fleckney Road, one involved a cyclist and the other involved a pedestrian.

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

Expected Trip Generation:

The identified site is 33.4 hectares and could accommodate approximately 475 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	262	262
Trips – Employment	0	0
Total Trips	262	262

Committed Development in vicinity of proposed site and expected impacts:

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

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

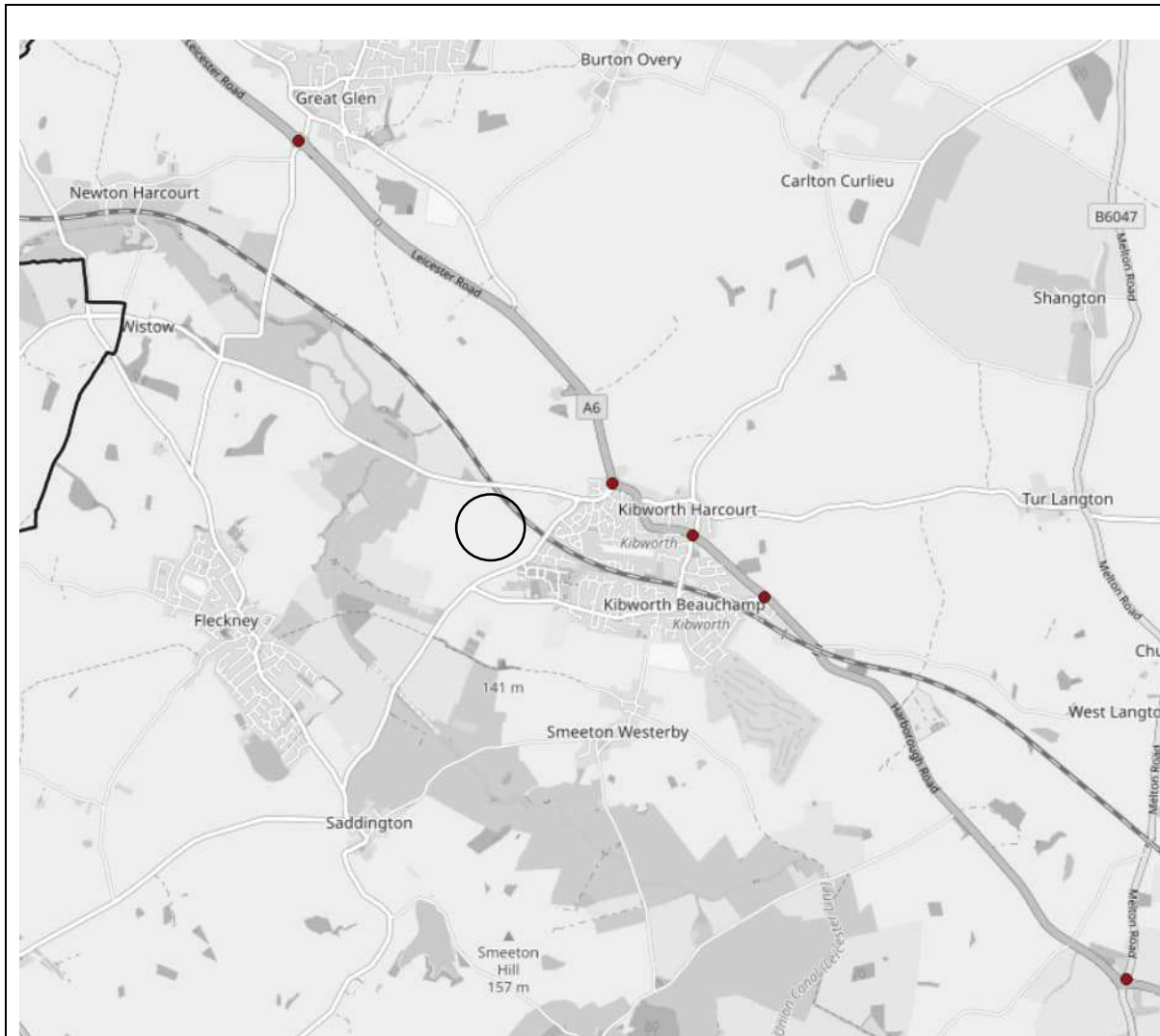
- Warwick Road Railway overbridge: 85% - 100% V/C in PM peak
- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street: 85% - 100% V/C in PM peak
- A6 / Marsh Drive: 85% - 100% V/C in PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and 100%+ V/C in the PM peak
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Lane: 85% - 100% V/C in the AM and PM peak
- A6 / B6047 (Melton Road) / B6047 Harborough Road: 85% - 100% V/C in AM and PM peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8247 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8247 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	15.1%
	A6 Leicester Road / Marsh Drive / Church Road	16.8%
	A6 / Station Road	9.0%
	A6 Harborough Road / New Road	14.0%
	A6 Harborough Road / B6047 Melton Road	11.0%
	B6047 / Leicester Lane / Gallow Field Road	4.8%
	A4304 Saint Mary's Road / High Street / Northampton Road	5.5%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	1.7%
	A4303 Lutterworth Road / A426 Rugby Road	0.4%

	A4303 Coventry Road / A5 Watling Street	0.2%
	A4303 Coventry Road / Hunter Boulevard	0.4%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.8%
	Coventry Road / Lutterworth Sports Centre	4.3%
	A426 Lutterworth Road / Gilmorton Lane	1.9%
	M1 / A4303	1.3%
	A5 / A426 Rugby Road / Gibbet Lane / A426	1.7%
	A6 / London Road / Waldron Drive	5.4%
	A6 / Woodside Road	6.9%
	A6 Harborough Road / Ash Tree Road	6.0%
	B582 / Manor Road / Manor Road Extension	0.4%
	A6 Glen Road / Florence Wragg Way	6.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.5%
	B4114 Coventry Road / Croft Road	1.6%
	M6 / A426	3.5%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	1.2%
	A563 / Colchester Road	1.4%
	A47 / Colchester Road / Goodwood Road	2.0%
	A6 Harborough Road / B582 New Street	3.8%
	A4304 Rockingham Road / Gores Lane	13.3%
	B4114 Coventry Road / B581 Coventry Road	1.8%
	A581 Broughton Way / Cosby Road	2.3%

Key 'Primary Impact Location' junctions:

- A6 Leicester Road / Marsh Drive / Church Road
- A6 / Wistow Road
- A6 Harborough Road / New Road
- A6 Harborough Road / B6047 Melton Road
- A6 / Station Road
- A6 / Woodside Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street
- A581 Broughton Way / Cosby Road

Mitigation Measures – Accessibility:

Walking / Cycling:

To support active travel at the site, a cycle route could potentially be created from the site along Warwick Road to the junction of Fleckney Road before routing down Fleckney Road. This would create a cycle connection between the site and the local centre. This would be approximately 1.7km and be supported by continuous cycle signage.

Public Transport:

The closest bus stop to the site (on Polwell Road) appears (on online mapping) to be a temporary stop. To support public transport use, this stop could be upgraded to provide a bus shelter (including information and lighting / seating).

Travel Planning:

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

Mitigation Measures – Residual Impacts:On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8247 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£45,000
	A6 Leicester Road / Marsh Drive / Church Road	£486,000
	A6 / Station Road	£378,000
	A6 Harborough Road / New Road	£421,000
	A6 Harborough Road / B6047 Melton Road	£529,000
	B6047 / Leicester Lane / Gallow Field Road	£143,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£100,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£26,000
	A4303 Lutterworth Road / A426 Rugby Road	£14,000
	A4303 Coventry Road / A5 Watling Street	£11,000
	A4303 Coventry Road / Hunter Boulevard	£2,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£35,000
	Coventry Road / Lutterworth Sports Centre	£39,000
	A426 Lutterworth Road / Gilmorton Lane	£52,000
	M1 / A4303	£75,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£73,000
	A6 / London Road / Waldron Drive	£11,000
	A6 / Woodside Road	£28,000
	A6 Harborough Road / Ash Tree Road	£156,000
	B582 / Manor Road / Manor Road Extension	£11,000
	A6 Glen Road / Florence Wragg Way	£30,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£6,000
	B4114 Coventry Road / Croft Road	£14,000
M6 / A426	£45,000	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£12,000
	A563 / Colchester Road	£5,000
	A47 / Colchester Road / Goodwood Road	£22,000
	A6 Harborough Road / B582 New Street	£40,000
	A4304 Rockingham Road / Gores Lane	£141,000
	B4114 Coventry Road / B581 Coventry Road	£19,000

	A581 Broughton Way / Cosby Road	£24,000
TOTAL		£2,993,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8247 (Land west of Warwick Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£1,959,000
Public Transport	£29,000
Travel Planning	£31,000
Junction Improvements	£2,993,000
TOTAL	£5,012,000
COST PER DWELLING	£10,552
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 8631	SETTLEMENT: Oadby (Glen Ward) 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	3150 (HDC) + 850 (O&W) 5 Ha employment
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8230 (Land to the North of London Road and east of Leicester Grammar School) – 400 Dwellings. 		

Site Location Map and Access Arrangements:

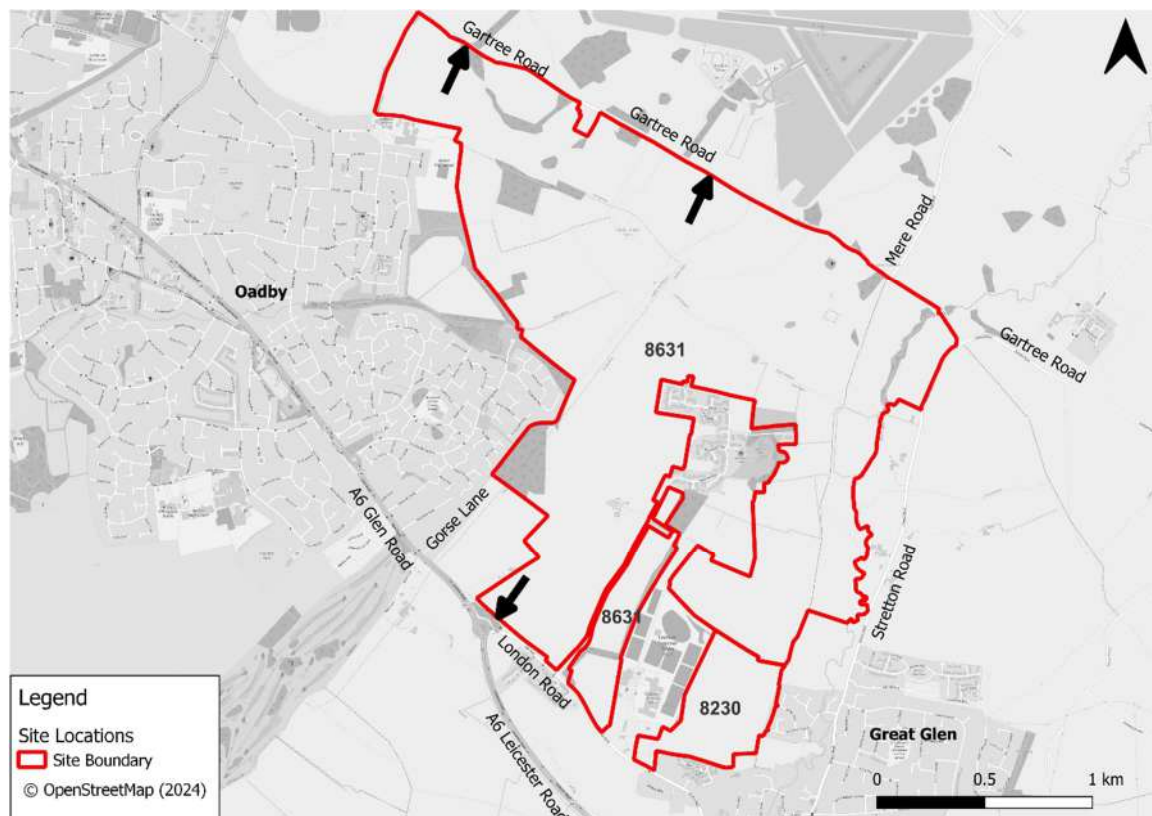


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8631 (Land south of Gartree Road and east of Oadby) is located to the east of the Oadby and to the northwest of the village of Great Glen. The site is located to the north of the A6 Glen Road which provides connections to Leicester in the northwest and to Market Harborough in the southeast of the site.

The site does not currently have a planning application, or planning permissions associated with it. Furthermore, the site is not currently allocated within the Harborough District Local Plan (2011-2031), as shown in Figure 2 below.

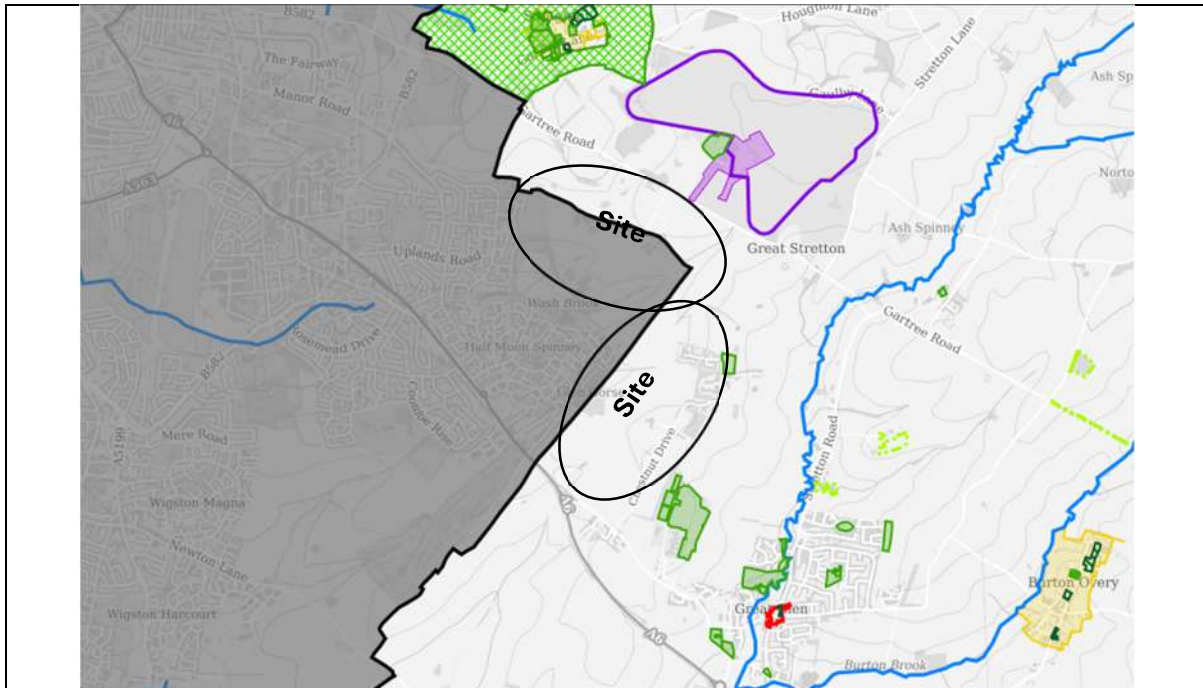


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could potentially be accessed via the roundabout between the A6 Glen Road, A6 Leicester Road and London Road (via the construction of a new arm from the roundabout into the site), with additional access via Gartree Road. The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 8631	Gartree Road West Access	Red	Green	Green	Yellow	Green	Green	Yellow	Green	Green	
	Gartree Road East Access	Green	Green	Green	Green	Green	Yellow	Yellow	Green	Green	
	London Road Access	Yellow	Green	Yellow	Green	Green	Green	Yellow	Green	Green	

Description of surrounding Highway Network:

Gartree Road, located on the northern extent of the site, is a single carriageway country road, subject to a 50mph speed limit. There is no streetlighting or footway on either side of the carriageway. Gaulby Lane (connecting Gartree Road to the village of Stoughton) is a single carriageway country road, subject to the national speed limit. There is no streetlighting or footway on either side of the carriageway.

Stretton Road (located to the eastern end of Gartree Road) is a single carriageway country road, subject to a 40mph speed limit. There is no streetlighting or footway on either side of the carriageway.

A6 Glen Road is a dual-carriageway, subject to a 40mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The route provides a key connection between the Harborough District and Leicester. London Road is a single carriageway local distributor road, subject to a 40mph speed limit. There is regular streetlighting on both sides of the carriageway, but no footway is present on either side of the carriageway.

Description of existing Public Transport provision:

There are currently four bus routes near the site, these are the 31, 31a, X3 and X31. The X3 routes between Leicester and Market Harborough, and routes along the A6 Glen Road to the south of the site. The X31 service also routes down the A6 Glen Road and provides connections between Leicester and Great Glen via Oadby. Both the 31 and 31A bus services provide connections between Oadby and Leicester, both services route on Florence Wragg Way to the west of the proposed site. Table 2 provides a summary of these bus services.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
31	Arriva	Oadby – Leicester	15 mins	40 mins	40 mins
31a	Arriva	Oadby – Leicester	15 mins	40 mins	40 mins
X3	Arriva	Leicester – Oadby – Great Glen – Kibworth – Market Harborough	Hourly	Hourly	No Service
X31	Arriva	Leicester – Oadby – Great Glen	Infrequent 1PM journey to Kibworth Beauchamp	No Service	No Service

Source: Choose How You Move, LCC, 2024

The nearest bus stop to the site is located on the southern border of the site on the A6 Glen Road. The stops are located on both sides of the carriageway adjacent to Gorse Lane. The bus stop on the southbound side of the A6 Glen Road, is an unsheltered ‘flag and pole’ stop which does not display a printed timetable. Services from this stop provide connections on to Great Glen and Market Harborough. The stop on the northbound side of the A6 Glen Road is a sheltered ‘flag and pole’ stop, which displays a printed timetable. This stop provides connection into Leicester, which stop at the Haymarket Bus Station. Both of these stops are served by the X3 and the X31.

The nearest stops for the 31 and 31A bus services are located on Florence Wragg Way, to the west of the site. The nearest stop is ‘Beaufort Way’, which is a sheltered ‘flag and pole’ stop which displays a printed timetable. This stop is located on the southwestern side of the carriageway and provides connection to Leicester Haymarket.

The nearest train station to the site is South Wigston Station, which is located approximately 7km to the west of the site.

Description of existing Walking & Cycling provision:

Walking Infrastructure

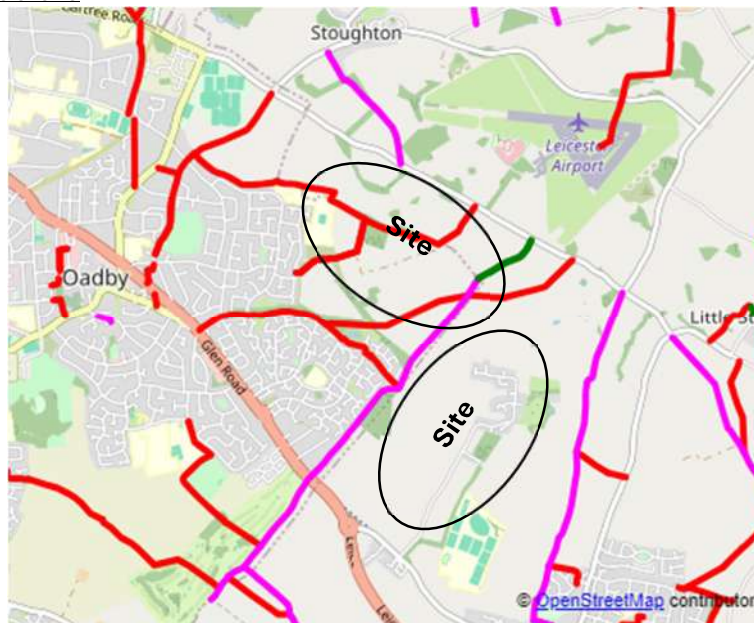


Figure 3: Public Rights of Way (Source: Rowmaps (2024))

There are several PRoWs that route through the site, these include footpaths, bridleways and a restricted byway, these are shown in Figure 3 and a summary of the routes is shown in Table 3.

Table 3: Summary of PRoWs routing through the site

Route	Summary
Footpath Z4/3	Routes through the northern parts of the site and provides a connection west from Gartree Road to Footpath D16/8, which provides connections to Stoughton Road Sports Ground to the north and Oadby to the south.
Footpath Z5/1	Routes through the western parts of the site and provides a connection south from Footpath Z4/3 south to Windrush Drive, from which the bus stops on Severn Road can be accessed.
Footpath C42/2	Routes from the northeastern corner of the site, through the site to the western extents of the site. The footpath routes between Gartree Road and Footpath Z10/3 the Wash Brook tow path, which connects with the A6 Glen Road in Oadby
Footpath Z10/4	Routes through the southern sections of the site between Bridleway Z11/7 and the A6 Glen Road in Oadby. The route follows the footpath beside the Wash Brook River.
Restricted Byway Z11/9	Routes through the northern parts of the site and provides a connection from Gartree Road and Bridleway Z11/7.
Bridleway Z11/7	Routes south from Restricted Byway Z11/9 through the middle of the site and provides a connection through to the Glen Gorse Golf Club.

Cycle Infrastructure



Figure 4: Local cycle Network

There are several designated cycle routes in proximity to the site, which are shown in Figure 4.

National Cycle Network Route 63 is located approximately 750m to the north of the proposed development site and provides connections into Leicester and Oadby. This route is a signposted route which is both on-road and off-road.

There is also a signposted off road route which routes to the south of the site, between Oadby and Newton Harcourt. Further to this, there are several designated quieter routes.

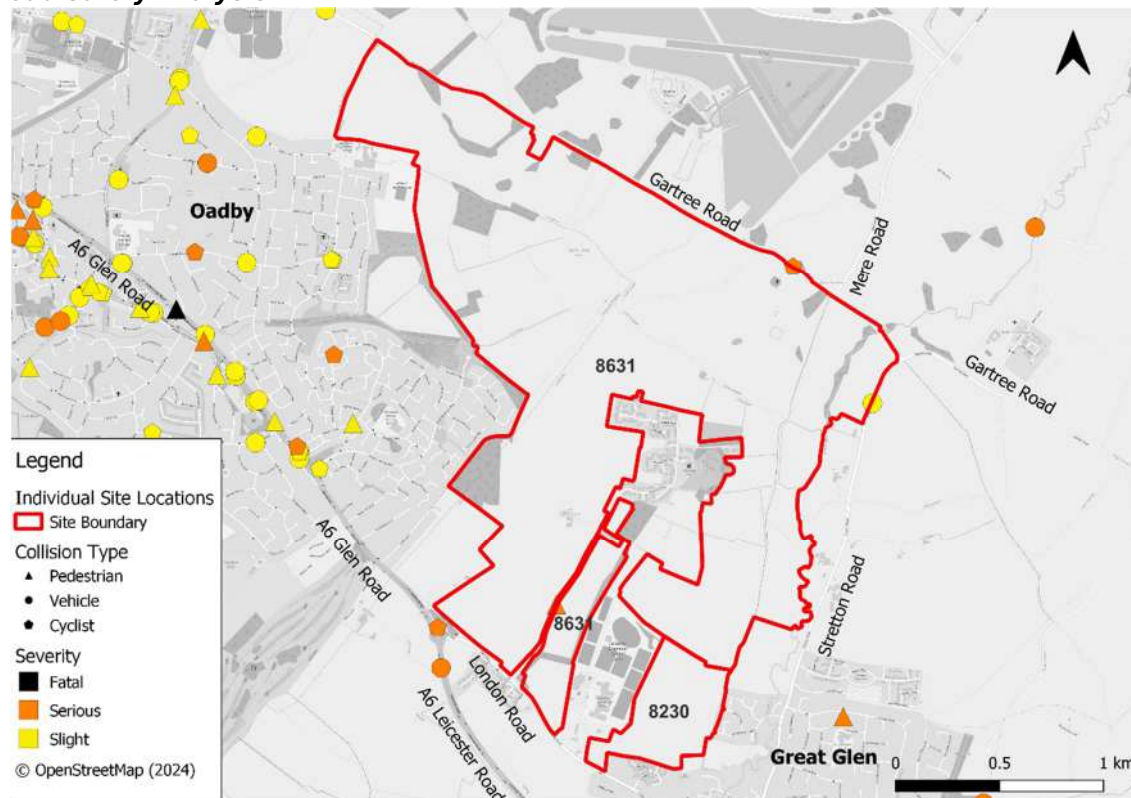
Road Safety Analysis:

Figure 5: Road Traffic Incidents in proximity to the site

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

One 'Fatal' collision involving a pedestrian took place on the A6 Harborough Road, approximately 2km to the west of the site. A second 'Fatal' collision involving a pedestrian also took place at the junction between the A6 Harborough Road and Brabazon Road, approximately 3km to the west of the site on the main route into Leicester from the site.

Two 'Serious' collisions occurred to the south of the site, one occurred on the roundabout between London Road, A6 Glen Road and the A6 Leicester Road, which involved a cyclist. The second collision occurred on the A6 London Road, immediately to the south of the London Road / A6 Glen Road / A6 Leicester Road roundabout, and involved a vehicle.

To the north of the site, on Gartree Road, one collision involving a cyclist occurred on the northern border of the site.

A collision cluster is noted on the A6 Glen Road at the junction with Hunters Way, which is located approximately 1km to the west of the site. At this junction, a total of five collisions have been recorded by police. One collision was recorded as 'Serious', whilst the remaining four collisions were recorded as 'Slight'. The 'Serious' collision involved a cyclist and occurred on the left turn from the A6 Glen Road to Hunters Way. Three of the 'Slight' collisions occurred on the slip road from Hunters Way to the A6 Glen Road. Two of the collisions in this location involved a cyclist and the third involved a vehicle. One more collision occurred at this junction, on the A6 Glen Road heading north. This collision was recorded as 'Slight' by police and involved a vehicle.

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

Expected Trip Generation:

The identified site is 376 hectares and could accommodate approximately 4,000 dwellings (with approximately 3,150 located within the Harborough District, with the remaining 850 located within the Oadby and Wigston District) and 5Ha of employment land.

Based upon indicative build out rates, it is anticipated that 2,093 dwellings and 5Ha of employment land will be built out by 2041.

Indicative trip generation in the AM and PM peak hours (using standard PRTM trip generation rates) is shown in Table 4 for the 2041 build out and full build out. (It is noted that these trip generation rates may be subject to refinement at the stage of preparing a detailed Transport Assessment).

Table 4: Indicative trip generation – AM and PM Peak

	AM Peak		PM Peak	
	Full Build out	2041 Build out	Full Build out	2041 Build out
Trips – Housing	2208	1155	2208	1155
Trips – Employment	68	68	55	55
Total Trips	2276	1223	2263	1210

Committed Development in vicinity of proposed site and expected impacts:

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

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

Harborough District:

- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street : 85% - 100% V/C in the PM peak
- A6 / Marsh Drive / Church Road: 85% - 100% V/C in the PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and +100% in the PM peak.
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Road: 85% - 100% V/C in the AM and PM peak
- A6 / B6047 Melton Road / Market Harborough Bypass / B6047 Harborough Road

Oadby & Wigston District:

- A6 / Florence Wragg Way: 85% - 100% V/C in the PM peak
- A6 / Ash Tree Road: 85% - 100% V/C in the AM and PM peak
- A6 / B582 New Street: 85% - 100% V/C in the AM and PM peak
- A6 / Brabazon Road / Asda: 85% - 100% V/C in the AM and PM peak
- A6 / Stoughton Road South: 85% - 100% V/C in the AM and PM peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 8631 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

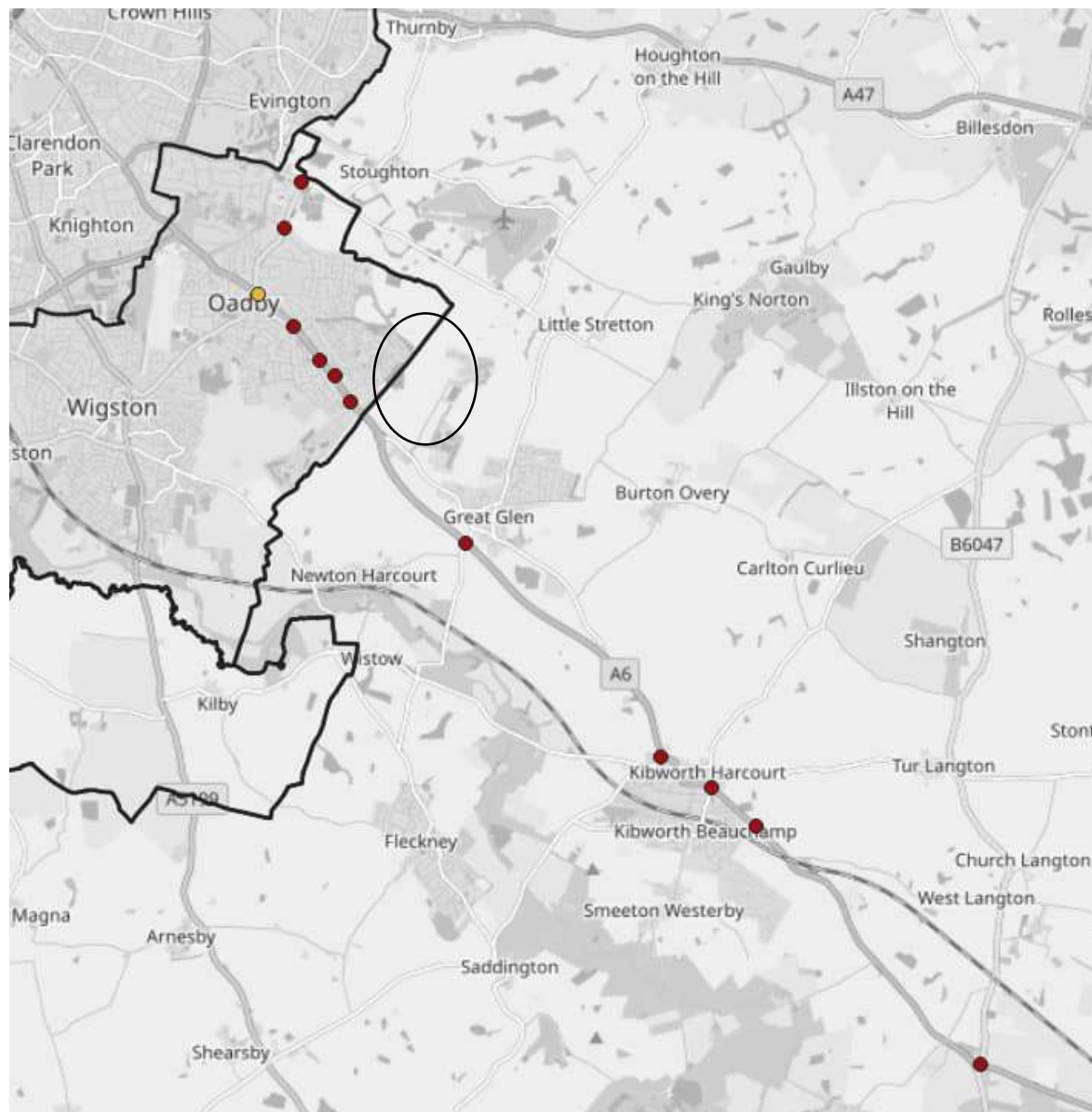


Figure 6: Primary / Secondary Junction Impact Locations

Table 5 summarises the percentage of traffic volume attributable to site 8631 in the Preferred Allocations.

Table 5: Percentage of site trips routing through each Primary / Secondary Junction Impact Location

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	17.7%
	A6 Leicester Road / Marsh Drive / Church Road	16.4%
	A6 / Station Road	30.4%
	A6 Harborough Road / New Road	14.4%
	A6 Harborough Road / B6047 Melton Road	13.0%
	B6047 / Leicester Lane / Gallow Field Road	6.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	6.5%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	2.7%
	A4303 Lutterworth Road / A426 Rugby Road	0.8%
	A4303 Coventry Road / A5 Watling Street	0.4%
	A4303 Coventry Road / Hunter Boulevard	1.9%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	3.5%
	Coventry Road / Lutterworth Sports Centre	2.2%
	A426 Lutterworth Road / Gilmorton Lane	1.3%
	M1 / A4303	2.7%
	A5 / A426 Rugby Road / Gibbet Lane / A426	6.3%
	A6 / London Road / Waldron Drive	18.2%
	A6 / Woodside Road	19.4%
	A6 Harborough Road / Ash Tree Road	18.1%
	B582 / Manor Road / Manor Road Extension	39.4%
A6 Glen Road / Florence Wragg Way	16.8%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	71.9%	
B4114 Coventry Road / Croft Road	10.2%	
M6 / A426	11.0%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	11.2%
	A563 / Colchester Road	12.5%
	A47 / Colchester Road / Goodwood Road	20.8%
	A6 Harborough Road / B582 New Street	22.9%
	A4304 Rockingham Road / Gores Lane	3.0%
	B4114 Coventry Road / B581 Coventry Road	3.5%
	A581 Broughton Way / Cosby Road	4.6%

Key 'Primary Impact Location' junctions:

- B582 Gartree Road / Gartree Road / A582 Stoughton Road
- B582 / Manor Road / Manor Road Extension
- A6 / Station Road
- A6 / Woodside Road
- A6 Leicester Road / Wistow Road

- A6 / London Road / Waldron Drive
- A6 Harborough Road / Ash Tree Road
- A6 Glen Road / Florence Wragg Way
- A6 Leicester Road / Marsh Drive / Church Road

Key 'Secondary Impact Location' junctions:

- A6 Harborough Road / B582 New Street
- A47 / Colchester Road / Goodwood Road
- A563 / Colchester Road
- A47 Uppingham Road / Scraftoft Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

A shared cycleway / footway currently existing along the A6 connecting the site towards Leicester city centre. Some sections of this route are non-continuous. A potential mitigation scheme could be to upgrade this route to create a continuous cycle superhighway between the site and Leicester city centre. To create this link, approximately 1.1km of additional cycleway and/or route upgrades would be required. The cycle superhighway could be supported by cycle signage.

An additional potential mitigation measure could be to create a cycle route along Gartree Road to the north of the site to connect with the existing NCN63. The route could be created from the north of the site travelling east along Gartree Road to Little Streeton (to connect with the quiet route / off road route connecting Little Streeton to Glooston) and then north along Mere Road to connect to the NCN63. The route would be approximately 5.2km and could be supported by continuous cycle signage.

Public Transport:

A potential mitigation measure could be to increase the frequency of the X3 (currently 1 per hour) to every 20 minutes (requiring 2 additional services). As well as benefitting the wider community along the A6, this would also benefit the cluster of Local Plan development identified to the north of Market Harborough. There is also potential to divert this service through the site (and site 8230 – provided both sites could be connected internally).

In addition, a potential mitigation measure could be to upgrade the existing bus stops at Gorse Lane. The northbound stop could be supported by real time information and lighting, whilst upgrades to the southbound stop could comprise the provision of a shelter and lighting, as well as real time information.

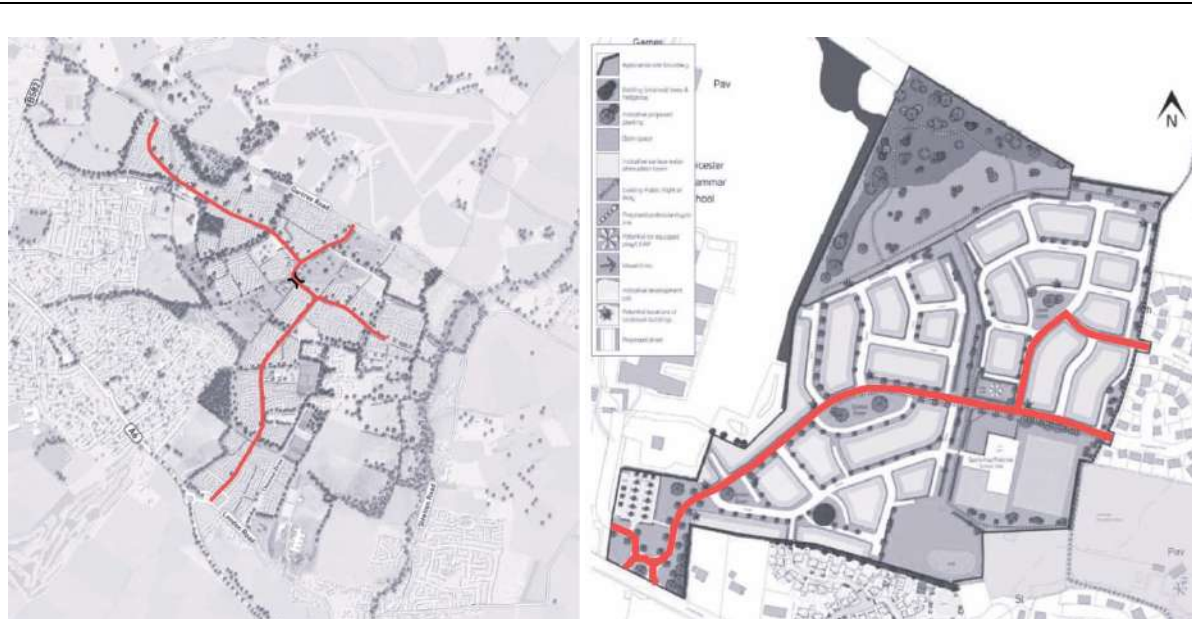
Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8631 and 8230 (London Road / Leicester Grammar School). Owing to the proximity of sites 8631 and 8230, both sites have been considered together as shown below:



Costed Infrastructure

- Approximately 6,175m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.
- Proposed roundabout on London Road.
- Proposed highway bridge for bus priority route.

Estimated Construction Cost

£39,800,000

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8631 is shown in Table 6 rounded to the nearest £1,000.

Table 6: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£53,000
	A6 Leicester Road / Marsh Drive / Church Road	£476,000
	A6 / Station Road	£1,275,000
	A6 Harborough Road / New Road	£432,000
	A6 Harborough Road / B6047 Melton Road	£624,000
	B6047 / Leicester Lane / Gallow Field Road	£180,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£118,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£41,000
	A4303 Lutterworth Road / A426 Rugby Road	£30,000
	A4303 Coventry Road / A5 Watling Street	£18,000
	A4303 Coventry Road / Hunter Boulevard	£9,000

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£149,000
	Coventry Road / Lutterworth Sports Centre	£20,000
	A426 Lutterworth Road / Gilmorton Lane	£36,000
	M1 / A4303	£155,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£263,000
	A6 / London Road / Waldron Drive	£36,000
	A6 / Woodside Road	£78,000
	A6 Harborough Road / Ash Tree Road	£470,000
	B582 / Manor Road / Manor Road Extension	£1,260,000
	A6 Glen Road / Florence Wragg Way	£84,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£863,000
	B4114 Coventry Road / Croft Road	£92,000
	M6 / A426	£143,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£119,000
	A563 / Colchester Road	£50,000
	A47 / Colchester Road / Goodwood Road	£221,000
	A6 Harborough Road / B582 New Street	£244,000
	A4304 Rockingham Road / Gores Lane	£32,000
	B4114 Coventry Road / B581 Coventry Road	£37,000
	A581 Broughton Way / Cosby Road	£49,000
TOTAL		£7,657,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8631 (Land south of Gartree Road and Oadby) is presented in Table 7. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 7: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£10,277,000
Public Transport	£1,077,000
Travel Planning	£140,000
Junction Improvements	£7,657,000
TOTAL	£19,152,000
COST PER DWELLING	£9,150
On-Site Measures	£39,800,000

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

Quality Information

	Produced By	Checked By	Verified By	Updated
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	20/11/2024	22/11/24	9/01/25

SITE ID: 8737	SETTLEMENT: Market Harborough 5	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	0.6 Ha Employment
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 8122 East of Market Harborough Road • 8143 Land East of Leicester Road and South of Grand Union Canal • 10597 Land South of Gallow Field 		

Site Location Map and Access Arrangements:

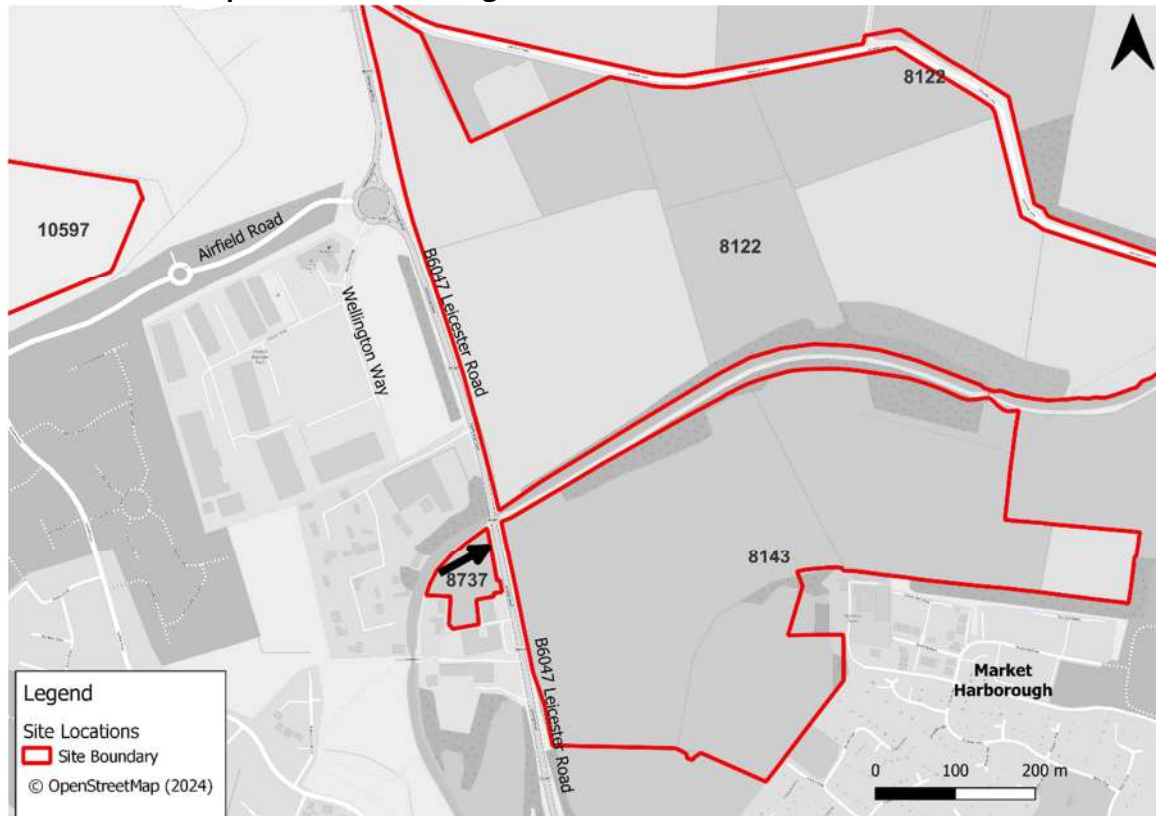


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 8737 (Land OS3070, Leicester Road) is located to the north of Market Harborough, to the west of the B6047 Harborough Road which provides connections into Leicester to the north, and Market Harborough to the south.

The site does not currently have a planning application, or planning permission associated with it. The site itself is not currently allocated within the Harborough District Local Plan (2011-2031), as shown in the figure below.

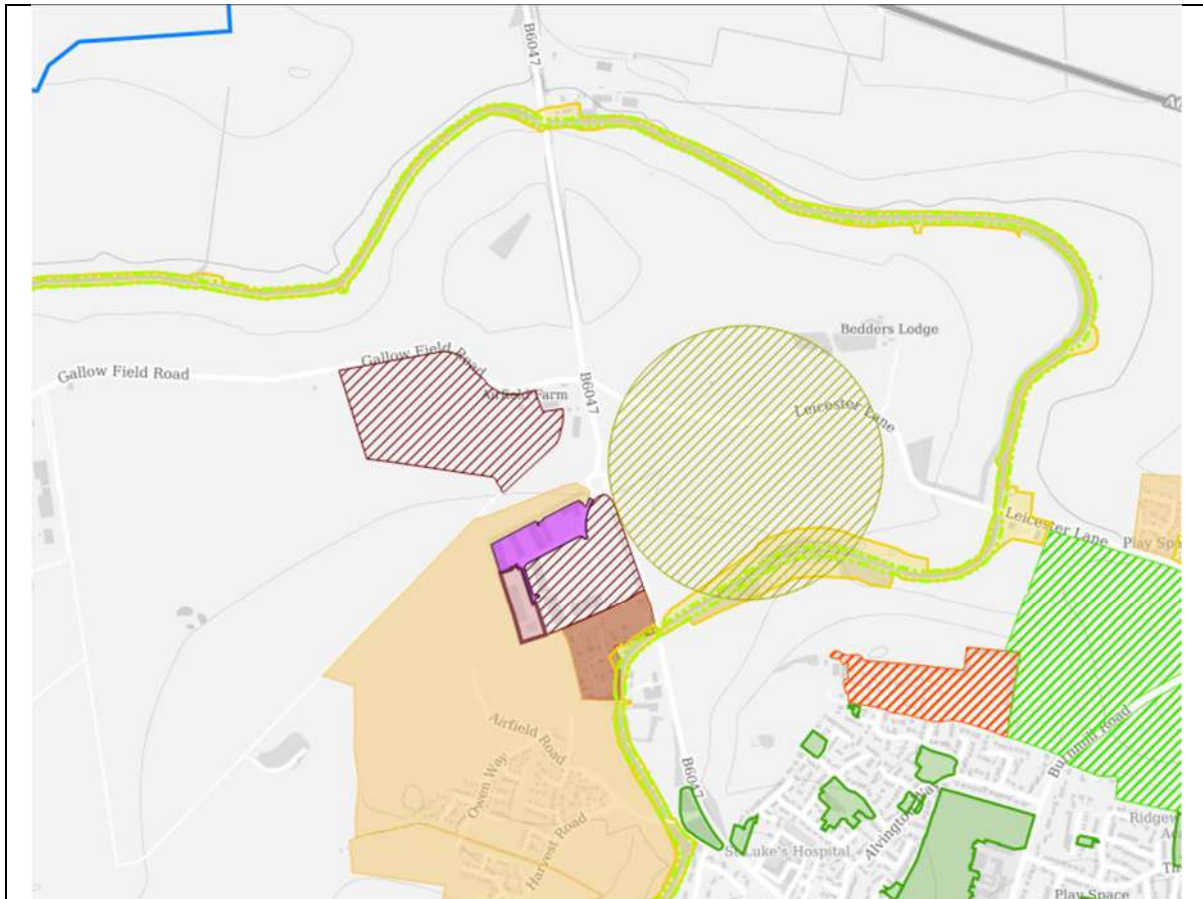


Figure 2: Harborough District Local Plan (2011-2031)

The site could potentially be accessed via a junction from the B6047 (Leicester Road), given the anticipated trip generation (see below) it is likely that a priority junction would be sufficient; however, further design work would be required to confirm the viability of access options.

The potential constraints associated with these access points are shown in Table 1 (where potential constraints have been rated as amber or red).

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Ground Utilities	Below Ground	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 8737	B6047 Access	Green	Green	Green	Green	Green	Orange	Green	Orange	Green	Green

Description of surrounding Highway Network:

The B6047 Leicester Road is a single carriageway local distributor road, subject to a 50mph speed limit to the north of the site and a 40mph speed limit to the south of the site. There is a narrow footway on the eastern side of the carriageway, but no streetlighting is provided. The B6047 connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray as well as the A6.

The A6 is accessed approximately 2.1km north of the site via the Harborough Road / A6 (priority) roundabout junction. The roundabout is a 5-arm junction with a large inscribed circle diameter. The A6 is part of the Major Road Network (MRN), connecting Leicester to Market Harborough and onto Kettering.

Description of existing Public Transport provision:

There are currently three bus routes which serve the site, these are the number 44, X3 and X7 bus services. Whilst all services route along the B6047, only the 44 and X7 stop at the ‘Peter Callis’ bus stop (the closest bus stop to the site, as discussed below).

Table 2 below provides further details on these services.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harbrough to Foxton	2 Hourly (Hourly peak)	No Service	No Service
X3	Arriva	Market Harborough – Kibworth – Great Glen – Oadby – Leicester	Hourly	Hourly	No Service
X7	Stagecoach	Northampton – Market Harborough – Kibworth – Oadby – Leicester (Limited Stop)	Hourly	Hourly	Hourly

Source: Choose How You Move, Market Harborough, LCC, 2024

There is an existing bus stop located approximately 400m to the south of the site. This is the ‘Peter Callis’ bus stop which is situated on the northbound side of the carriageway and comprises a bus shelter with seating and a printed timetable. Both the 44 and the X7 serve this stop and provide connections to Leicester and Foxton. There is no southbound stop at this location, with users required to either walk a further 330m south to the ‘St Lukes Hospital’ bus stop (a total of 730m from the site) or north to the ‘Airfield Business Park’ bus stops (410m from the site).

A train station is available in Market Harborough, approximately 2km to the southeast of the site. Market Harborough lies on the Midland Main Line, connecting to Leicester to the north and Kettering to the south.

The station can be reached via the 44 bus (or the X3 / X7 with a 700m walk). A cycleway is available from the Harborough Road / Wellington Way roundabout connecting into Market Harborough. Further on-street cycleways can then be used to reach the railway station.

Description of existing Walking & Cycling provision:

A shared footway / cycleway is available along the B6047 from the Harborough Road / Wellington Way roundabout towards Market Harborough. The route briefly becomes an on-road cycle lane (for approximately 100m), as well as approximately 100m where cyclists are required to merge with traffic (no cycle infrastructure) – this section extends past the northern extent of the site. At the northern end of the cycle route (near the Harborough Road / Wellington Way roundabout), the shared footway / cycleway is narrow (approx. 2m). In its current form, the route does not provide a continuous link between the site and the town centre, with elements of the route potentially being perceived as narrow / unsafe.

NCN route 6 is also available within vicinity of the site. This route follows the Grand Union Canal and is an off-road route providing connectivity between Market Harborough and Foxton. There is currently no way to access NCN route 6 from the B6047 (with Harborough Road forming a bridge above the canal).

There are no Public Rights of Way (PRoW) routing through the site, although there is a byway (Footpath A23) to the south of the site providing connection across the Grand Union Canal and onwards towards Footpath A25 (providing connectivity to Gartree) and Footpath A23 to the west.

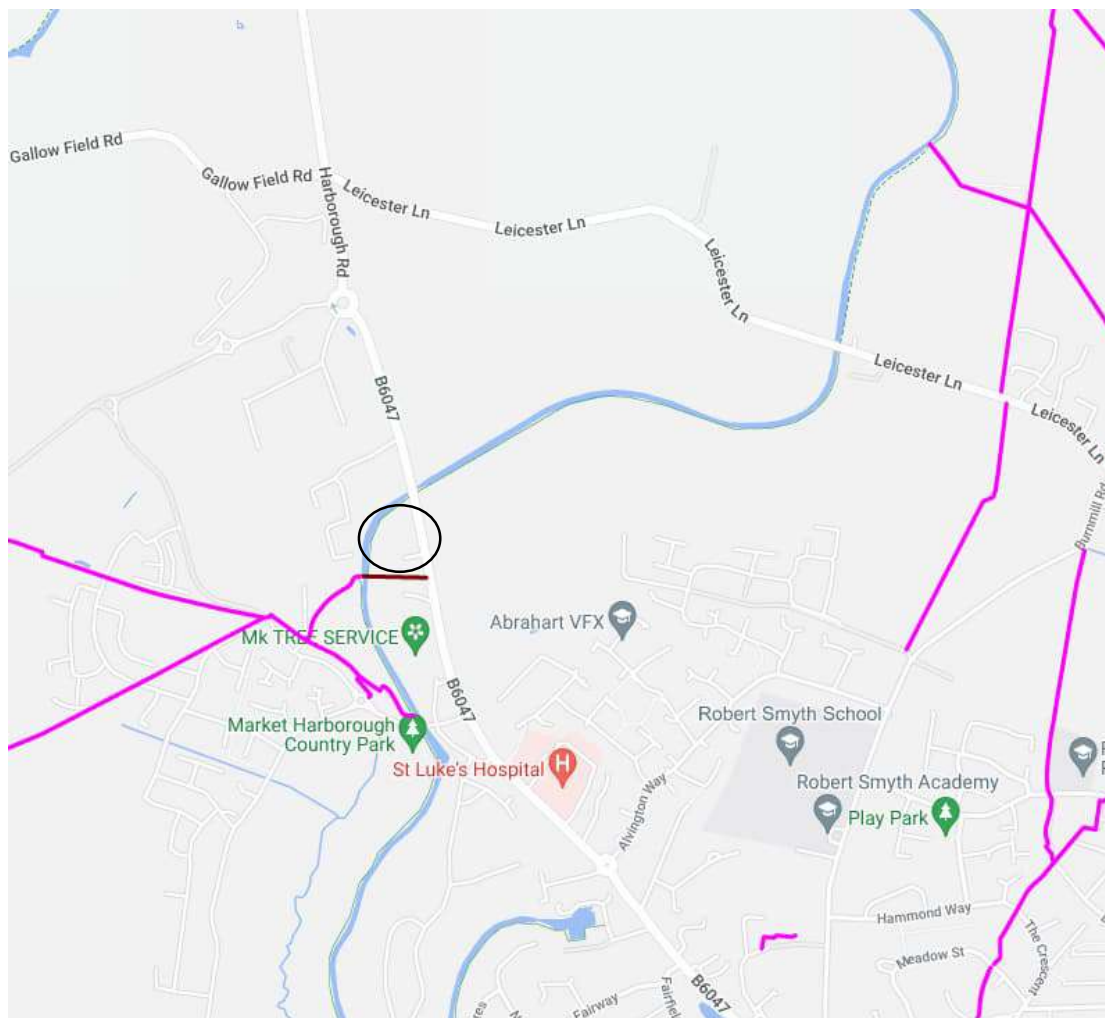


Figure 3: Public Rights of Way

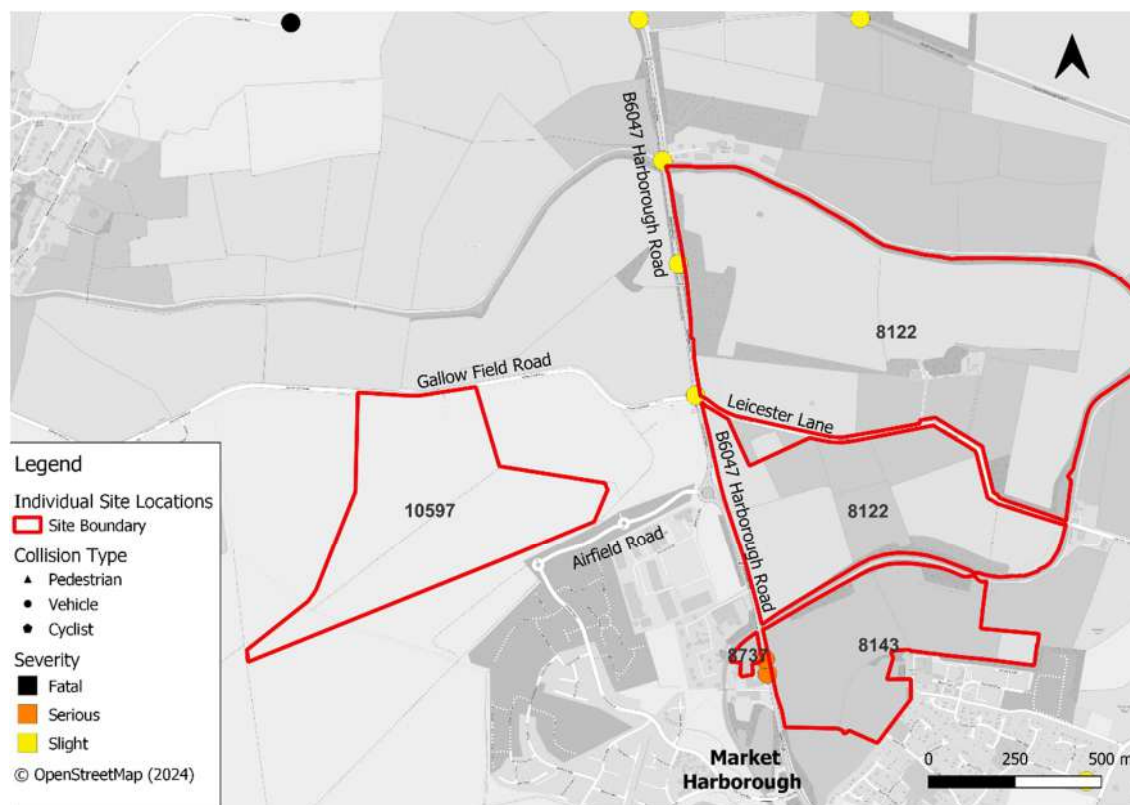
Road Safety Analysis:

Figure 4: Road Traffic Incidents in proximity to the site

Collision data has been sourced from the STATS19 database for the period 2017 – 2022 (with 2020 taken as an additional year owing to the COVID-19 pandemic and the resulting impact upon traffic levels).

There have been two collisions located on the B6047 within proximity of the proposed site access. Both occurred outside of the car garage and were recorded as ‘serious’ by the police, with one involving a goods vehicle. One additional collision occurred on the B6047 Leicester Road outside St Lukes Hospital (approximately 650m south of the site), which was recorded as ‘slight’.

To the north, one collision (recorded as ‘slight’ by the police) was recorded at the Harborough Road / Wellington Way roundabout junction, and another ‘slight’ collision at the Gallow Field Road / Leicester Lane / Harborough Road junction.

Three collisions have occurred along Harborough Road between the Gallow Field Road / Leicester Lane / Harborough Road junction and the Harborough Road / A6 / B6047 Melton Road junction. All were recorded as ‘slight’ by the police and there was no clear pattern of collisions. Three collisions have occurred at the Harborough Road / A6 / B6047 Melton Road roundabout junction. One was recorded as ‘serious’ and the remaining two as ‘slight’.

No collisions within the vicinity of the site are recorded as having involved a vulnerable user (pedestrian or cyclist).

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

Expected Trip Generation:

The identified site is 0.6 hectares and has been identified as employment land. The land use has not yet been confirmed, and therefore for the purpose of analysis it has been assumed that the site is split equally between B1, B2 and B8 uses.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	8	7
Total Trips	8	7

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 5 shows the junctions within the vicinity of site 8737 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

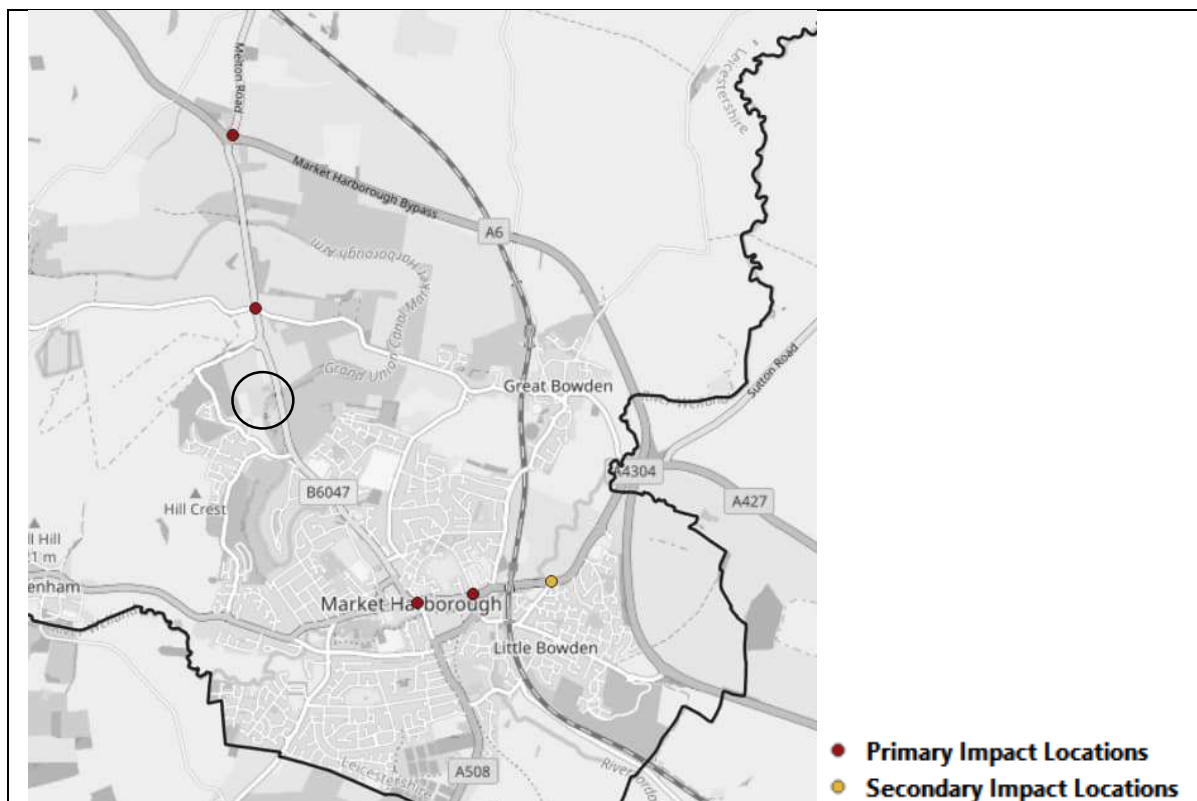


Figure 5: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 8737 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.2%
	A6 Leicester Road / Marsh Drive / Church Road	0.3%
	A6 / Station Road	0.1%
	A6 Harborough Road / New Road	0.4%
	A6 Harborough Road / B6047 Melton Road	0.5%
	B6047 / Leicester Lane / Gallow Field Road	0.6%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.7%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.1%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.1%
	Coventry Road / Lutterworth Sports Centre	0.0%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.1%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.1%

	A6 / London Road / Waldron Drive	0.1%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.1%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.0%
	M6 / A426	0.2%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.1%
	A4304 Rockingham Road / Gores Lane	0.2%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.0%

Given the comparatively small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A4304 Saint Mary's Road / High Street / Northampton Road
- A6 Harborough Road / B6047 Melton Road
- B6047 / Leicester Lane / Gallow Field Road
- A6 Harborough Road / New Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:

Walking / Cycling:

Cycle infrastructure currently exists along the B6047; however, it is non-continuous and narrow in places. A potential mitigation measure could be to create a route between the cluster of sites to the north of Market Harborough (Site 8122, 8143, 10597 and 8737) and the town centre. The route could be supported by continuous cycle signage as well as junction upgrades to the Harborough Road / Wellington Way and Leicester Road / Alvington Way junctions.

Public Transport:

To support public transport use associated with site 8737 as well as the other Local Plan sites to the north of Market Harborough, a potential mitigation measure could be to increase the frequency of the X3 service (from hourly to every 20 minutes, requiring 2 additional services). This would also benefit other Local Plan developments along the A6 corridor (who the costs of increasing the frequency should be split with). In addition, two new bus stops could be constructed outside of the site access. These should include a bus shelter as well as real time information. This infrastructure would be shared with site 8143, with the costs split proportionally.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 8737 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment	
Primary Impact Location	A6 Leicester Road / Wistow Road	£1,000	
	A6 Leicester Road / Marsh Drive / Church Road	£9,000	
	A6 / Station Road	£5,000	
	A6 Harborough Road / New Road	£12,000	
	A6 Harborough Road / B6047 Melton Road	£22,000	
	B6047 / Leicester Lane / Gallow Field Road	£17,000	
	A4304 Saint Mary's Road / High Street / Northampton Road	£12,000	
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£1,000	
	A4303 Lutterworth Road / A426 Rugby Road	£3,000	
	A4303 Coventry Road / A5 Watling Street	£-	
	A4303 Coventry Road / Hunter Boulevard	£-	
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£2,000	
	Coventry Road / Lutterworth Sports Centre	£-	
	A426 Lutterworth Road / Gilmorton Lane	£-	
	M1 / A4303	£6,000	
	A5 / A426 Rugby Road / Gibbet Lane / A426	£3,000	
	A6 / London Road / Waldron Drive	£-	
	A6 / Woodside Road	£-	
	A6 Harborough Road / Ash Tree Road	£3,000	
	B582 / Manor Road / Manor Road Extension	£-	
	A6 Glen Road / Florence Wragg Way	£-	
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-	
	B4114 Coventry Road / Croft Road	£-	
	M6 / A426	£2,000	
	Secondary	A47 Uppingham Road / Scraftoft Lane	£-
		A563 / Colchester Road	£-

	A47 / Colchester Road / Goodwood Road	£-
	A6 Harborough Road / B582 New Street	£1,000
	A4304 Rockingham Road / Gores Lane	£2,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£-
TOTAL		£101,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 8737 (Land 0S3070 Leicester Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£102,000
Public Transport	£9,000
Travel Planning	£14,000
Junction Improvements	£104,000
TOTAL	£229,000
COST PER EMPLOYEE	£4,316
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	27/11/24	09/01/25

SITE ID: 10042	SETTLEMENT: Fleckney 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	103
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8055 Land to the west of Longgreay – 47 Dwellings. 		

Site Location Map and Access Arrangements:

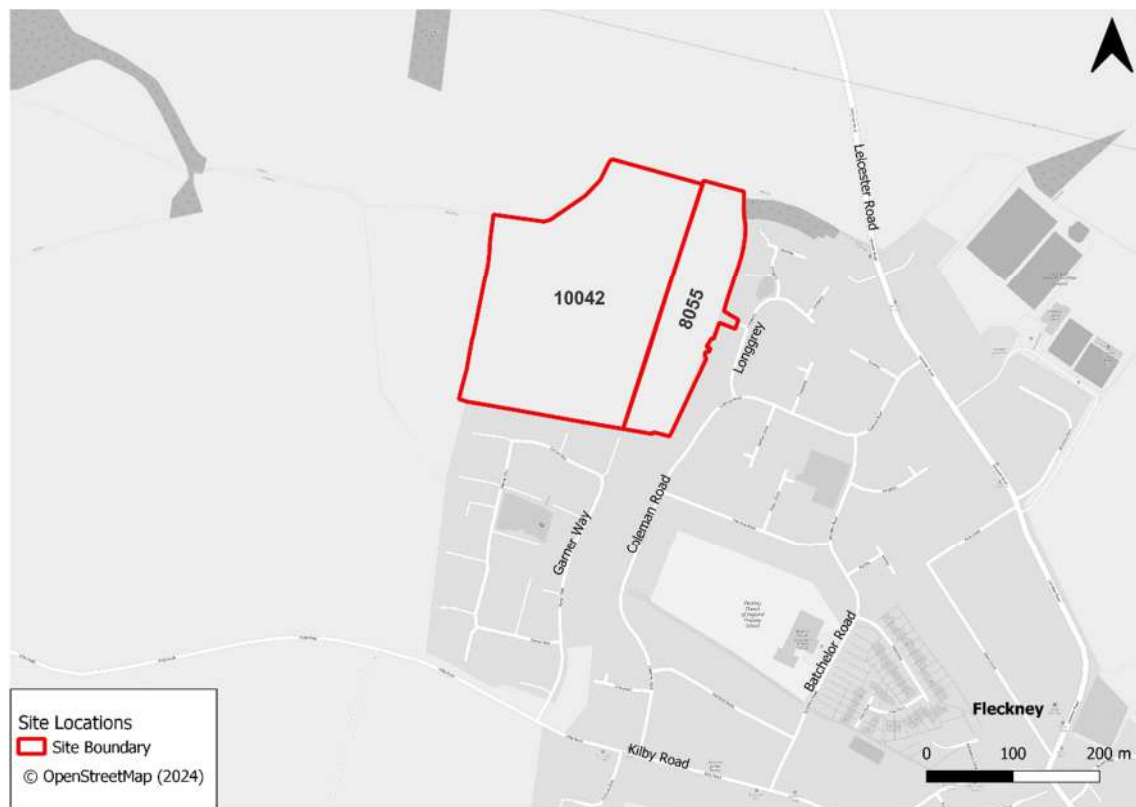


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10042 is located to the north of Fleckney, and to the west of Leicester Road, which connects Fleckney to Leicester and Saddington.

The site does not currently have any planning application or planning permission associated with it. Furthermore, the site is not currently allocated within the current Harborough Local Plan (2011-2031). Garner Way is allocated under Housing Commitments Policy H1.

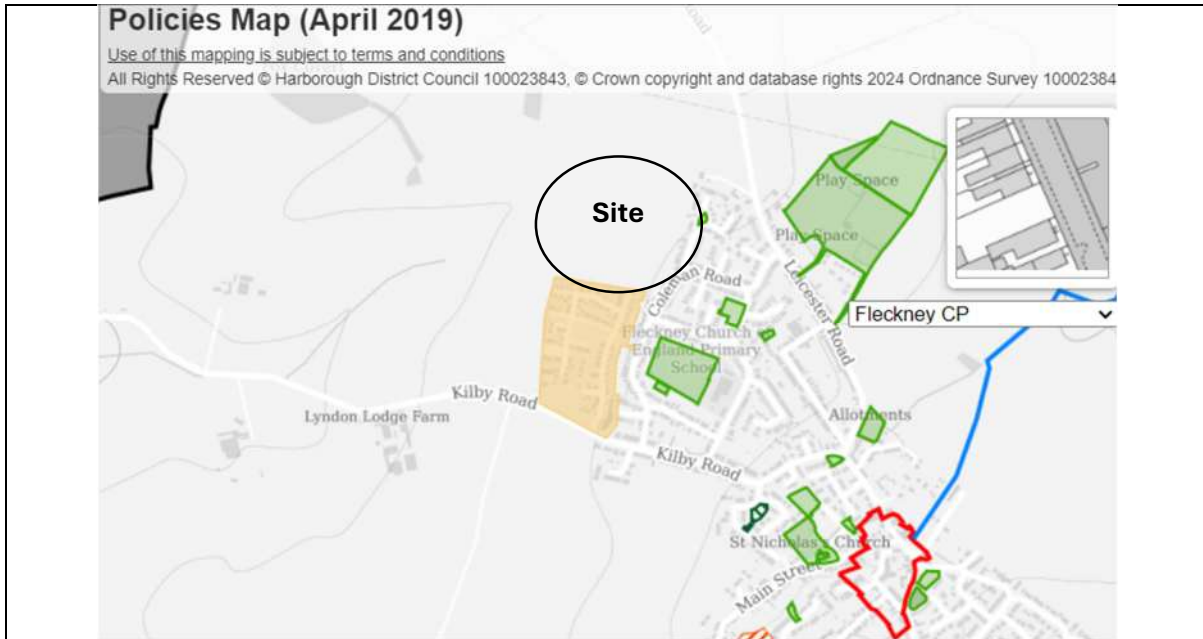


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Access to the site could be achieved via Garner Way west or Garner Way east, which are residential roads associated with a recently constructed housing development. The potential constraints associated with the access points are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 10042	Garner Way West Drive	Amber	Amber	Green	Amber	Red	Green	Amber	Green	Green
	Garner Way East Drive	Amber	Amber	Green	Amber	Red	Green	Amber	Green	Green

Description of surrounding Highway Network:

Garner Way is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Potential pinch points exist in instances where vehicles park on both sides of the carriageway. Coleman Road is located to the southeast of the site. Coleman Road is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Coleman Road is narrow in width with residential properties on both sides. The road becomes Longgrey, which is a single carriageway residential cul-de-sac, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. Some pinch-points exist associated with double parking.

Leicester Road lies to the east of the site and can be reached via Coleman Road. Leicester Road is a single carriageway road, subject to a 30mph speed limit. To the south of the Coleman Road / Leicester Road junction is residential in nature, whilst to the north of the junction to road becomes a single carriageway country road linking Fleckney towards Wigston and Leicester to the north.

Kilby Road lies to the south of the site and is a single carriageway route connecting Fleckney with Kilby to the northwest.

Description of existing Public Transport provision:

There are currently two bus services which route through Fleckney, these are the 44 and 49 bus services. The 44 routes to the east of the site down Leicester Road, and the 49 routes to the south of the site along Kilby Road.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney – Market Harborough - Foxton.	Hourly Park. 2 Hourly off- peak	No Service	No Service
49	Arriva	Leicester - Wigston Magna - Wigston Harcourt - Fleckney (1)	Hourly	Infrequent	No Service

There are existing bus stops located on Leicester Road and Kilby Road . The closest stop ‘Moore’s Nursery’ is located approximately 450m to the east of the site. The stop itself (serving the northbound direction) comprises of an unsheltered ‘flag and pole’ stop, which doesn’t display a timetable. There is no southbound stop available at ‘Moore’s Nursery’.

The stop on Kilby Road is located approximately 530m south of the site. The bus stops on both sides of the carriageway comprise of unsheltered ‘flag and pole’ stops, with no timetable information provided.

The nearest train station to Fleckney is South Wigston, which is located 9.3km north of the site. The station can be accessed from Fleckney via the 49 bus from Fleckney with a change onto the no. 44 in Wigston, the total journey takes approximately 70 minutes.

Description of existing Walking & Cycling provision:Walking Infrastructure

Figure 3: Map of PRoWs in proximity to the site (Source: Rowmaps (2024))

There is currently one PRoW (Route C41/4) which routes in proximity to the site, this is shown in Figure 3.

Roads in Fleckney have footpaths on at least one side of the carriageway which allows pedestrians to traverse the town.

Cycle Infrastructure

Both Leicester Road and Kilby Road are identified as ‘quieter routes’ as shown in Figure 4. National Cycle Route 6 is located 3km south of the proposed development site on Arnesby Road.

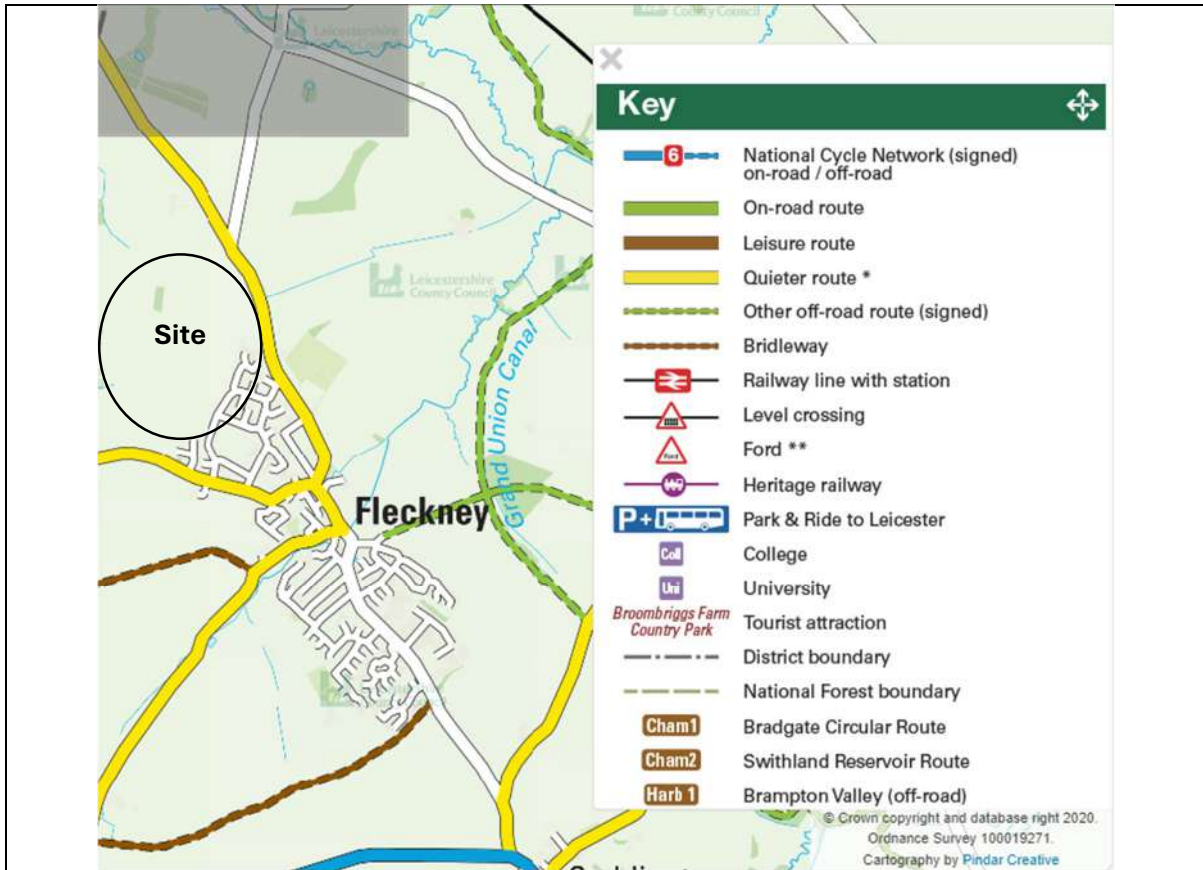


Figure 4: Local Cycle Infrastructure (Source: Choose How You Move, LCC, 2024)

Road Safety Analysis:

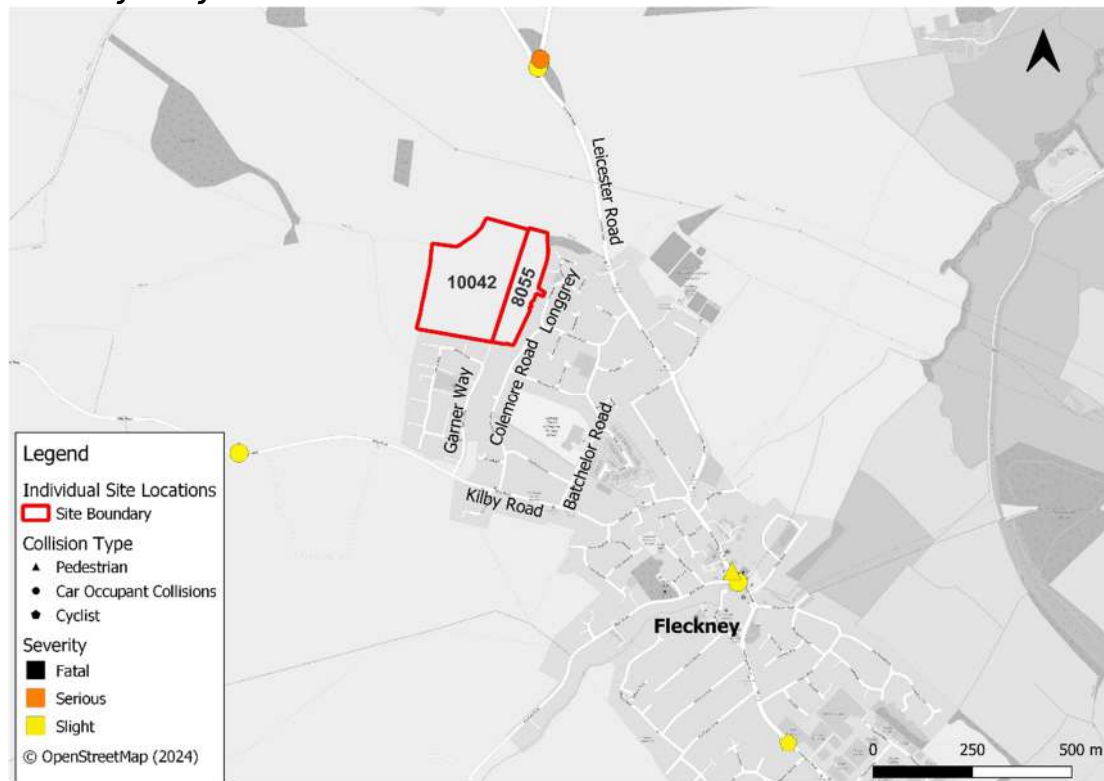


Figure 5: Road Traffic Incidents in proximity to the site.

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

Two collisions are noted to the north of the site at the Leicester Road / Station Road junction, one classified by police as 'slight' and the other 'serious'.

Two 'slight' collisions occurred on the junction between High Street and Main Street. One of these collisions involved a pedestrian and the other involved a vehicle.

There have been two further collisions recorded, one on Kilby Road (classified by police as 'slight') and another which occurred in the south of Fleckney on Saddington Road (classified as 'slight').

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

Expected Trip Generation to/from site and anticipated Trip Distribution:

The identified site is 5.5 hectares and could accommodate approximately 103 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	57	57
Trips – Employment	0	0
Total Trips	57	57

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model show that there are no junctions within Fleckney that are expected to experience capacity issues, however some junctions within neighbouring Kibworth are likely to experience capacity issues as follows:

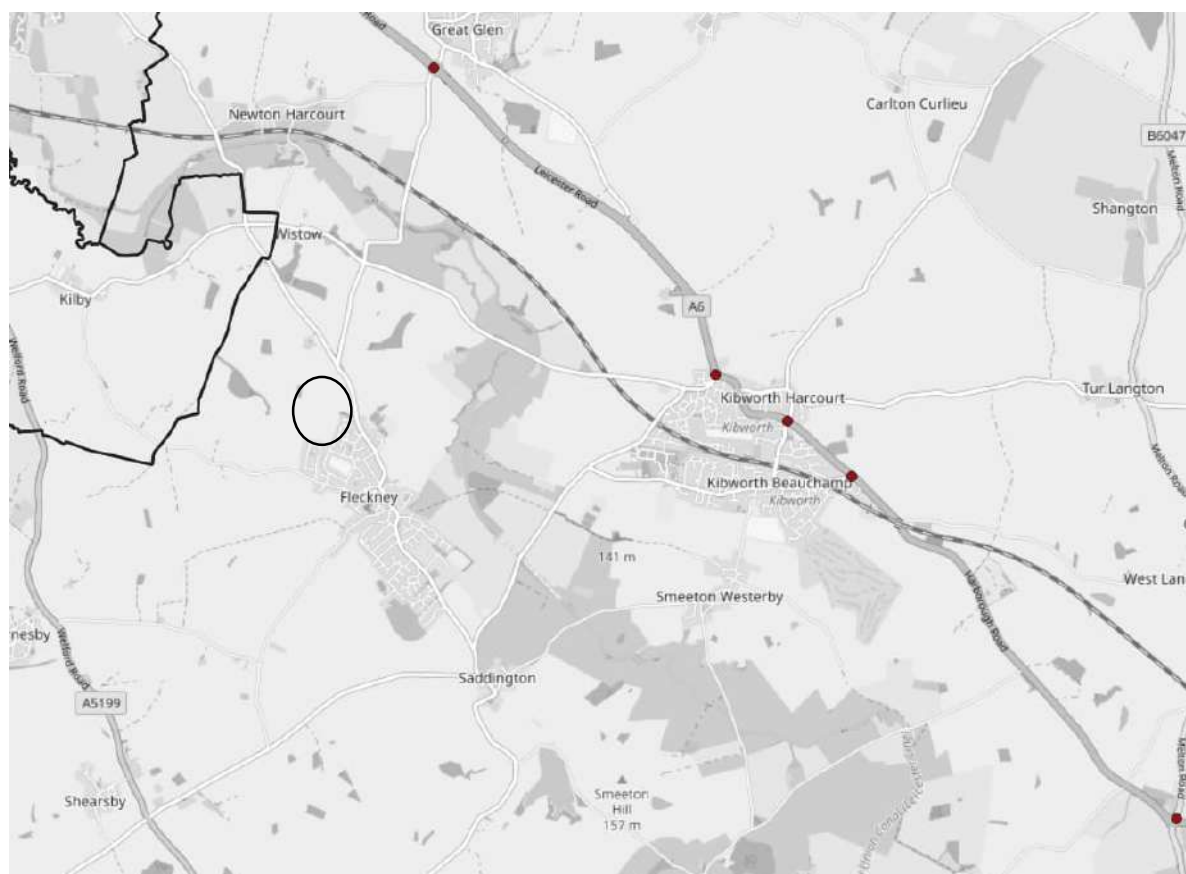
- Warwick Road Railway overbridge: 85% - 100% V/C in PM peak
- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street: 85% - 100% V/C in PM peak
- A6 / Marsh Drive: 85% - 100% V/C in PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and 100%+ V/C in the PM peak
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Lane: 85% - 100% V/C in the AM and PM peak

These capacity issues are associated with both existing trips and committed development traffic. It is noted that capacity issues are noted across the wider A6 corridor (particularly approaching Leicester).

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 10042 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10042 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.6%
	A6 Leicester Road / Marsh Drive / Church Road	0.6%
	A6 / Station Road	2.0%
	A6 Harborough Road / New Road	1.7%
	A6 Harborough Road / B6047 Melton Road	1.0%
	B6047 / Leicester Lane / Gallow Field Road	0.4%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.1%
	A4303 Coventry Road / A5 Watling Street	0.1%
	A4303 Coventry Road / Hunter Boulevard	0.1%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.2%
	Coventry Road / Lutterworth Sports Centre	0.5%
	A426 Lutterworth Road / Gilmorton Lane	0.1%
	M1 / A4303	0.4%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.3%
	A6 / London Road / Waldron Drive	0.8%
	A6 / Woodside Road	0.9%
	A6 Harborough Road / Ash Tree Road	0.8%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.8%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.1%	
B4114 Coventry Road / Croft Road	0.5%	
M6 / A426	0.6%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.2%
	A563 / Colchester Road	0.3%
	A47 / Colchester Road / Goodwood Road	0.5%
	A6 Harborough Road / B582 New Street	0.6%
	A4304 Rockingham Road / Gores Lane	1.1%
	B4114 Coventry Road / B581 Coventry Road	0.7%
	A581 Broughton Way / Cosby Road	0.4%

Given the comparatively small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A6 / Station Road
- A6 Harborough Road / New Road

- A6 Harborough Road / B6047 Melton Road
- A6 / Woodside Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- B4114 Coventry Road / B581 Coventry Road
- A6 Harborough Road / B582 New Street
- A47 / Colchester Road / Goodwood Road

Mitigation Measures – Accessibility:

Walking / Cycling:

To support active travel at the site, continuous cycle signage could potentially be constructed to advertise the existing 'quieter route' infrastructure located in the vicinity of the site. Signage connecting the site to the village centre, as well as to the bridleway connecting Fleckney to the NCN6 (measuring approximately 1.6km) could potentially be constructed.

Public Transport:

To support public transport use, the existing (northbound) bus stop at 'Moores Nursery' could be upgraded to provide a shelter and real time information. In addition, a southbound stop could be constructed at this location. This would require a sheltered bus stop with real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:On-Site Infrastructure:

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

Junction Mitigation:

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

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£2,000
	A6 Leicester Road / Marsh Drive / Church Road	£17,000
	A6 / Station Road	£85,000
	A6 Harborough Road / New Road	£50,000
	A6 Harborough Road / B6047 Melton Road	£47,000
	B6047 / Leicester Lane / Gallow Field Road	£12,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£7,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£2,000
	A4303 Lutterworth Road / A426 Rugby Road	£4,000
	A4303 Coventry Road / A5 Watling Street	£4,000
	A4303 Coventry Road / Hunter Boulevard	£1,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£8,000
	Coventry Road / Lutterworth Sports Centre	£5,000
	A426 Lutterworth Road / Gilmorton Lane	£3,000
	M1 / A4303	£25,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£12,000
	A6 / London Road / Waldron Drive	£2,000
	A6 / Woodside Road	£4,000
	A6 Harborough Road / Ash Tree Road	£21,000
	B582 / Manor Road / Manor Road Extension	£1,000
	A6 Glen Road / Florence Wragg Way	£4,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£1,000
	B4114 Coventry Road / Croft Road	£4,000
M6 / A426	£8,000	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£3,000
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£5,000
	A6 Harborough Road / B582 New Street	£6,000
	A4304 Rockingham Road / Gores Lane	£12,000
	B4114 Coventry Road / B581 Coventry Road	£7,000

	A581 Broughton Way / Cosby Road	£4,000
TOTAL		£367,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10042 (Land North of Kilby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£29,000
Public Transport	£30,000
Travel Planning	£11,000
Junction Improvements	£366,000
TOTAL	£437,000
COST PER DWELLING	£4,240
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	25/11/2024	28/11/24	09/01/25

SITE ID: 10240	SETTLEMENT: Market Harborough MH7	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	0.88 Ha Retail (3,000sqm) mixed town centre use
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 12231 - Commons Car Park 		

Site Location Map and Potential Access Arrangements:

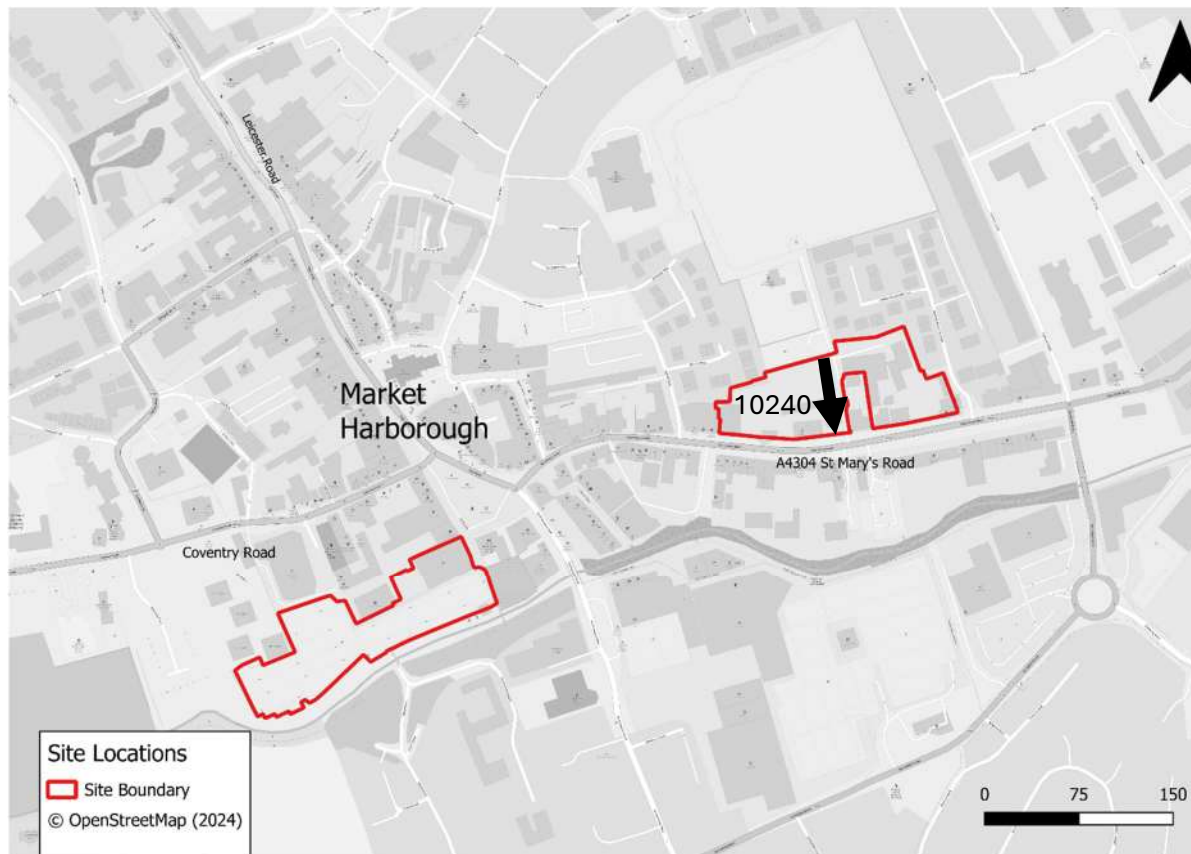


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10240 (St Mary’s Road) is located within the centre of Market Harborough. The site is located to the north of the A4304 which provides connections towards Leicester to the north (via the A6) and Kettering to the south.

The site does not currently have a planning application, or planning permission, associated with it. The site is currently allocated within the Harborough Local Plan (2011-2031) under the Tourism and Leisure Allocations Policy RT4.

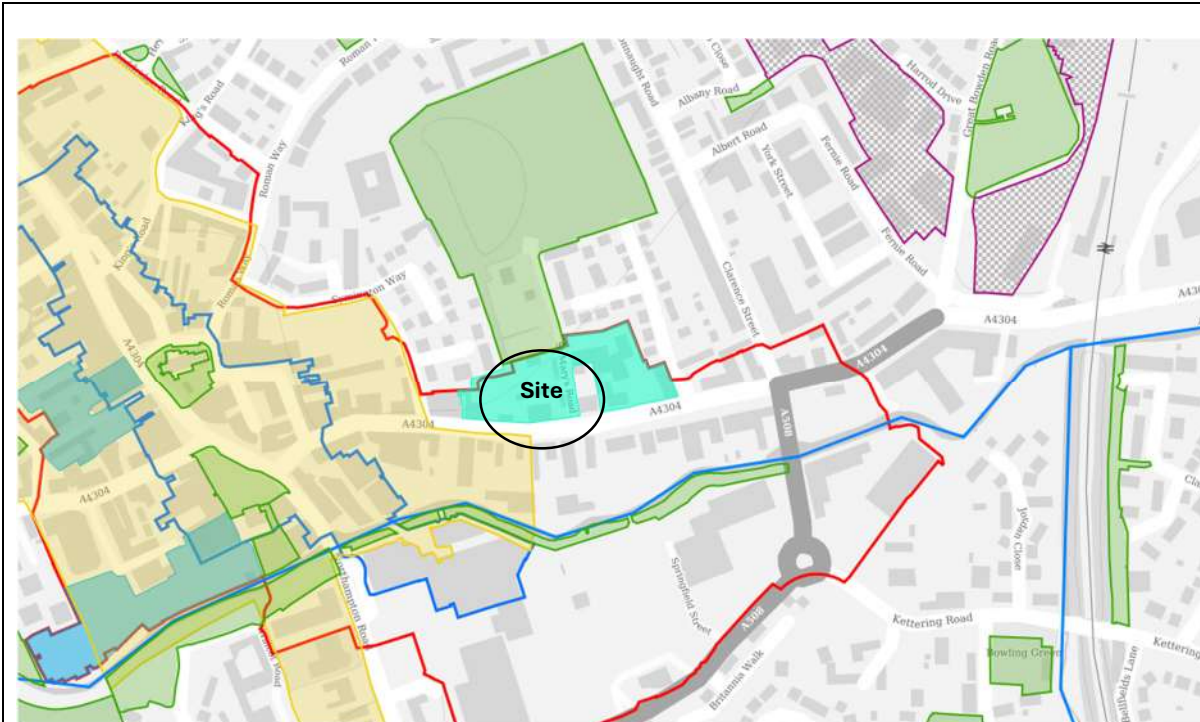


Figure 2: Harborough District Local Plan Allocations (2011-2031)

Access to the site could be achieved via the A4304 (St Mary’s Road), which is an urban A-road. The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities	
Site 10240	Existing Access to carpark	Green	Green	Green	Green	Green	Green	Green	Green	Green	

Description of surrounding Highway Network:

The A4304 St Marys Road is a single carriageway two-way urban a road, subject to a 30mph speed limit. There is a footway on both sides of the carriageway, with regular streetlighting. The road connects Market Harborough with the A6 to the east. To the west of the site, the A4304 becomes the B6047 which routes through the north of Market Harborough.

Description of existing Public Transport provision:

The nearest bus stops to the site are those at ‘The Square’ (located approximately 300m to the west of the site). Bus stops provide access to local Market Harborough connections and services on to Leicester, Northampton, Foxton, Lutterworth and Welford as shown in the table below.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
18	Stagecoach	Market Harborough - Ise Lodge, Kettering	Hourly	No Service	No Service
30	Centrebus	Market Harborough Town Service: Southern Estates	Hourly off peak only	No Service	No Service
33A	Stagecoach	Market Harborough Town Service: Coventry Road	Hourly	No Service	No Service
33B	Stagecoach	Market Harborough Town Service: Little Bowden	Hourly	No Service	No Service
33C	Stagecoach	Market Harborough Town Service: Great Bowden	Hourly	No Service	No Service
44	Centrebus	Fleckney via the Langtons - Market Harborough - Foxton	2 hourly (hourly peak)	No Service	No Service
58	Centrebus	Market Harborough - Lutterworth	infrequent	No Service	No Service
59	Stagecoach	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Cold Ashby - Welford	Once a day Tuesday and Friday	No Service	No Service
WW	Lawsons of Corby	Market Harborough - Cottingham	Once a week (Tuesday)	No Service	No Service
X3	Arriva	Market Harborough - Kibworth - Great Glen - Oadby - Leicester (Limited stop)	Hourly	Hourly	No Service
X7	Stagecoach	Northampton - Market Harborough - Kibworth - Oadby - Leicester (Limited stop)	Hourly	Hourly	Hourly

Source: Choose How You Move (2024)

Both the north and southbound bus stops on the ‘The Square’ comprise of bus shelters with raised kerbs (to aid access to the public transport vehicles themselves). An adjacent signalised pedestrian crossing enables users to cross the High Street (to reach the stops on the opposite side of the road).

The nearest railway station to the site is Market Harborough Station, which is located 400m to the east of the site. The station is accessible via approximately 5 minutes’ walk, or 2 minutes by bicycle.

Walking & Cycling:

Walking Infrastructure

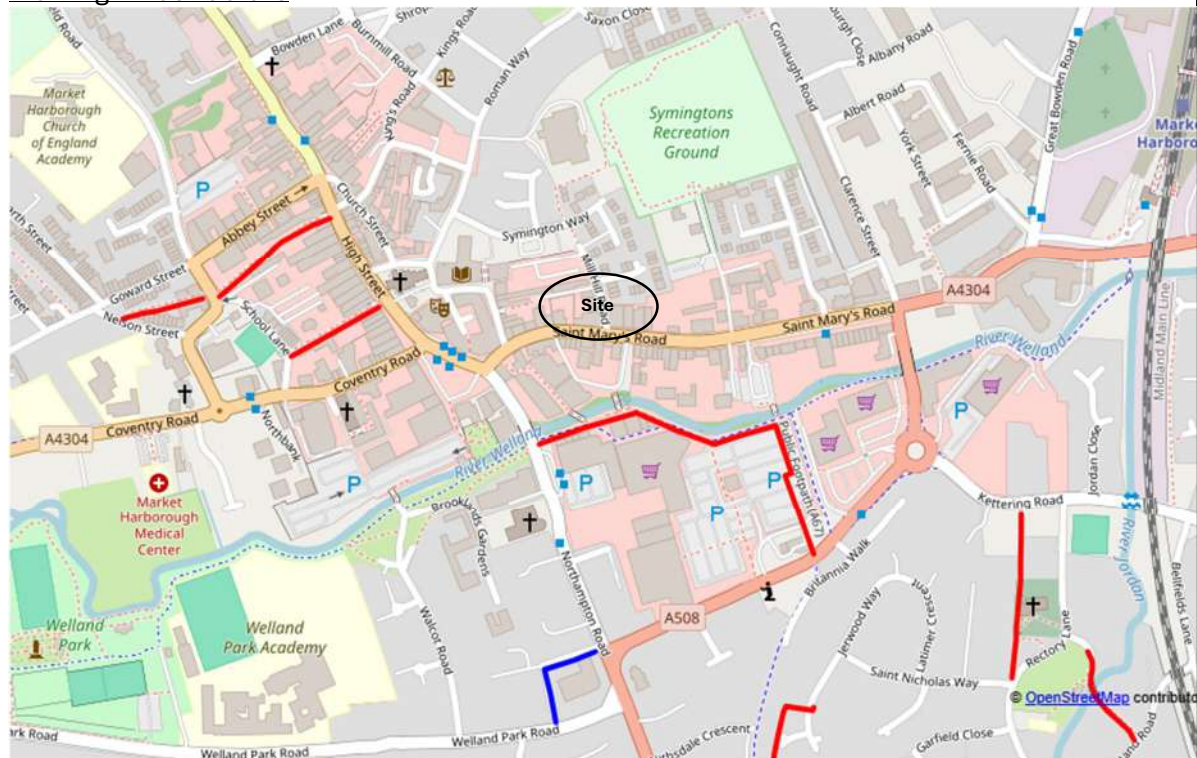


Figure 3: Map of PRoWs in proximity to the Site (Source: Rowmaps (2024))

There are currently no Public Rights of Way (PRoWs) which route through the site. However, Footpath A67/1 routes to the south of the site connecting retail sites. In addition, there is a network of footways alongside the carriageway with crossing facilities, connecting key Market Harborough destinations.

Cycle Infrastructure

Figure 4 shows the cycle infrastructure in place surrounding the site. National Cycle Route 6 and 64 are located close to the proposed site. There is also a network of shared footway / cycleways connecting key destinations within Market Harborough. This includes an off-road route to Market Harborough railway station.

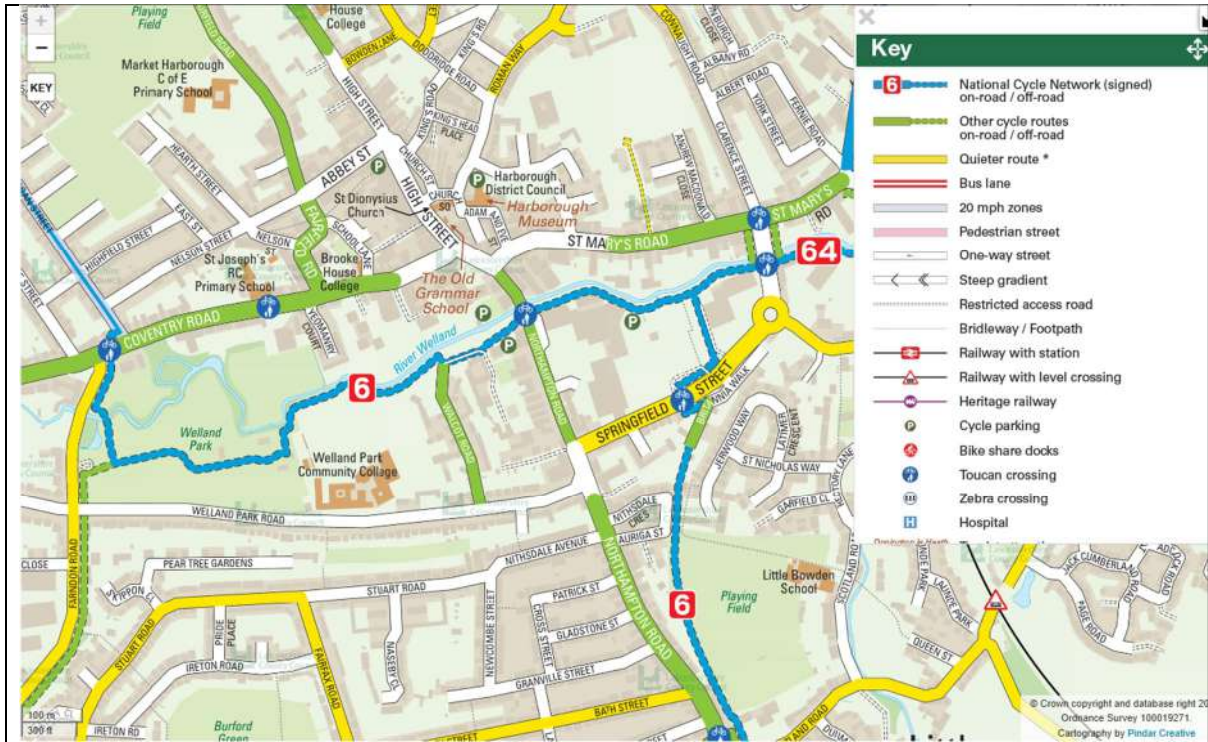


Figure 4: Local Cycle Networks

Road Safety Analysis:

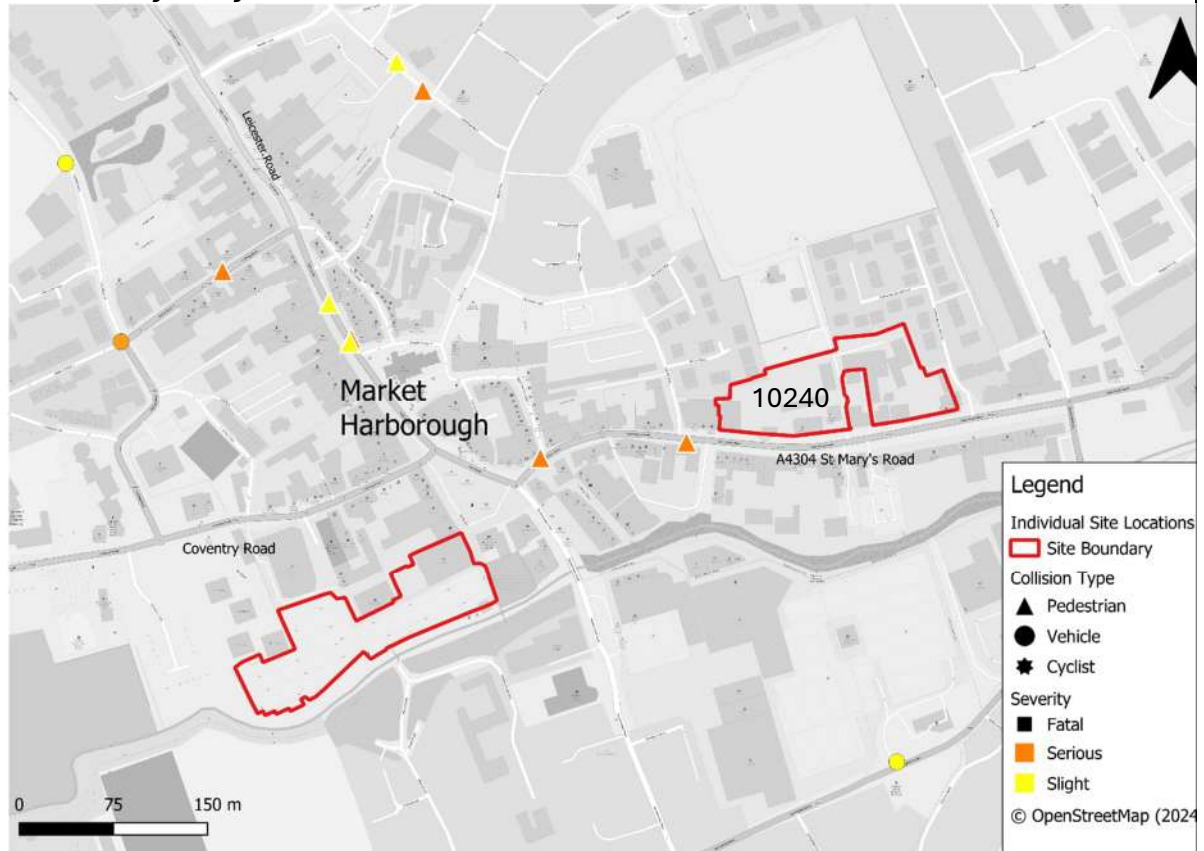


Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset shows the number of collisions that have occurred within proximity to the proposed development site between 2017 and 2022 (inclusive, the

latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

On the A4304 St Mary's Road, two collisions rated 'Serious' by the police occurred, both involving pedestrians. A further three collisions, all involving pedestrians occurred on the B6047, one was recorded by police as 'Serious', whilst the other was recorded as 'Slight'.

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

Expected Trip Generation:

The identified site is 0.9 hectares and has been identified as Retail (A1 / A2 use). A1 / A2 trip generation rates are not available within the PRTM, and therefore trip generation for this site has not been calculated.

Trip generation rates will therefore need to be confirmed at the stage of preparing a detailed Transport Assessment, including the proportion of pass-by and shared trips.

Committed Development in vicinity of proposed site and expected impacts:

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

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

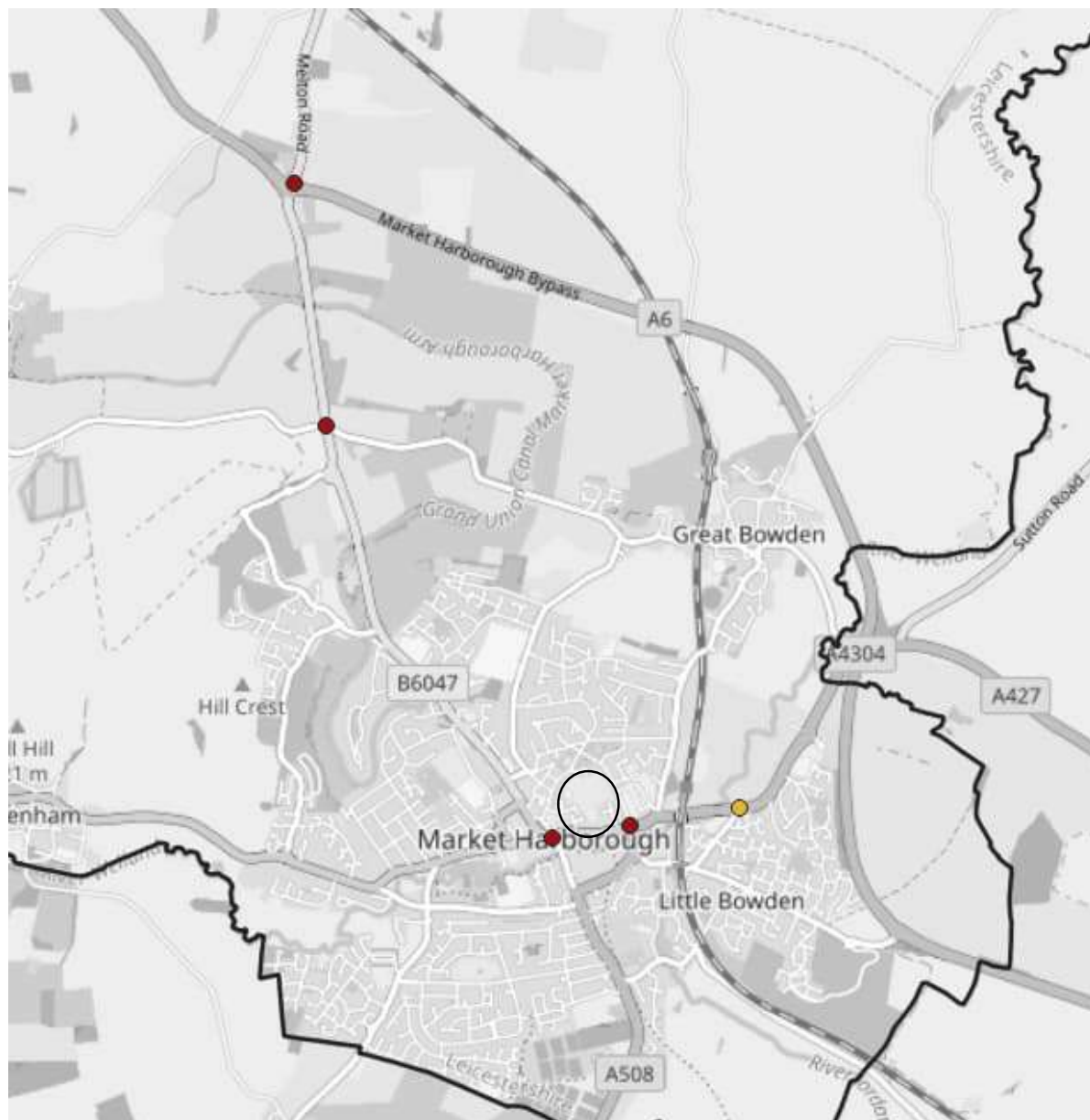
- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 10240 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Due to trip generation rates being unavailable within the PRTM model, it has not been possible to ascertain the percentage of traffic volume attributable to site 10240 through each of these junctions. Although it should be noted that:

- 1) The site is small (0.9Ha) and therefore it is expected that the site would generate negligible numbers of trips.
- 2) Retail / Leisure sites are typically associated with a high number of pass-by trips (i.e. existing trips on the network).

Mitigation Measures – Accessibility:

Walking / Cycling:

Given the size of the site, and the nature of existing active travel infrastructure within proximity of the site, it is not likely proportional to propose additional walking and cycling infrastructure. Notwithstanding, the site should be incorporated into existing infrastructure, and pedestrian safety improvements may be ultimately needed given pedestrian-involved collisions near the site.

Public Transport:

Given the size of the site, and the nature of existing public transport facilities within Market Harborough it is not likely proportional to propose public transport improvements for this site. Notwithstanding, a potential mitigation measure was identified for sites to the north of Market Harborough which included an increase in frequency of the X3 service from hourly to every 20 minutes. If taken forward, this would benefit site 10240 (albeit to a smaller degree given the number of other bus services within walking distance of the site).

Travel Planning:

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

Mitigation Measures – Residual Impacts:

Given the size and nature of the site, there are expected to be comparatively few ‘new’ trips generated onto the network as a result of the development (i.e. the site will attract pass-by and shared trips). The site is therefore anticipated to have a negligible impact upon the surrounding highway network. Further analysis would however be required as part of a full Transport Assessment if the site were to be progressed.

Estimated Cost of Mitigation Measures:

Costs have not been calculated for this site (see above).

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Phil Jones	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	22/11/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 10248 & 10253	SETTLEMENT: Market Harborough MH6	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	3.5 Ha Employment
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> N/A – Isolated Site 		

Site Locations Map and Potential Access Arrangements:

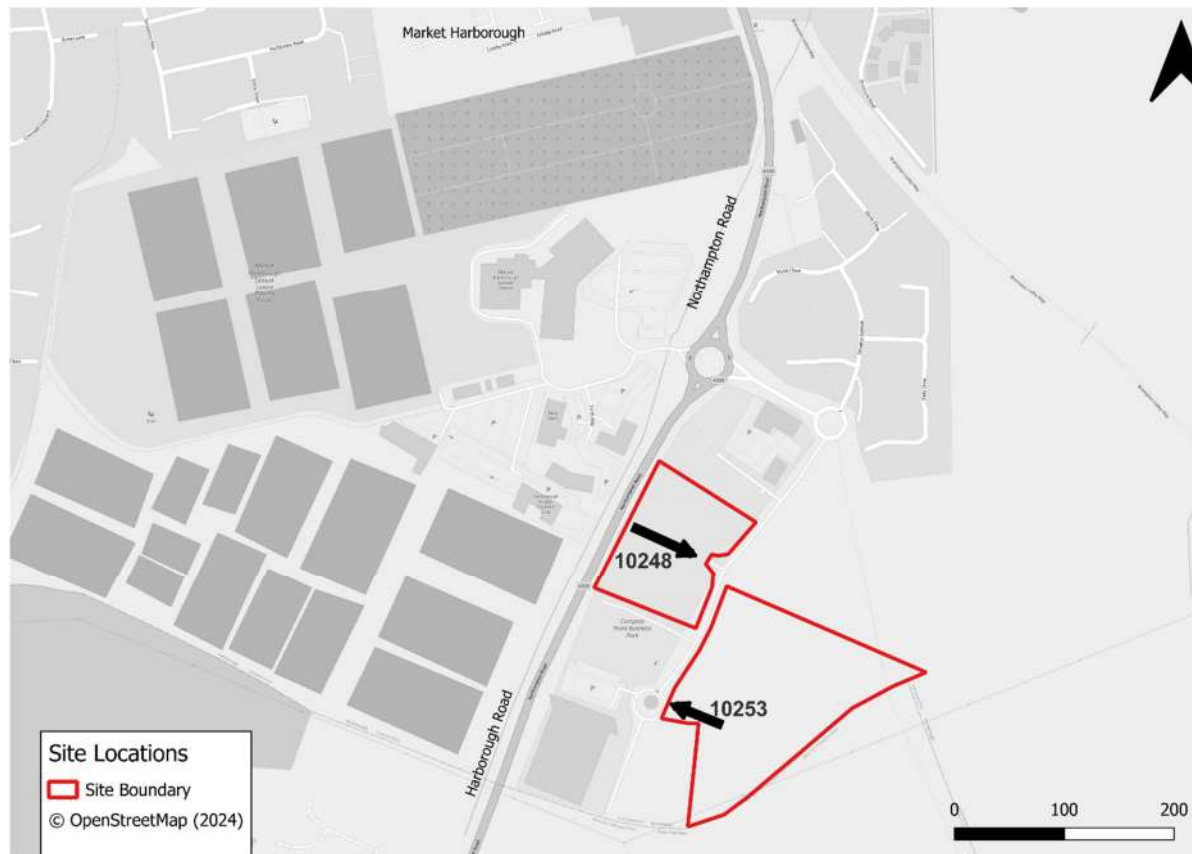


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10248 and Site 10253 (Compass Point Business Park) are located to the south of Market Harborough. The site is located to the east of Harborough Road, which provides connections into Market Harborough to the north and south towards Northampton.

Both sites do not currently have a planning application, or planning permission, associated with them. Both sites are allocated within the current Harborough Local Plan (2011 – 2031) under Business Allocations Policy BE1 as shown in the figure below.

Description of surrounding Highway Network:

Compass Point is a single carriageway two-way access road providing connection through the Compass Point Business Park. There are footways on both sides of the carriageway, with regular streetlighting and a shared cycle/footway provided along one side of the carriageway.

The A508 is a single carriageway two-way arterial road, linking Market Harborough to Northampton, subject to a 40mph speed limit. There is a shared cycle/footway providing access towards Market Harborough town centre and the Business Park. There are footways provided on both sides of the with regular streetlighting.

Description of existing Public Transport provision:

The X7 bus service stops on the A508, nearby to Compass Point and provides connections north to Market Harborough & Leicester and south to Northampton.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
X7	Stagecoach	Northampton - Market Harborough - Kibworth - Oadby - Leicester (Limited stop)	Hourly	Hourly	Hourly

Source: Choose How You Move (2024)

The nearest bus stops to the site are located near the Leisure Centre (approximately 140m north of the A508 / Compass Point roundabout junction and 400m north of the site). Both the northbound and southbound bus stops on the A508 comprise a bus stop ‘flag and pole’. These are provided with raised kerbs (to aid access to the public transport vehicles themselves), and central islands to enable uncontrolled pedestrian crossing of Northampton Road (to reach the stops on the opposite side of the road).

The nearest railway station to the sites is Market Harborough, which is located 1.8km to the north of the sites. The station is accessible via a 25 minute walk or 7 minute cycle.

Walking & Cycling:

Walking Infrastructure

There are currently no Public Rights of Way (PRoWs) which route through the two sites. Footpath A62/6 provides leisure route connections to the east of the proposal locations. Footways along the carriageway of Northampton Road provide access to nearby facilities, such as Market Harborough town centre.

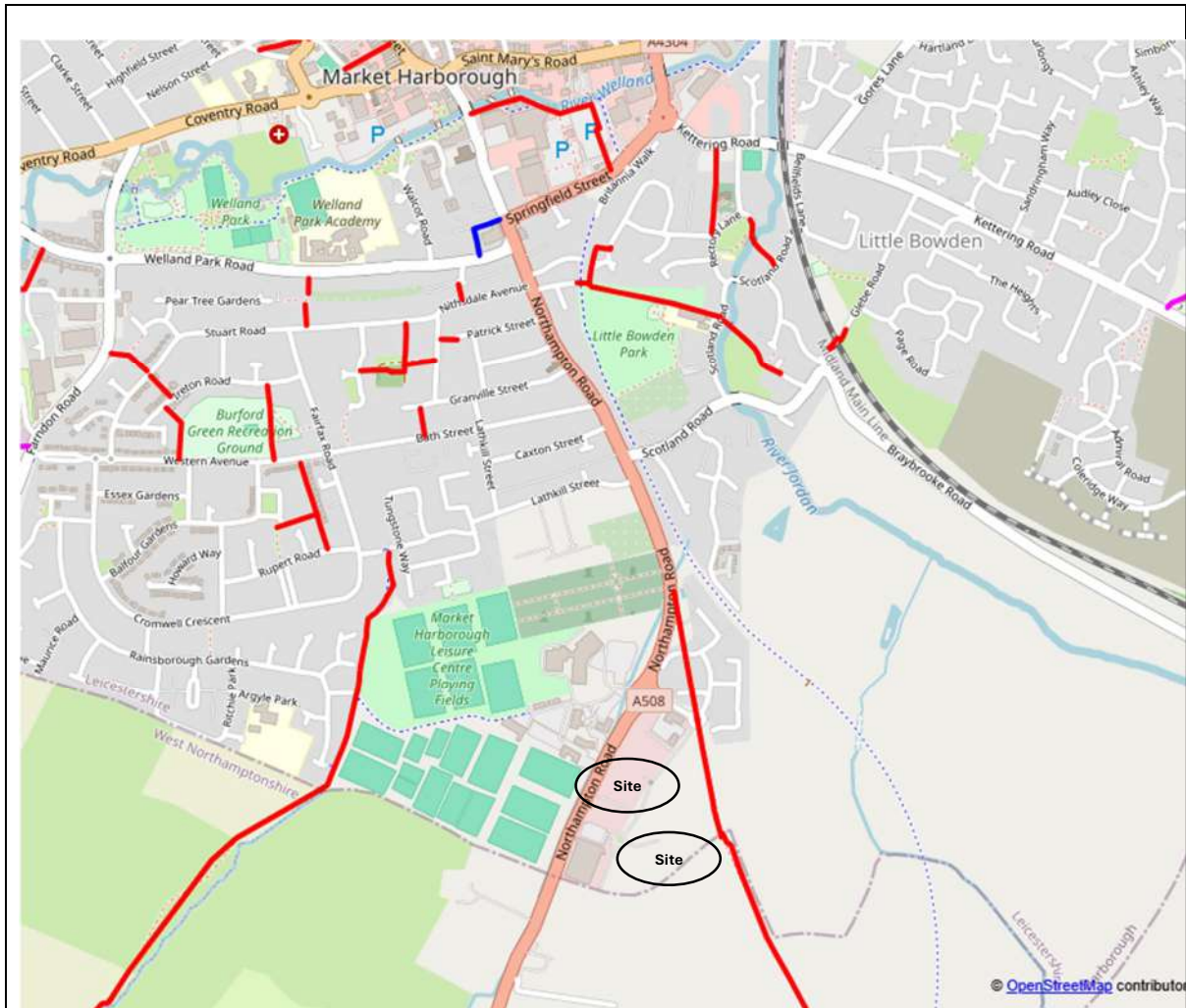


Figure 3: Map of PRoWs in proximity to the Sites (Source: Rowmaps (2024))

Cycle Infrastructure

Figure 4 shows the cycle infrastructure in place surrounding the sites. National Cycle Route 6 is located in close proximity to the proposed sites. There is also a network of shared footway / cycleways connecting towards Market Harborough centre to the north and residential areas to the west. This includes an off-road route to Market Harborough railway station.

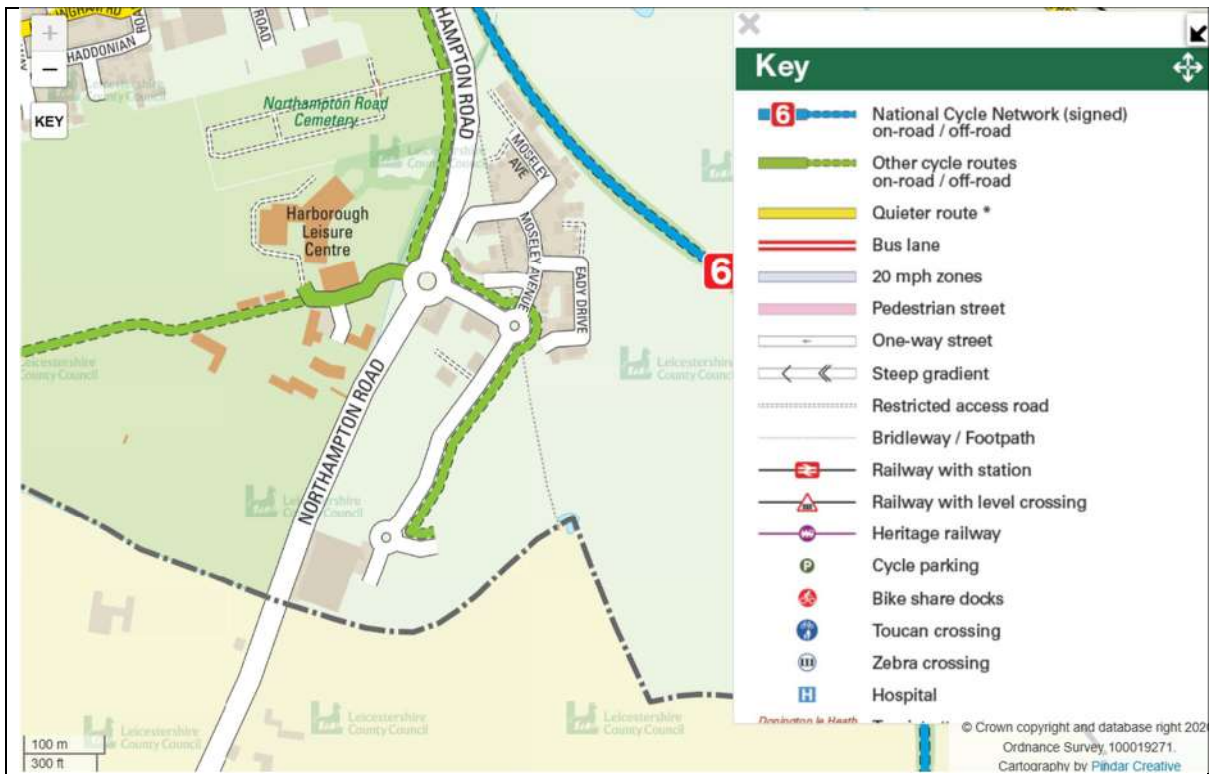


Figure 4: Local Cycle Networks

Road Safety Analysis:

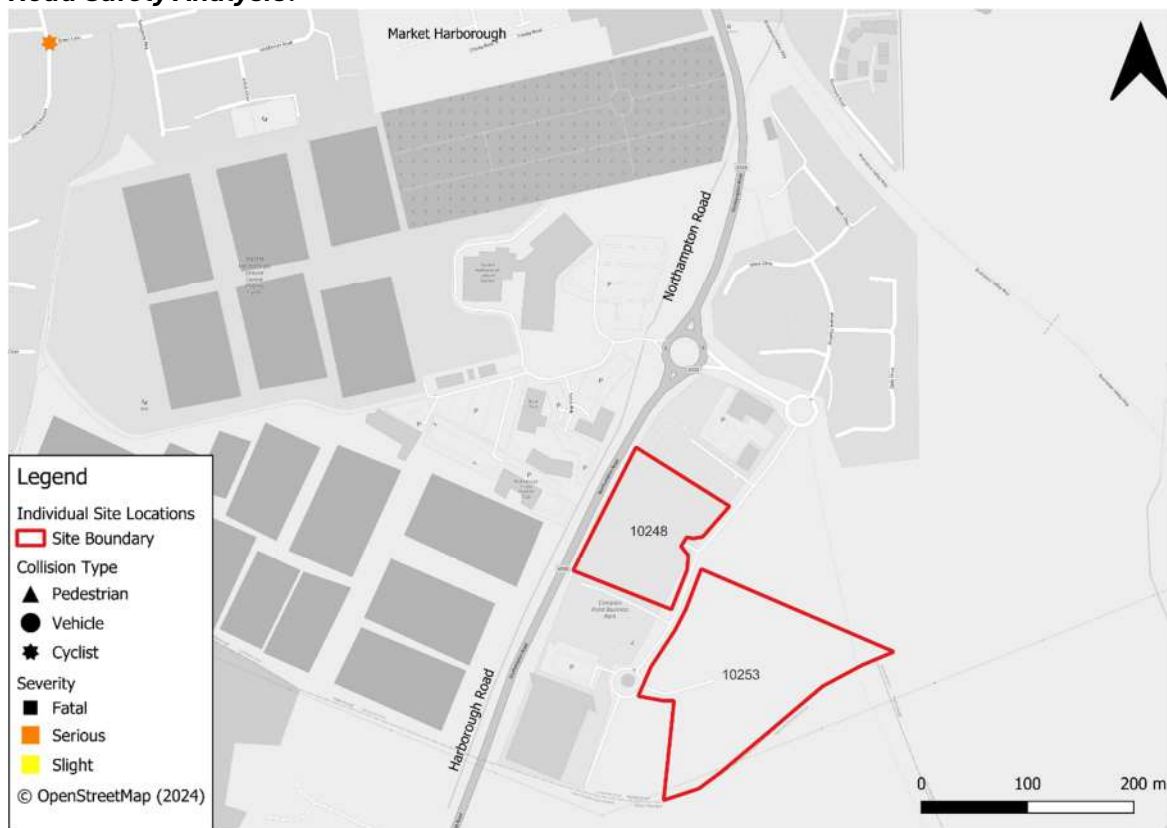


Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset (where collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’) shows that no collisions have taken place in proximity to

the proposed development sites between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing).

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

Expected Trip Generation:

The identified site is 3.5 hectares and could accommodate approximately 427 employees. The anticipated end use of the site has not been specified and therefore it has been assumed, for the purpose of assessment, that the site would be split equally between B1, B2 uses.

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

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

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	67	54
Total Trips	67	54

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Locations’, are expected to experience a more substantial deterioration compared to other junctions (labelled ‘Secondary impact Locations’)

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



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

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

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	1.0%
	A6 Leicester Road / Marsh Drive / Church Road	1.3%
	A6 / Station Road	0.6%
	A6 Harborough Road / New Road	1.7%
	A6 Harborough Road / B6047 Melton Road	2.4%
	B6047 / Leicester Lane / Gallow Field Road	2.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	15.4%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	15.6%
	A4303 Lutterworth Road / A426 Rugby Road	0.4%
	A4303 Coventry Road / A5 Watling Street	0.2%
	A4303 Coventry Road / Hunter Boulevard	0.2%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.3%
	Coventry Road / Lutterworth Sports Centre	0.1%
	A426 Lutterworth Road / Gilmorton Lane	0.1%
	M1 / A4303	0.5%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.4%
	A6 / Woodside Road	0.4%
	A6 Harborough Road / Ash Tree Road	0.4%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.4%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	0.1%	
M6 / A426	1.2%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.1%
	A6 Harborough Road / B582 New Street	0.3%
	A4304 Rockingham Road / Gores Lane	31.3%
	B4114 Coventry Road / B581 Coventry Road	0.1%
	A581 Broughton Way / Cosby Road	1.0%

Key 'Primary Impact Location' junctions:

- A4304 Saint Mary's Road / High Street / Northampton Road
- A508 Saint Mary's Road / A508 Springfield Street / A4304
- A6 Harborough Road / B6047 Melton Road
- B6047 / Leicester Lane / Gallow Field Road
- A6 Harborough Road / New Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane

- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:

Walking / Cycling:

The site lies in close proximity to the NCN6. A potential mitigation measure could be to create a cycle route from the site to the NCN6 (via Moseley Avenue), utilising the existing off-road infrastructure. This could be supported by continuous cycle signage.

Public Transport:

To support the use of public transport, bus stops could be constructed close to the Compass Point Business Park site access. These should be sheltered and include real time information.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10248 & 10253 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£3,000
	A6 Leicester Road / Marsh Drive / Church Road	£37,000
	A6 / Station Road	£23,000
	A6 Harborough Road / New Road	£50,000
	A6 Harborough Road / B6047 Melton Road	£115,000
	B6047 / Leicester Lane / Gallow Field Road	£61,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£277,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£235,000
	A4303 Lutterworth Road / A426 Rugby Road	£16,000
	A4303 Coventry Road / A5 Watling Street	£9,000
	A4303 Coventry Road / Hunter Boulevard	£1,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£14,000
	Coventry Road / Lutterworth Sports Centre	£1,000
	A426 Lutterworth Road / Gilmorton Lane	£2,000
	M1 / A4303	£32,000

	A5 / A426 Rugby Road / Gibbet Lane / A426	£-
	A6 / London Road / Waldron Drive	£1,000
	A6 / Woodside Road	£2,000
	A6 Harborough Road / Ash Tree Road	£10,000
	B582 / Manor Road / Manor Road Extension	£1,000
	A6 Glen Road / Florence Wragg Way	£2,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£1,000
	M6 / A426	£15,000
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane
A563 / Colchester Road		£-
A47 / Colchester Road / Goodwood Road		£1,000
A6 Harborough Road / B582 New Street		£3,000
A4304 Rockingham Road / Gores Lane		£332,000
B4114 Coventry Road / B581 Coventry Road		£1,000
A581 Broughton Way / Cosby Road		£1,000
TOTAL	£1,247,000	

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Sites 10248 & 10253 (Compass Point Business Park) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£347,000
Public Transport	£44,000
Travel Planning	£29,000
Junction Improvements	£1,249,000
TOTAL	£1,668,000
COST PER DWELLING	£3,904
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Phil Jones	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	22/11/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 10554	SETTLEMENT: Broughton Astley 01	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	475
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> N/A – Isolated Site 		

Site Location Map and Access Arrangements:

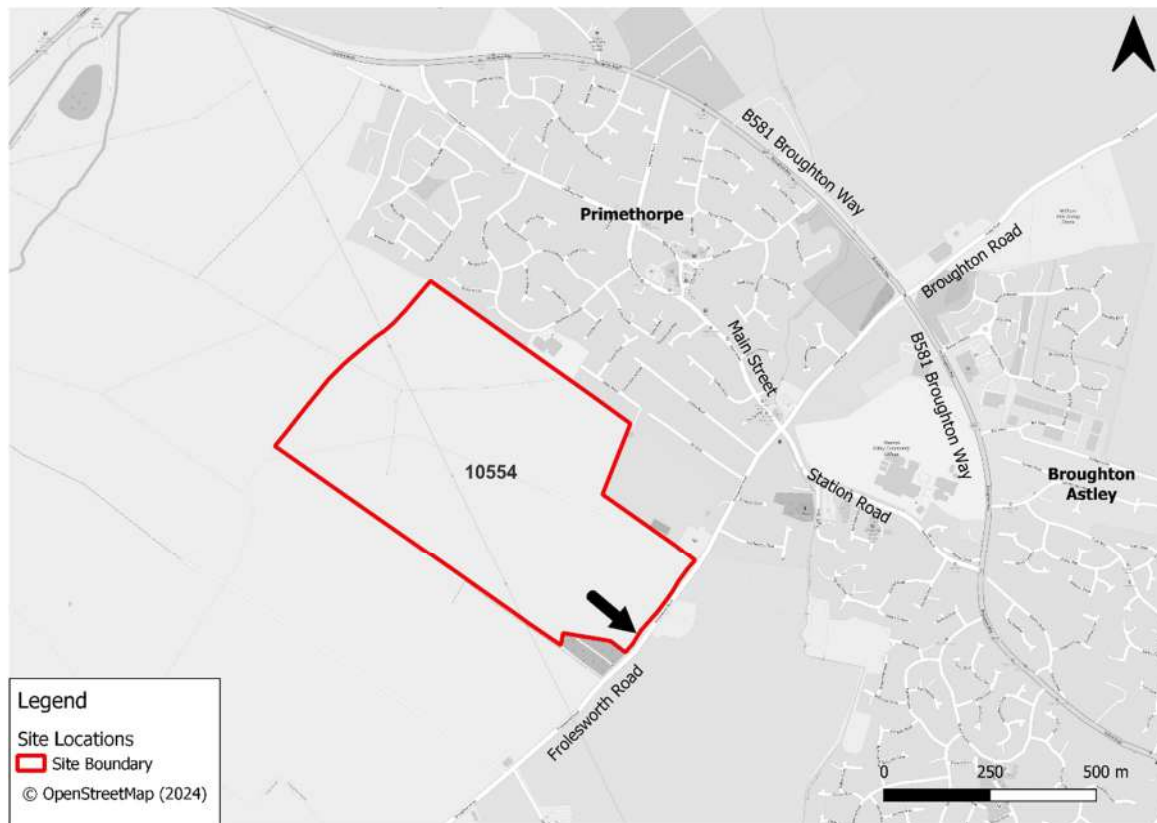


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10554 (Land off Folesworth Road) is located to the southwest of the town of Broughton Astley and to the west of Folesworth Road, which connects Broughton Astley to Folesworth, Cosby and Leicester. The B581 Broughton Way is located to the north of the site and provides connection to Dunton Bassett and Stoney Stanton.

The site does not currently have a planning application, or planning permission, associated with it, and is not located within the Harborough District Local Plan (2011-2031), as shown in the figure below.

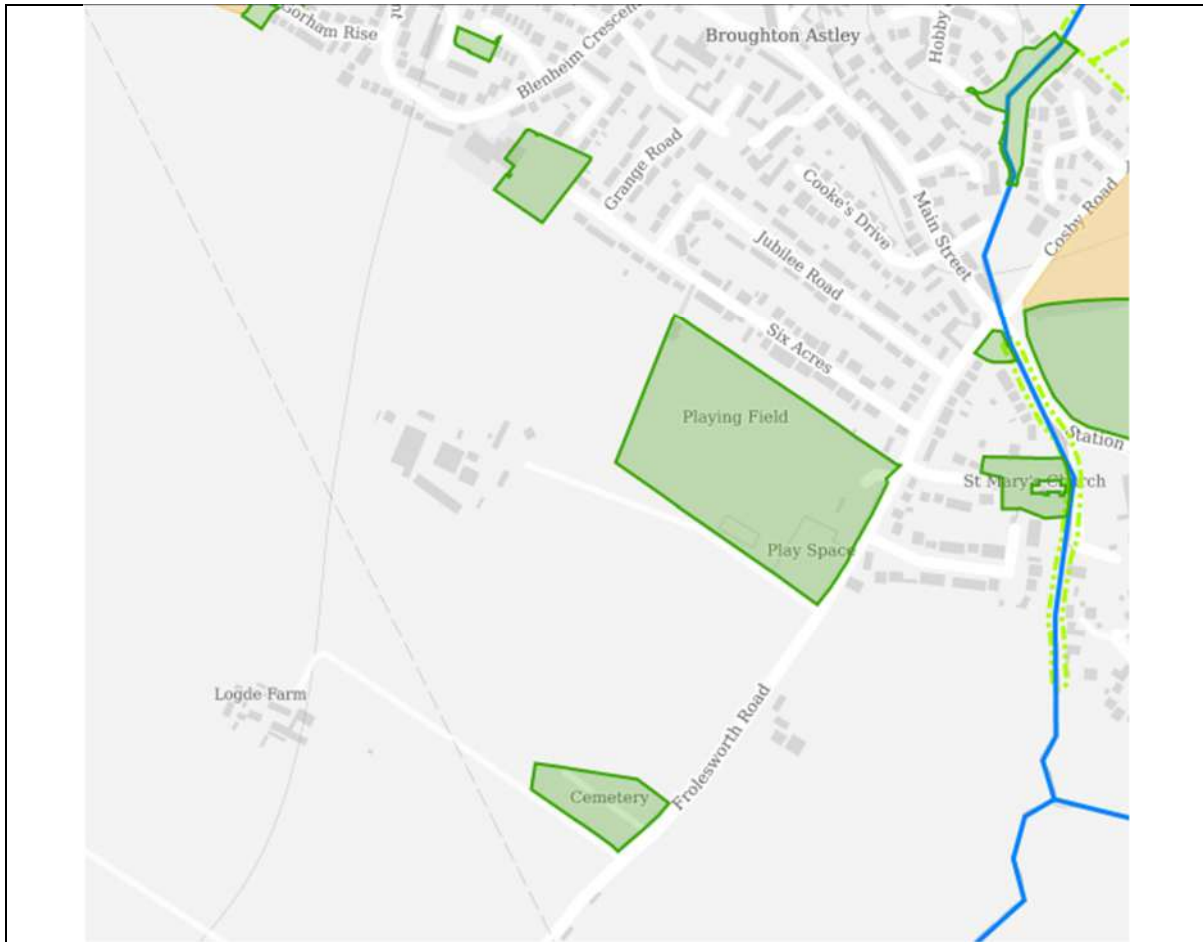


Figure 2: Harborough District Local Plan (2011-2031)

The site could be accessed directly from Frolesworth Road, which is a 30mph single carriageway route.

The potential constraints associated with the Frolesworth Road access point is shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 10554	Frolesworth Road Access	Amber	Green	Green	Amber	Amber	Amber	Amber	Green	Green	

Description of surrounding Highway Network:

Frolesworth Road is a single carriageway country road, subject to a 30mph speed limit. There are narrow footways on both sides of the carriageway, with regular streetlighting. The route connects the B581 to the northwest with Frolesworth and the A5 to the southeast.

Station Road is a single carriageway local distributor road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting. The route connects the site into Broughton Astley.

Main Street is a single carriageway residential road, subject to a 30mph speed limit. There are footways on both sides of the carriageway, with regular streetlighting.

B581 Broughton Way is a single carriageway road, subject to a 40mph speed limit. There are streetlights on both sides of the carriageway, but there are no footways. The route connects Broughton Astley to the A47 to the northwest (via Stoney Stanton and Elmesthorpe) and Dunston Bassett to the southeast.

Description of existing Public Transport provision:

There are currently two bus routes which route through Broughton Astley, these are the number 84 and X84 bus services. The 84 currently routes via both Main Street and Station Road and the X84 currently routes via both Main Street and Frolesworth Road, although it is noted that there are no stops on Frolesworth Road.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
84	Arriva	Leicester - Blaby - Whetstone - Cosby - Broughton Astley - Dunton Bassett - Lutterworth	30 mins to Leicester – Cosby Hourly to Lutterworth	Hourly	Hourly Leicester – Broughton Astley
X84	Arriva	Leicester - Fosse Park - Huncote - Croft - Broughton Astley - Lutterworth - Magna Park - Rugby	Hourly	Infrequent	Lutterworth – Rugby only infrequent

Source: Choose How You Move (2024)

Existing bus stops are available approximately 370m to the north of the site on Main Street. The stop for westbound services is located adjacent to The Bull Public House and comprises of a bus shelter with a printed timetable on the display. The stop for the eastbound service is located outside of the Broughton House Interiors Store and comprises of an unsheltered ‘flag and pole’ stop which also displays a printed timetable.

The nearest train station to this site is Narborough Station, which is located approximately 6km northeast of the site. Narborough Station can be accessed from the site via the X84, the journey takes approximately 35 minutes.

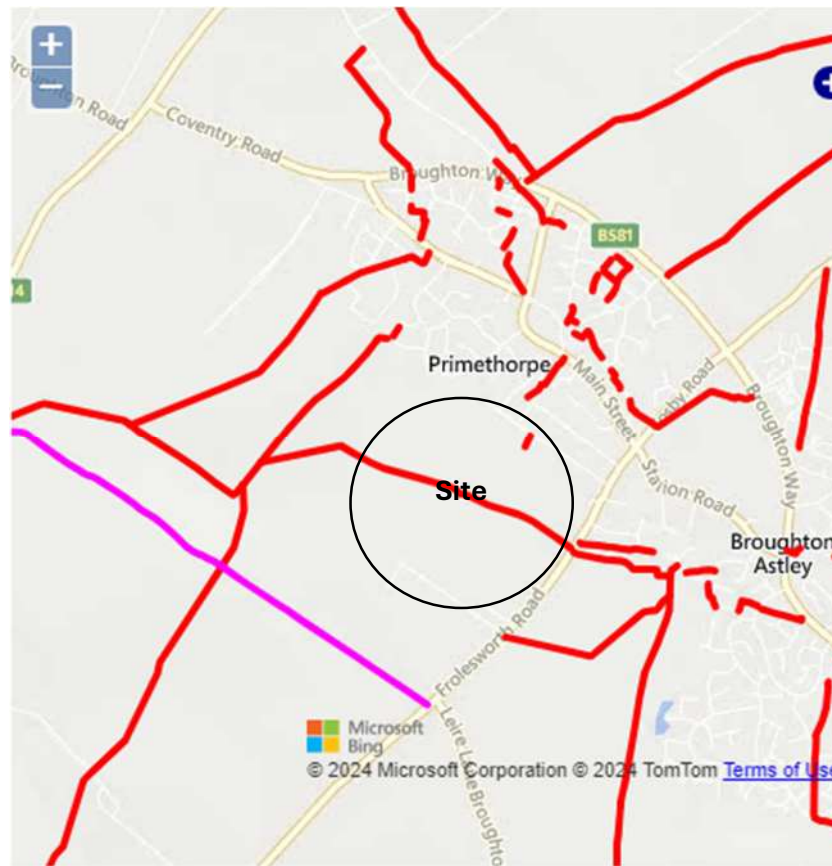
Description of existing Walking & Cycling provision:

Figure 3: Public Rights of Way (Source: ROWMAPS, 2024)

There is currently two Public Rights of Way (PRoW) which route through the site and several PRoWs and Bridleways which route within the vicinity of the site. These are visualised in Figure 3 and are listed below:

- W48a/1 Footpath
- W52/3 Footpath
- W52/4 Footpath
- W59/3 Bridleway
- W48/1 Footpath
- W48/4 Footpath
- W60/1 Footpath
- W60/2 Footpath
- A23/1 Footpath

There is no National Cycle Network route in the vicinity of the site. Frolesworth Road, Main Street, Station Road and Broughton Rod are all identified as 'Quieter Routes', as shown in Figure 4.

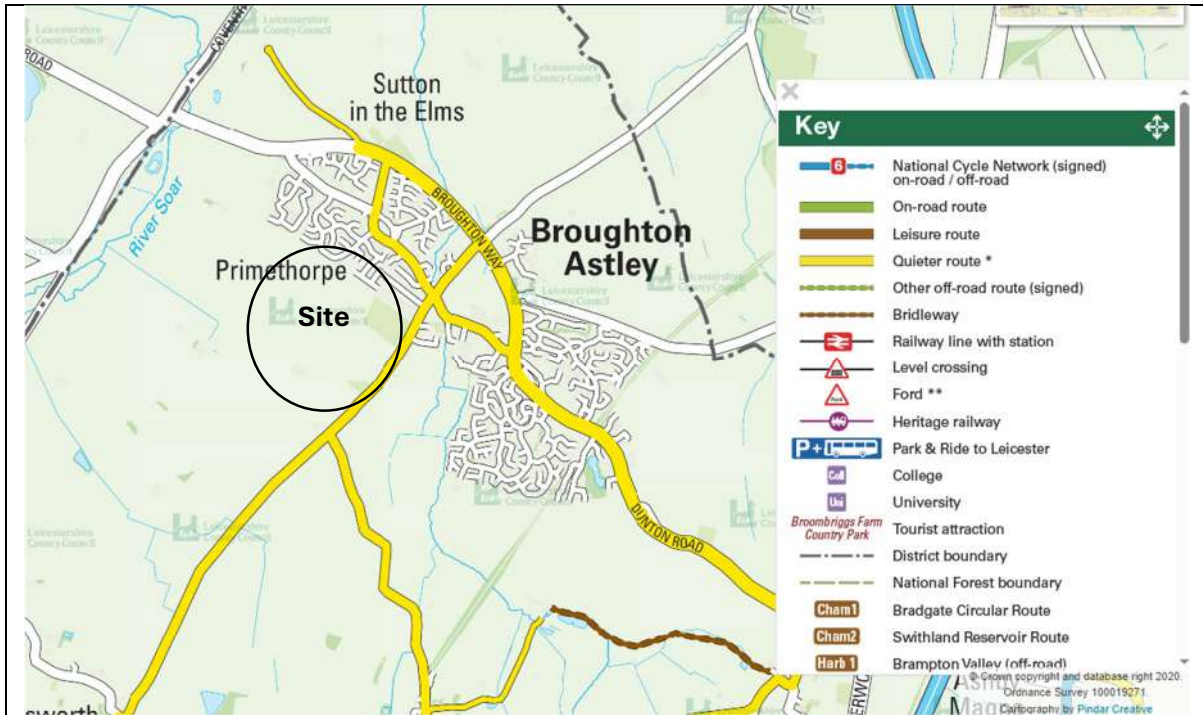


Figure 4: Local Cycle Networks (Source: Choose How You Move, LCC, 2024)

Road Safety Analysis:

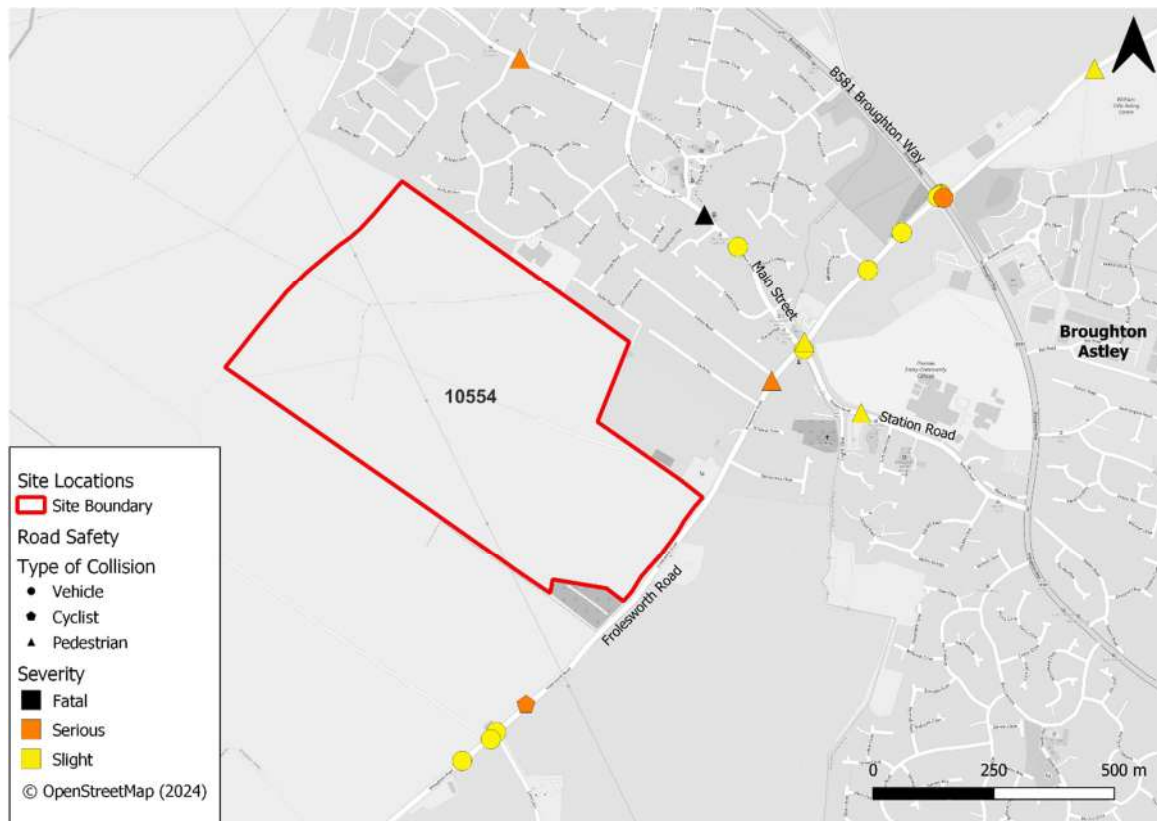


Figure 5: Road Traffic Incidents in proximity to the Site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

One ‘fatal’ collision involving a pedestrian was recorded on Main Street (to the north of the proposed site), with a further ‘Slight’ collision involving a vehicle occurring on Main Street.

Two collisions have been recorded at the Frolesworth Road / Main Street / Station Road junction, one involving a vehicle only, whilst the other involved a pedestrian.

Several collisions have occurred along Frolesworth Road, with four occurring at (or within close proximity to) the Frolesworth Road / Leire Lane junction. Three were classified by police as ‘Slight’ (two involving vehicles, and the other involving a cyclist), with one (involving a cyclist) classified as ‘Serious’.

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

Expected Trip Generation:

The identified site is 42 hectares and could accommodate approximately 475 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	262	262
Trips – Employment	0	0
Total Trips	262	262

Committed Development in vicinity of proposed site and expected impacts:

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

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

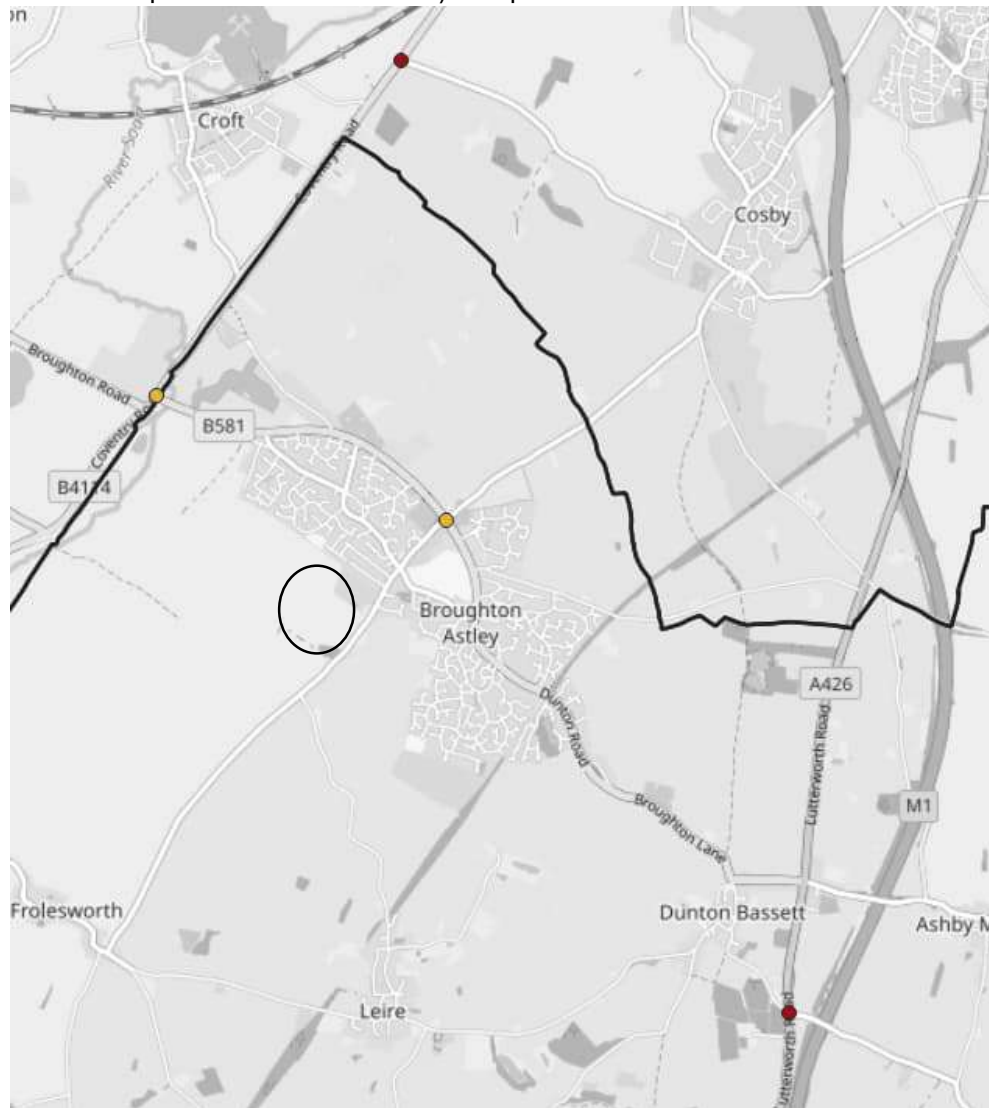
- B4114 Coventry Road / Croft Road: 85% - 100% V/C in the AM and PM peak
- B4114 Coventry Road / B581 Coventry Road: 100+ V/C in the AM and PM peak
- B4114 Coventry Road / B581 Broughton Road: 85% - 100% V/C in the PM peak
- B581 Broughton Way / Cosby Road: 100+ V/C in the AM and PM peak
- A426 Lutterworth Road / B581 Broughton Lane: 100+ V/C in the AM and PM peak
- A426 Lutterworth Road / Church Lane / Gilmorton Lane: 85 – 100% V/C in the PM peak

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 10554 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10554 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.2%
	A6 / Station Road	0.5%
	A6 Harborough Road / New Road	0.1%
	A6 Harborough Road / B6047 Melton Road	0.0%
	B6047 / Leicester Lane / Gallow Field Road	0.2%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.2%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.3%
	A4303 Lutterworth Road / A426 Rugby Road	1.3%
	A4303 Coventry Road / A5 Watling Street	5.0%
	A4303 Coventry Road / Hunter Boulevard	6.3%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	6.5%
	Coventry Road / Lutterworth Sports Centre	52.1%
	A426 Lutterworth Road / Gilmorton Lane	10.6%
	M1 / A4303	1.4%
	A5 / A426 Rugby Road / Gibbet Lane / A426	5.3%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.1%
	A6 Harborough Road / Ash Tree Road	0.1%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.1%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	38.1%	
M6 / A426	0.5%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.1%
	A47 / Colchester Road / Goodwood Road	0.1%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.0%
	B4114 Coventry Road / B581 Coventry Road	60.5%
	A581 Broughton Way / Cosby Road	64.9%

Key 'Primary Impact Location' junctions:

- Coventry Road / Lutterworth Sports Centre
- B4114 Coventry Road / Croft Road
- A426 Lutterworth Road / Gilmorton Lane
- A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road
- A4303 Coventry Road / Hunter Boulevard
- A4303 Coventry Road / A5 Watling Street

Key ‘Secondary Impact Location’ junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

To enhance active travel associated with site 10554, a mixed strategic cycle route could potentially be constructed to connect the site to Main Street / Station Road (approx. 0.6km). This would provide connectivity between the site and the local centres associated with Broughton Astley. This could be supported with continuous cycle signage.

Public Transport:

Public transport use could potentially be supported by upgrading the existing bus stop infrastructure at ‘The Bull’ on Main Street to provide bus shelters and real time information. In addition, bus stops could potentially be created on Frolesworth Road for the X84 service (comprising shelters and timetabling information).

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10554 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£5,000
	A6 / Station Road	£19,000
	A6 Harborough Road / New Road	£2,000
	A6 Harborough Road / B6047 Melton Road	£1,000
	B6047 / Leicester Lane / Gallow Field Road	£6,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£3,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£4,000
	A4303 Lutterworth Road / A426 Rugby Road	£52,000
	A4303 Coventry Road / A5 Watling Street	£240,000
	A4303 Coventry Road / Hunter Boulevard	£31,000

	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£280,000
	Coventry Road / Lutterworth Sports Centre	£469,000
	A426 Lutterworth Road / Gilmorton Lane	£286,000
	M1 / A4303	£83,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£223,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£1,000
	A6 Harborough Road / Ash Tree Road	£2,000
	B582 / Manor Road / Manor Road Extension	£-
	A6 Glen Road / Florence Wragg Way	£1,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£343,000
	M6 / A426	£6,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£1,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£-
	B4114 Coventry Road / B581 Coventry Road	£642,000
	A581 Broughton Way / Cosby Road	£689,000
TOTAL		£3,390,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10554 (Land off Frolesworth Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£873,000
Public Transport	£70,000
Travel Planning	£31,000
Junction Improvements	£3,391,000
TOTAL	£4,365,000
COST PER DWELLING	£9,190
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	25/11/2024	27/11/24	09/01/25

SITE ID: 10595	SETTLEMENT: Magna Park	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	15.8Ha Strategic B8 (Ha)
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 12227 - Land at Mere Lane (122 Ha employment) • 8179 – Land South of Lutterworth Road / Coventry Road (3.4Ha) 		

Site Location Map and Access Arrangements:



Legend
 Site Locations
 Site Boundary
 © OpenStreetMap (2024)

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

Site 10595 (Land south of George House, Coventry Road) is located to the southwest of Lutterworth, to the east of the A5 Watling Street and south of the A4303 Coventry Road. The A5 provides connections north to Tamworth and M1 junction 18 to the south. The A4303 provides connections to Lutterworth and Market Harborough to the east of the site.

The site does not currently have a planning application, or planning permission associated with it. The site itself is currently allocated within the Harborough District Local Plan (2011-2031) under the Strategic Distribution Commitment (BE2), which can be seen in the Figure below.

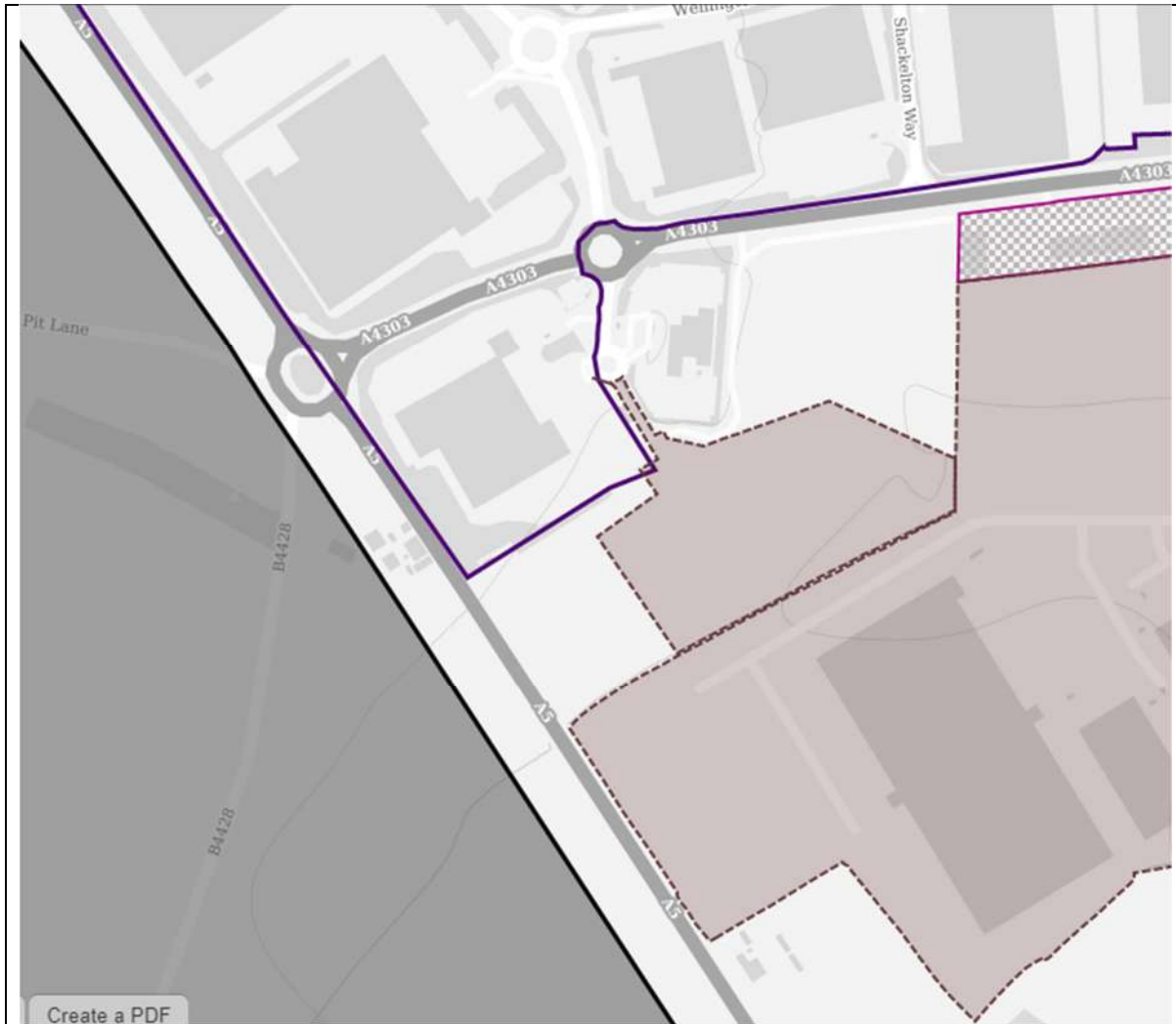


Figure 2: Harborough District Local Plan (2011-2031)

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

Table 1: Site Access Potential Constraints

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

Description of surrounding Highway Network:

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

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

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

Description of existing Public Transport provision:

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

Table 2: Local bus service provision

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

Source: Choose How You Move, LCC, 2024

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

Description of existing Walking & Cycling provision:

Walking Infrastructure



Figure 3: Public Rights of Way

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

Cycle Infrastructure

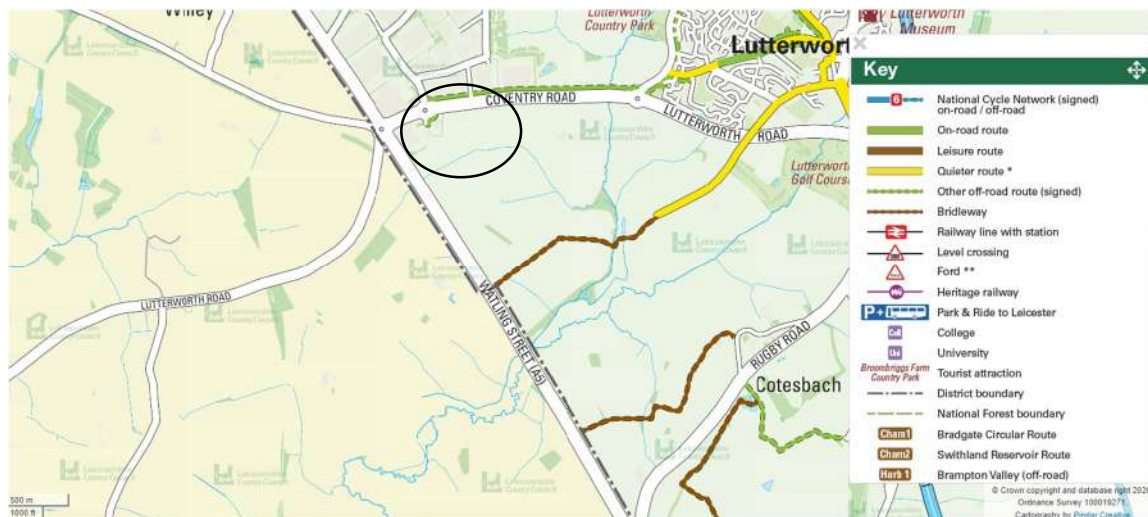


Figure 4: Local Cycle Network

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

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

Road Safety Analysis:

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

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

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

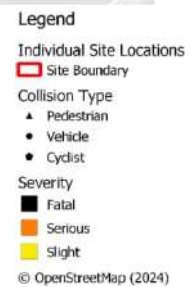
At the A4303 Coventry Road / Hunter Boulevard roundabout two 'Slight' collisions were recorded by police. One involved a vehicle and the other involved a cyclist.

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

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



Figure 5: Road Traffic Incidents in proximity to the site



Expected Trip Generation:

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

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

Table 3: Indicative trip generation – AM and PM Peak

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

Committed Development in vicinity of proposed site and expected impacts:

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

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

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

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

Development Impact:

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

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

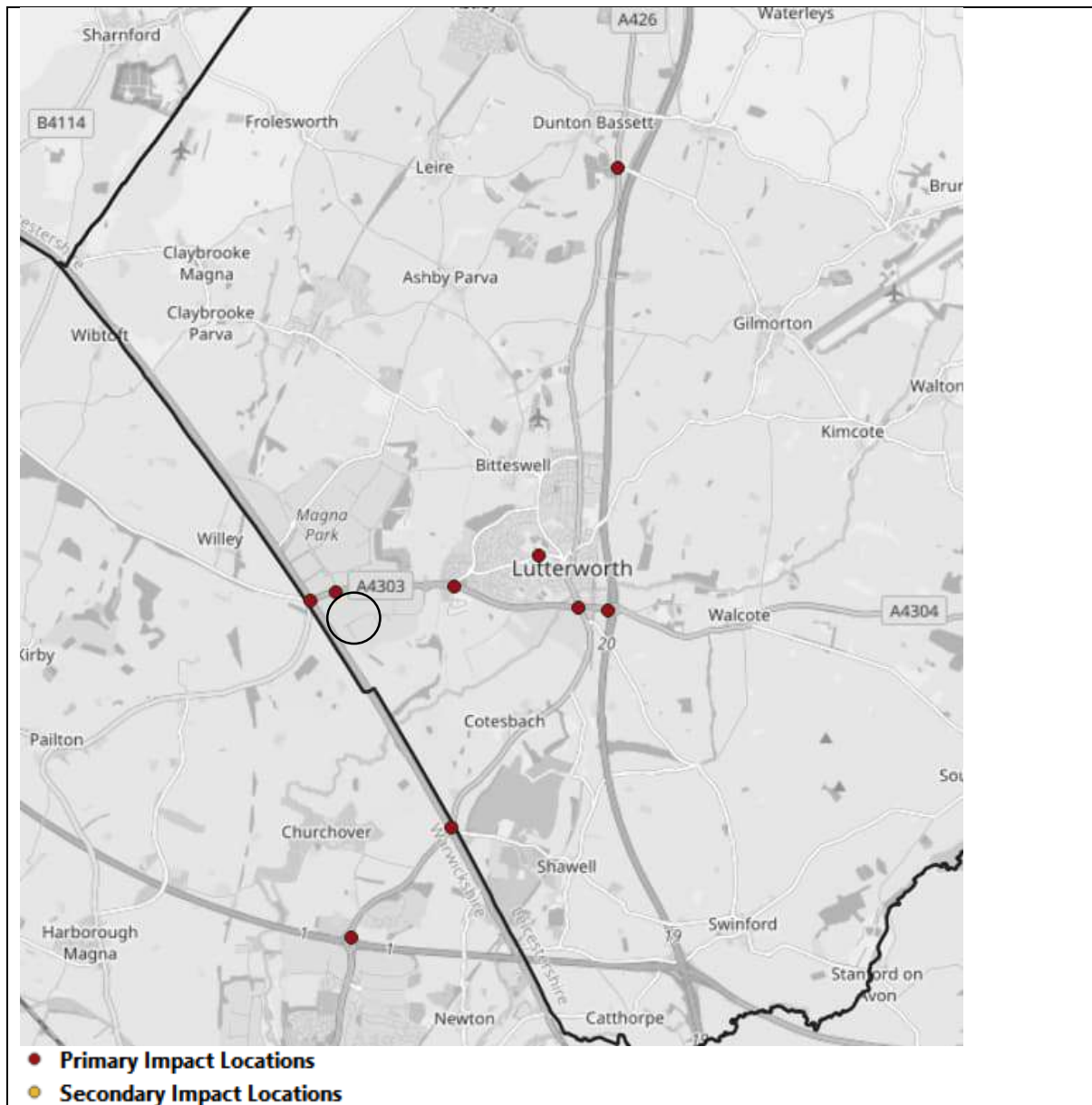


Figure 6: Primary / Secondary Junction Impact Locations

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

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

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

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

Key 'Primary Impact Location' junctions:

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

Key 'Secondary Impact Location' junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

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

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

Public Transport:

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

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

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

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

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

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

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

Estimated Cost of Mitigation Measures:

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

Table 6: Indicative Cost Summary

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

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

Quality Information

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

SITE ID: 10597	SETTLEMENT: Market Harborough 3	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	600
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 8122 East of Market Harborough Road • 8143 Land East of Leicester Road and South of Grand Union Canal. • 8737 Land 0S3070, Leicester Road 		

Site Location Map and Access Arrangements:

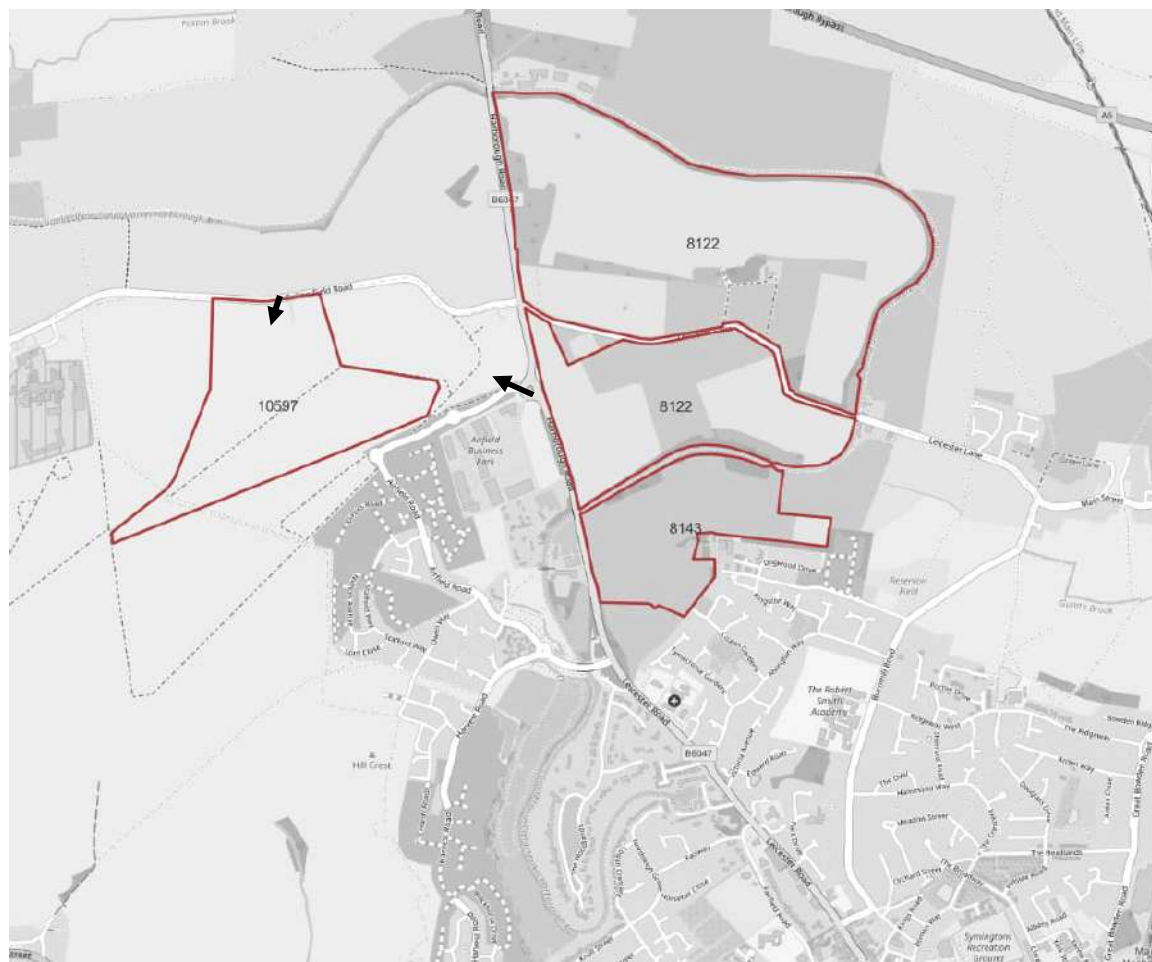
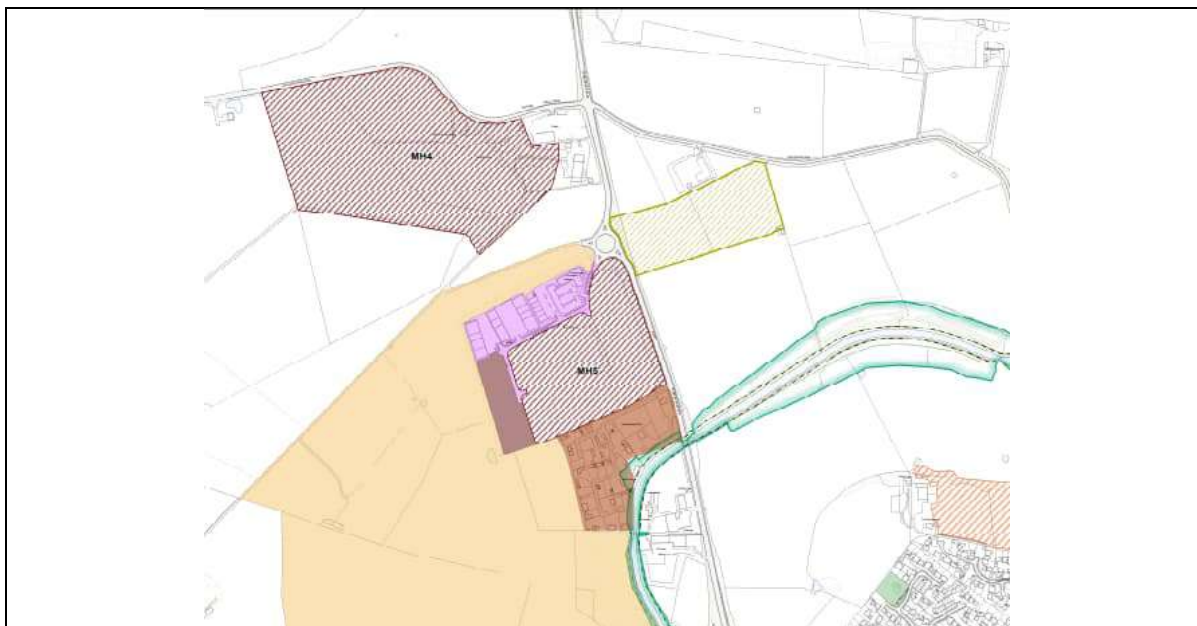


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10597 (Land south of Gallow Field Road) is located to the north of the town of Market Harborough and to the south of Gallow Field Road which connects the B6047 (Harborough Road) to the villages of Gartree and Foxton.

The site does not currently have a planning application, or planning permission, associated with it. Parts of the site is currently allocated within the Harborough Local Plan (2011 – 2031), as shown below:



POLICY MH4 – Land at Airfield Farm

Land at Airfield Farm, Leicester Road, as shown on the Policies Map, is allocated for a mix of Class B1, B2 and non-strategic B8 development. Development that complies with other relevant policies and meets the following requirements will be permitted:

- a. access to the site to be determined in liaison with the County Highway Authority following a transport assessment taking into account neighbouring permissions and any improvements required to the Gallow Field Road/Leicester Road/ Bowden Road crossroads;
- b. not detrimental to the delivery of the North West Market Harborough Strategic Development Area (SDA) and in general accordance with the SDA Master Plan;
- c. provision of suitable footpath and cycle path links to the SDA and to services and facilities in Market Harborough;
- d. a financial contribution fairly and reasonably related to the development to mitigate the impact of the scheme, where the impacts of the development taken cumulatively with other schemes would have a significantly adverse effect on the transport network;
- e. parking provision, including cycle parking, and servicing for each development parcel to have regard to Leicestershire County Council Highway Design Guide;
- f. each development parcel to be subject to approval and implementation of a user specific travel plan;
- g. identification and mitigation of any contaminated land;
- h. archaeological and ecological assessment of the site and required mitigation;
- i. layout and design to take account of the gas pipeline through the site;
- j. provision of an adequate and appropriate landscape buffer, and any necessary noise attenuation, between the site and the SDA and to the north and western boundaries of the site;
- k. provision of any required flood mitigation measures as identified by a flood risk assessment, together with a sustainable drainage system (SuDs) and the appropriate management of surface water run-off during construction and in perpetuity;
- l. a layout and design that is shaped by a landscape visual impact assessment to ensure the development does not impact on wider views towards Market Harborough from Foxton village; and
- m. provision of a suitable lighting scheme to minimise light pollution from the development

Site access could be achieved via the Airfield Road roundabout (accessed via the Harborough Road / Wellington Way roundabout), with an additional potential access point off Gallow Field Road. The potential constraints associated with these access points are shown in Table 1

(where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

The Harborough Road / Wellington Way roundabout is a four-arm priority roundabout, used to access Harborough Innovation Centre (via Wellington Way). The site access could be achieved via an additional arm to the east of the roundabout. Given the size and layout of the existing roundabout, it is expected that sufficient visibility and flare could be achieved although additional design work would be required to confirm this. It should be noted that a planning application has been submitted to erect 479 dwellings and associated infrastructure at Airfield Farm to the west of the site. This development would be accessed via the Harborough Road / Wellington Way roundabout.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 8122	Airfield Road Roundabout Access	Green	Green	Yellow	Yellow	Yellow	Green	Green	Green	Red	

Description of surrounding Highway Network:

The proposed site lies to the south of Gallow Field Road, which is a single carriageway subject to a 50mph speed limit. A 20mph advisory speed limit is in place at the western end of Gallow Field Road as it passes Foxton Primary School. The road is used to access HM Prison Gartree to the west of the proposed site (which has permission for a proposed expansion) as well as the residential area of Gartree. To the east of the site, Gallow Field Road joins Harborough Road and Leicester Lane via a priority crossroad. Right turn storage is available for those turning right into Gallow Field Road from Harborough Road so as not to block the carriageway. Storage is provided for approximately 7 vehicles (approx. 40m).

The B6047 (Harborough Road) connects Market Harborough to the villages of Tur Langton, Tilton on the Hill, Twyford and beyond the Harborough District to Melton Mowbray as well as the A6 (approximately 1.4km to the north of the Leicester Lane / Harborough Road junction). Harborough Road is a single carriageway route subject to a 50mph speed limit. There are no obvious pinch points or weight limits on Harborough Road between the site and the Harborough Road / A6 junction.

The A6 is accessed approximately 1.4km north of the site via the Harborough Road / A6 (priority) roundabout junction. The roundabout is a 5-arm junction with a large inscribed circle diameter. The A6 is part of the Major Road Network (MRN), connecting Leicester to Market Harborough and onto Kettering.

Traffic queueing is noted on the B6047 (Harborough Road) (becoming the A4304) through the centre of Market Harborough, particularly between the junctions of Bowden Lane and Springfield Street. The road narrows in several places as it passes through the historic centre of Market Harborough. Congestion points are noted at the St Mary’s Road / The Square junction and Northampton Road / Springfield Street junction.

Description of existing Public Transport provision:

The 44 routes via Gallow Field Road and connects Gartree and Foxton to Market Harborough, albeit via a relatively infrequent service (2 hourly Monday – Saturday Daytime (hourly in peak times), with no service in the evenings or on Sundays / Bank Holidays).

Harborough Road is a key bus corridor between Market Harborough and Kibworth. The 44, X3 and X7 currently route via Harborough Road. Service provision on routes close to the site is summarised in Table 1.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney via the Langtons – Market Harborough – Foxton	2 Hourly (Hourly at peak times)	no service	no service
X3	Arriva	Market Harborough – Kibworth – Great Glen – Oadby – Leicester	Hourly	Hourly	No Service
X7	Stagecoach	Northampton – Market Harborough – Kibworth – Oadby – Leicester	Hourly	Hourly	Hourly

There are currently bus stops located within Gartree (approximately 700m to the west of the site), as well as bus stops located approximately 65m south of the Gallow Field Road / Harborough Road junction. The westbound bus stop on Gallow Field Road is sheltered with timetabling provision, however there is no infrastructure at the eastbound stop (no flag and pole, nor crossing provision). On Harborough Road, both stops are unsheltered ‘flag and pole’ stops, with the southbound stop also having timetabling information. There is no footway connecting the northern bus stop, and no (paved) waiting area.

Additional bus stops are available approximately 50m south of the junction on Harborough Road. Both stops are unsheltered ‘flag and pole’ stops, with the southbound stop also having timetabling information. There is no crossing provision between the two stops.

A railway station is available in Market Harborough, approximately 3.3km to the southeast of the site. Market Harborough lies on the Midland Main Line, connecting to Leicester to the north and Kettering to the south.

The railway station can be reached via the 44 bus (or the X3 / X7 with a 700m walk). A cycleway is available from the Harborough Road / Wellington Way roundabout connecting into Market Harborough. Further on-street cycleways can then be used to reach the railway station.

Description of existing Walking & Cycling provision:

There is currently no cycling infrastructure available on Gallow Field Road.

A shared footway / cycleway is available along Harborough Road from the Harborough Road / Wellington Way roundabout towards Market Harborough. The route briefly becomes an on-road cycle lane (for approximately 100m), as well as approximately 100m where cyclists are required to merge with traffic (no cycle infrastructure). At the northern end of the route (near the Harborough Road / Wellington Way roundabout), the shared footway / cycleway is narrow (approx. 2m). In its current form, the route does not provide a continuous link between the site and the town centre, with elements of the route potentially being perceived as narrow / unsafe.

NCN route 6 is also available within vicinity of the site. This route follows the Grand Union Canal and is an off-road route providing connectivity between Market Harborough and Foxton. There is currently no way to access NCN route 6 from Harborough Road (with Harborough Road forming a bridge above the canal).

Footpath A25 routes through the proposed site and connects Gallow Field Road (near Gartree Prison) to Airfield Road (providing onward connection towards Market Harborough). Further PRowS are available to the north of Gallow Field Road (to the west of the proposed site), including a bridleway. Various PRowS are available within, and surrounding, the village of Foxton.



Figure 2: Public Rights of Way

Road Safety Analysis:

Collision data has been sourced from the STATS19 database for the period 2017 – 2022 (with 2020 taken as an additional year owing to the COVID-19 pandemic and the resulting impact upon traffic levels). Over the past 5 full years of collision data there has been two collisions located on the B6047 to the southeast of the site. Both occurred outside of the car garage and were recorded as ‘serious’, with one involving a goods vehicle. One additional collision

occurred on the B6047 Leicester Road outside St Lukes Hospital, which was recorded as ‘slight’.

One collision (recorded as ‘slight’) was recorded at the Harborough Road / Wellington Way roundabout junction, and another ‘slight’ collision at the Gallow Field Road / Leicester Lane / Harborough Road junction.

3 collisions have occurred along Harborough Road between the Gallow Field Road / Leicester Lane / Harborough Road junction and the Harborough Road / A6 / B6047 Melton Road junction. All were recorded as ‘slight’. Three collisions have occurred at the Harborough Road / A6 / B6047 Melton Road roundabout junction. One was recorded as ‘serious’ and the remaining two as ‘slight’.

No collisions within the vicinity of the site are recorded as having involved a vulnerable user (pedestrian or cyclist).

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

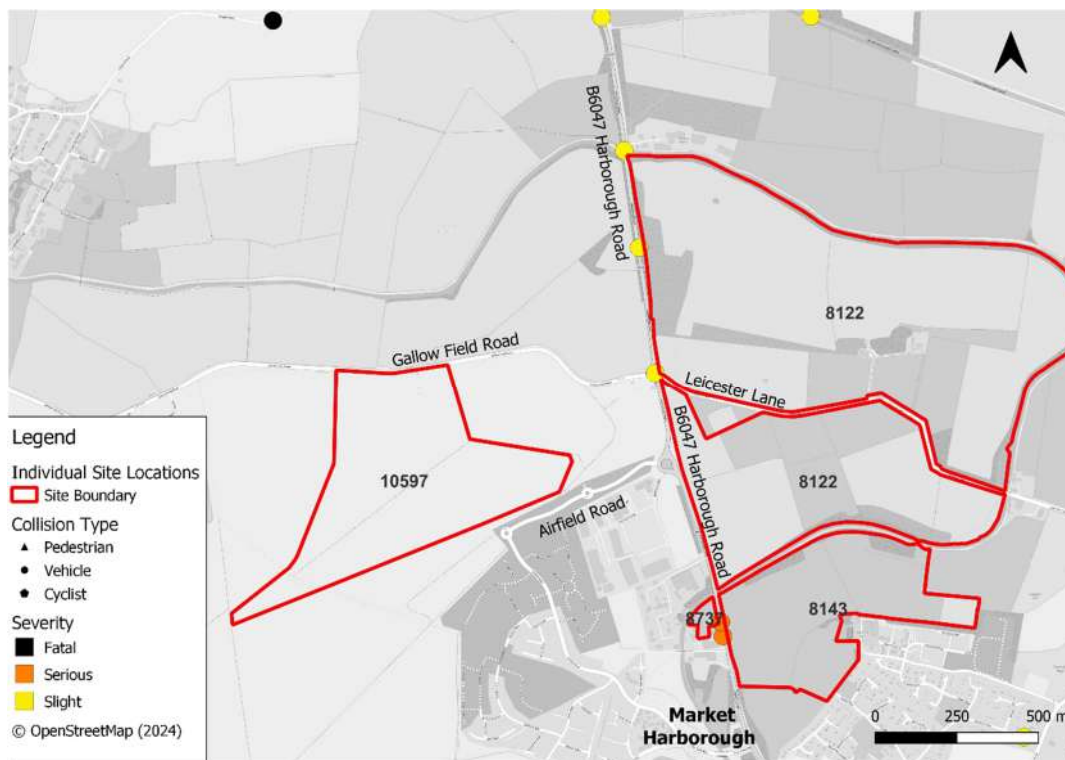


Figure 3: Road Traffic Incidents in proximity to the site

Expected Trip Generation:

The identified site is 39 hectares and could accommodate approximately 600 dwellings. Indicative trip generation in the AM and PM peak hours (using standard PRTM trip generation rates) is shown in Table 3. (It is noted that these trip generation rates may be subject to refinement at the stage of preparing a detailed Transport Assessment).

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	331	331

Trips – Employment	0	0
Total Trips	331	331

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary’s Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

Figure 4 shows the junctions within the vicinity of site 10597 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

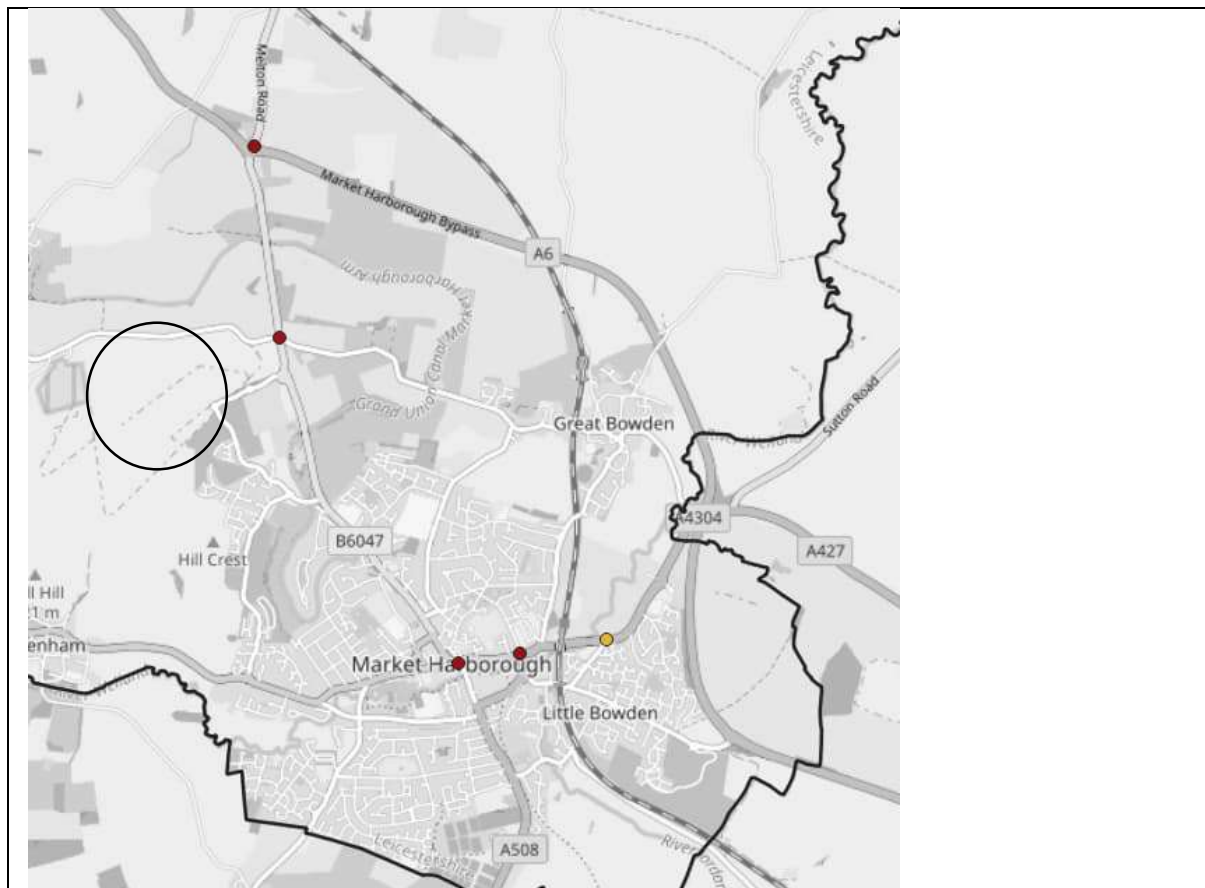


Figure 4: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10597 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	9.8%
	A6 Leicester Road / Marsh Drive / Church Road	11.7%
	A6 / Station Road	5.9%
	A6 Harborough Road / New Road	13.1%
	A6 Harborough Road / B6047 Melton Road	10.8%
	B6047 / Leicester Lane / Gallow Field Road	38.0%
	A4304 Saint Mary's Road / High Street / Northampton Road	12.6%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	2.5%
	A4303 Lutterworth Road / A426 Rugby Road	5.4%
	A4303 Coventry Road / A5 Watling Street	1.3%
	A4303 Coventry Road / Hunter Boulevard	2.6%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	3.9%

	Coventry Road / Lutterworth Sports Centre	3.0%
	A426 Lutterworth Road / Gilmorton Lane	0.9%
	M1 / A4303	7.6%
	A5 / A426 Rugby Road / Gibbet Lane / A426	3.8%
	A6 / London Road / Waldron Drive	4.3%
	A6 / Woodside Road	5.0%
	A6 Harborough Road / Ash Tree Road	4.5%
	B582 / Manor Road / Manor Road Extension	0.2%
	A6 Glen Road / Florence Wragg Way	4.3%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.2%
	B4114 Coventry Road / Croft Road	1.9%
	M6 / A426	7.5%
	Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane
A563 / Colchester Road		0.2%
A47 / Colchester Road / Goodwood Road		1.7%
A6 Harborough Road / B582 New Street		3.5%
A4304 Rockingham Road / Gores Lane		11.3%
B4114 Coventry Road / B581 Coventry Road		1.8%
A581 Broughton Way / Cosby Road		2.0%

Key 'Primary Impact Location' junctions:

- B6047 / Leicester Lane / Gallow Field Road
- A4304 Saint Mary's Road / High Street / Northampton Road
- A6 Harborough Road / New Road
- A6 Harborough Road / B6047 Melton Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Leicester Road / Wistow Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street

Mitigation Measures – Accessibility:

Walking / Cycling:

Cycle infrastructure currently exists along the B6047; however, it is non-continuous and narrow in places. A potential mitigation measure could be to create a cycle route between the cluster of sites to the north of Market Harborough (Site 8122, 8143, 10597 and 8737) and the town centre. The route could be supported by continuous cycle signage as well as junction upgrades to the Harborough Road / Wellington Way and Leicester Road / Alvington Way junctions.

Public Transport:

To support public transport use associated with site 10597 as well as the other Local Plan sites to the north of Market Harborough, a potential mitigation measure could be to increase the frequency of the X3 service (from hourly to every 20 minutes, requiring 2 additional services). This would also benefit other Local Plan developments along the A6 corridor (whom the costs of increasing the frequency should be split with). In addition, the X3 could potentially be diverted through sites 10597 and 8122 (with associated costs split

proportionately). Additional bus stops could be created on the access road to the south of the site (Airfield Access Road) (assuming rerouting could be secured). Bus stops should be sheltered with real time information.

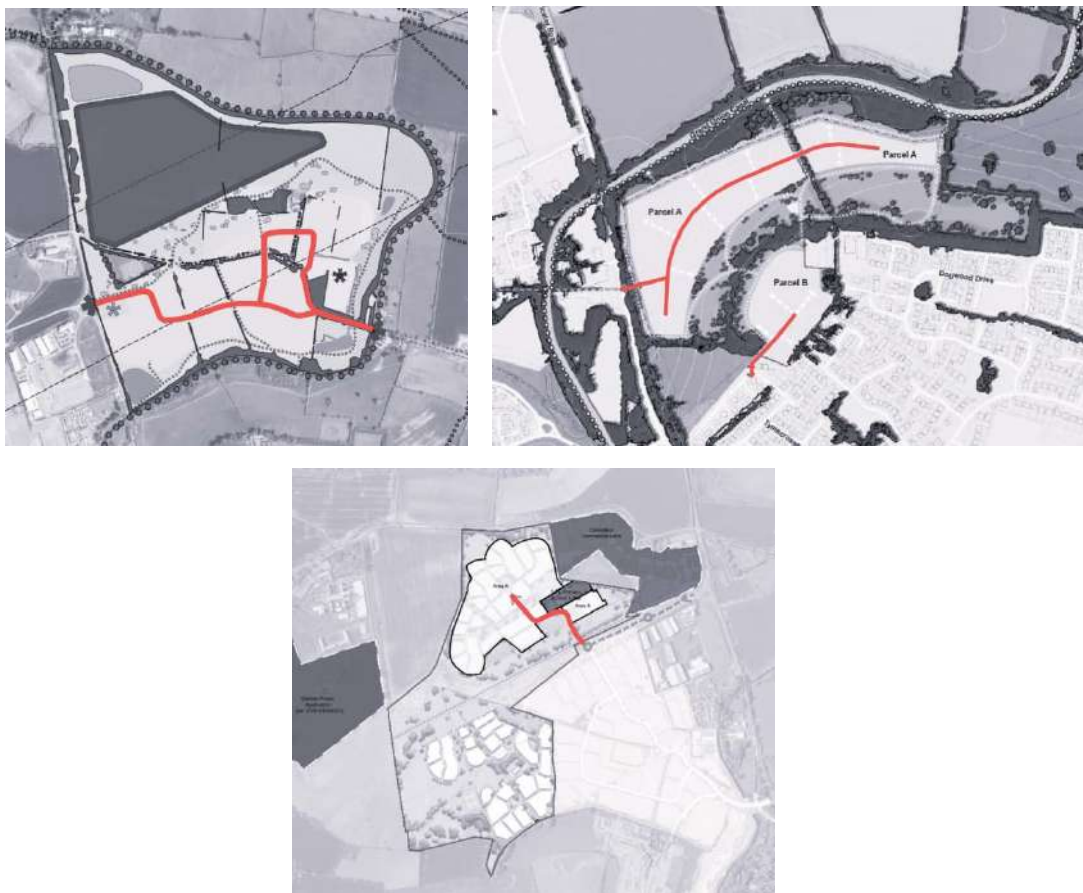
Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

High-level construction cost estimates have been prepared for the primary highway and drainage infrastructure for Site 8143, 8122 and 10597. Owing to the proximity of the sites, all sites have been considered together as shown below:



Costed Infrastructure

- Approximately 3,025m of development access road.
- Surface water drainage within the development access road and 4 no. detention basins.
- Foul water drainage within the development access road.

Estimated Construction Cost

£17,800,000

Junction Mitigation:

The proportion of traffic routing through each 'Primary' and 'Secondary' Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10597 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£29,000
	A6 Leicester Road / Marsh Drive / Church Road	£339,000
	A6 / Station Road	£248,000
	A6 Harborough Road / New Road	£393,000
	A6 Harborough Road / B6047 Melton Road	£516,000
	B6047 / Leicester Lane / Gallow Field Road	£1,141,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£227,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£38,000
	A4303 Lutterworth Road / A426 Rugby Road	£211,000
	A4303 Coventry Road / A5 Watling Street	£63,000
	A4303 Coventry Road / Hunter Boulevard	£13,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£168,000
	Coventry Road / Lutterworth Sports Centre	£27,000
	A426 Lutterworth Road / Gilmorton Lane	£25,000
	M1 / A4303	£442,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£161,000
	A6 / London Road / Waldron Drive	£9,000
	A6 / Woodside Road	£20,000
	A6 Harborough Road / Ash Tree Road	£118,000
	B582 / Manor Road / Manor Road Extension	£5,000
	A6 Glen Road / Florence Wragg Way	£22,000
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£2,000
	B4114 Coventry Road / Croft Road	£17,000
M6 / A426	£97,000	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£13,000
	A563 / Colchester Road	£1,000
	A47 / Colchester Road / Goodwood Road	£18,000
	A6 Harborough Road / B582 New Street	£37,000
	A4304 Rockingham Road / Gores Lane	£120,000
	B4114 Coventry Road / B581 Coventry Road	£19,000
	A581 Broughton Way / Cosby Road	£21,000
TOTAL		£4,560,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10597 (Land south of Gallow Field Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£4,597,000
Public Transport	£346,000
Travel Planning	£43,000
Junction Improvements	£4,561,000
TOTAL	£9,547,000
COST PER DWELLING	£15,912
On-Site Measures	£17,800,000

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

Quality Information

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

SITE ID: 10642	SETTLEMENT: Kibworth K2	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	3.1 Ha Employment
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8247 - Land west of Warwick Road (475 dwellings) 		

Site Location Map and Potential Access Arrangements:

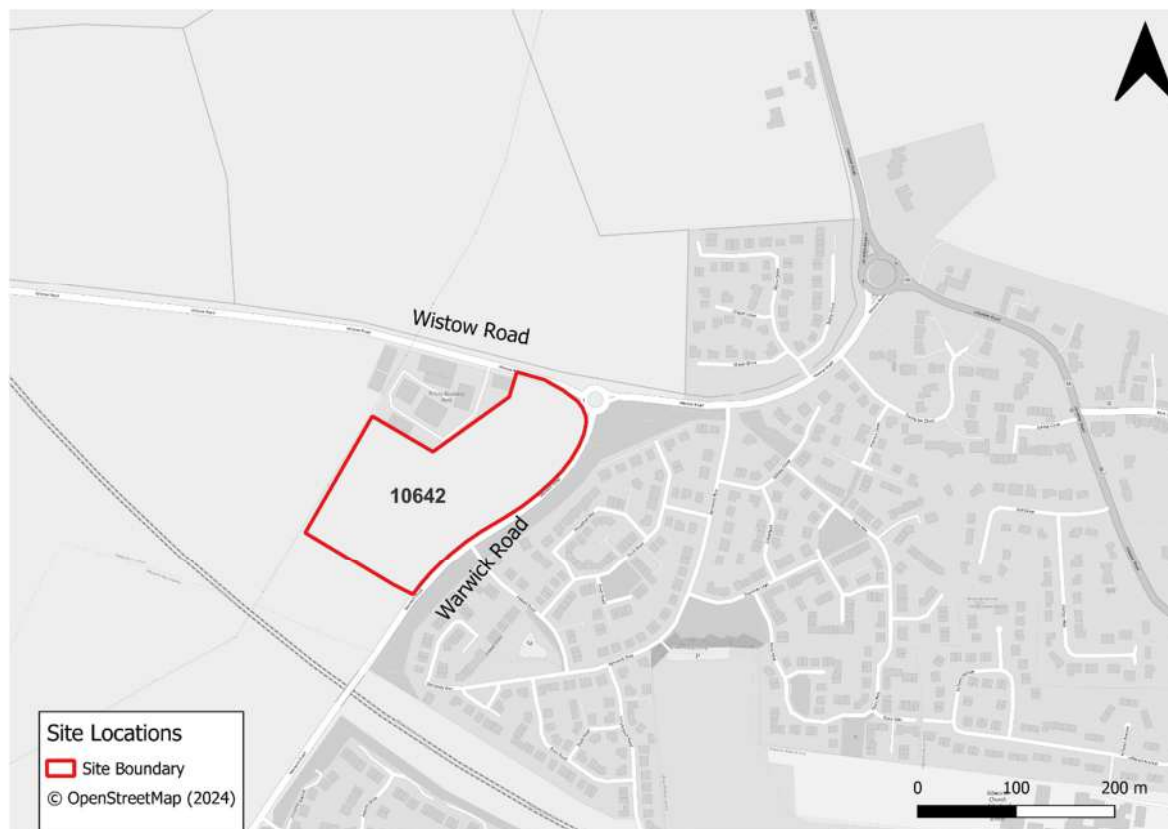


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 10642 (Land south and west of Priory Business Park) is located to the west of the Kibworth. The site is located between Warwick Road and Wistow Road and to the west of the A6 (part of the Major Road Network), which provides connections into Leicester to the north and south towards Market Harborough.

The site does not currently have a planning application, or planning permission, associated with it. The site is allocated within the current Harborough Local Plan (2011 – 2031) under Business Allocations Policy BE1 as shown in the figure below.

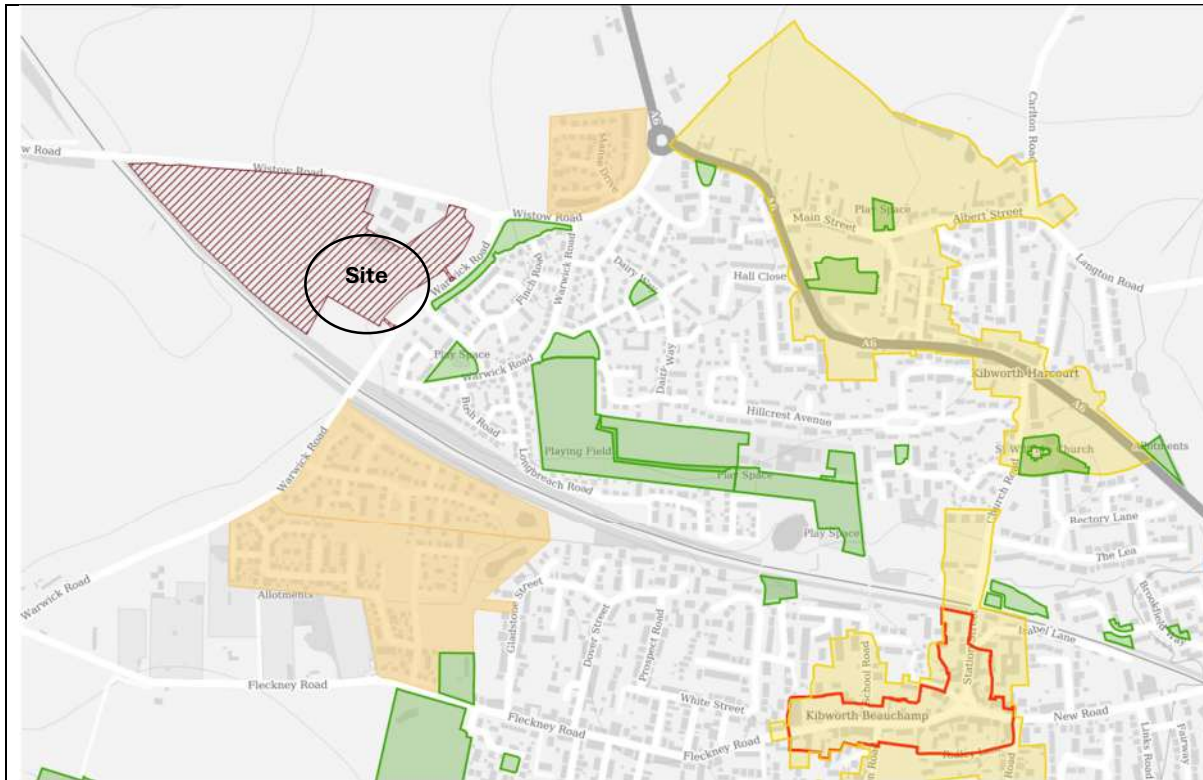


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via Warwick Road, through the creation of a new priority junction. The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths	
Site 10642	Access along Warwick Road	Green	Green	Green	Green	Amber	Amber	Amber	Green	Green	

Description of surrounding Highway Network:

Warwick Road is a single carriageway local distributor road, subject to a 40mph speed limit. There is a footway on the eastern side of the carriageway, with regular streetlighting. Warwick Road connects Wistow Road to the north (via a three-arm roundabout junction) to Saddington to the southwest. A pinch point is noted on Warwick Road on the southeastern corner of the site where there is a bridge over the railway line. The bridge is signalised owing to its narrow nature (only accommodating one lane of traffic in either direction at any one time.)

Wistow Road is a single carriageway country road, subject to a 30mph speed limit. There is a footway on the southern side of the carriageway, with regular streetlighting. Wistow Road connects the A6 to the east, with Kilby to the west.

The A6 (Leicester Road) is a single carriageway distributor road, subject to a 30mph speed limit, which increases to 40mph. There is a footway on the eastern side of the carriageway, with regular streetlighting on the approach to Kibworth Harcourt. The A6 links Leicester to Market Harborough passing Oadby, Great Glen, Kibworth, and Great Bowden.

Description of existing Public Transport provision:

There are three bus services currently operating through Kibworth. The 44 connects Fleckney, Market Harborough and Foxton, whilst the X3 and X31 connect Leicester with Market Harborough. The services are summarised in the table below.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
44	Centrebus	Fleckney – Market Harborough – Foxton	Hourly Peak, 2 Hourly Off-Peak	No Service	No Service
X3	Arriva	Leicester - Oadby - Great Glen - Kibworth - Market Harborough	Hourly	Hourly	No Service
X31	Arriva	Leicester - Oadby - Great Glen	Infrequent to 1 PM journey to Kibworth Beauchamp.	No Service	No Service

Source: Choose How You Move (2024)

The closest bus stop to the site (as shown on online mapping) is on Powell Road (approximately 100m from the site). This is served by the 44 only. The closest bus stop serving the X3/31 is 'Lodge Close' on the A6 Leicester Road, approximately 785m from the site. Both northbound and southbound stops are 'flag and pole' bus stops with timetabling information.

The nearest station to the site is Market Harborough, which is located approximately 7.8km to the southeast of the site. The station can be accessed by the no.44 bus, which has a journey time of 27 minutes between the site and Market Harborough Station.

Walking & Cycling:

Walking Infrastructure

There are currently no Public Rights of Way (PRoWs) which route through the site. However, a network of footpaths provides convenient routes to Kibworth High Street and surrounding community facilities. This is in addition to footways alongside carriageways in the area.

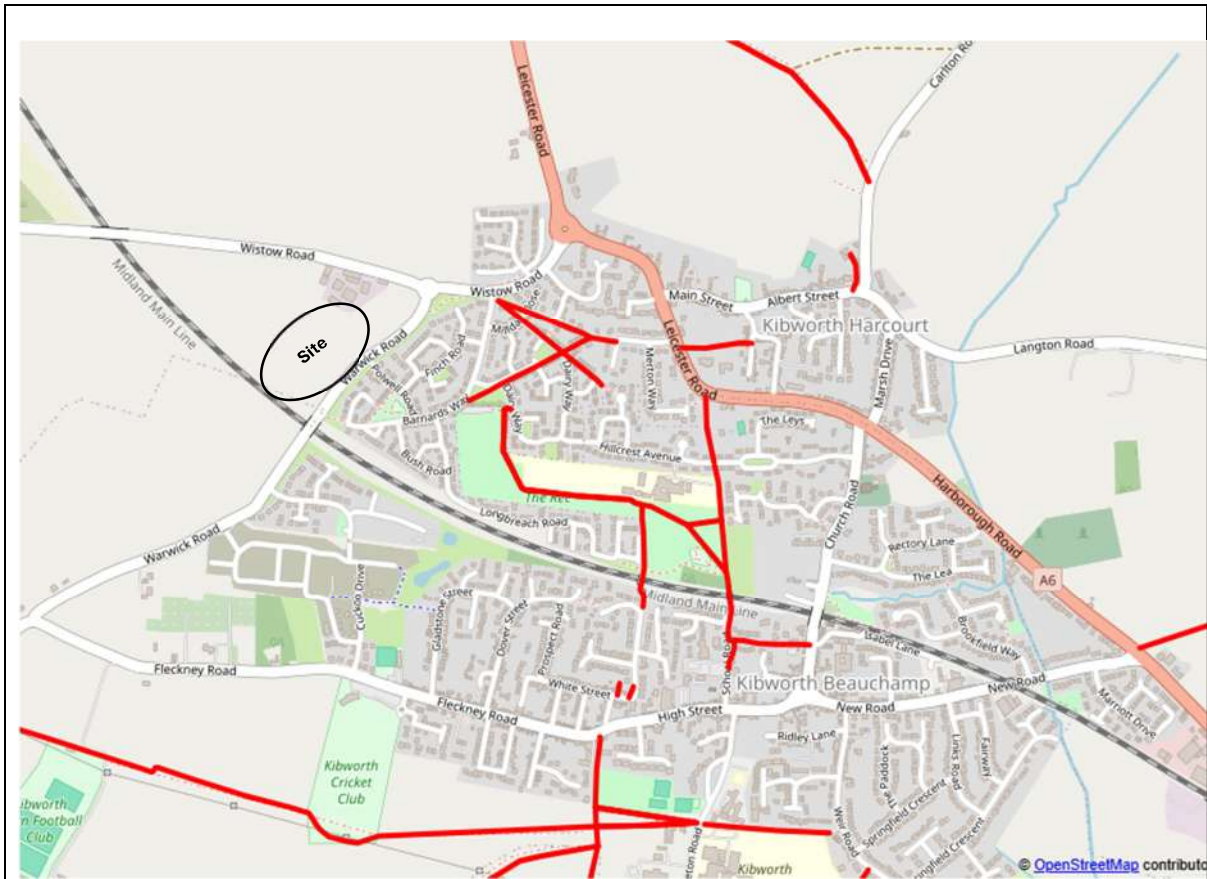


Figure 3: Map of PRoWs in proximity to the Site (Source: Rowmaps (2024))

Cycle Infrastructure

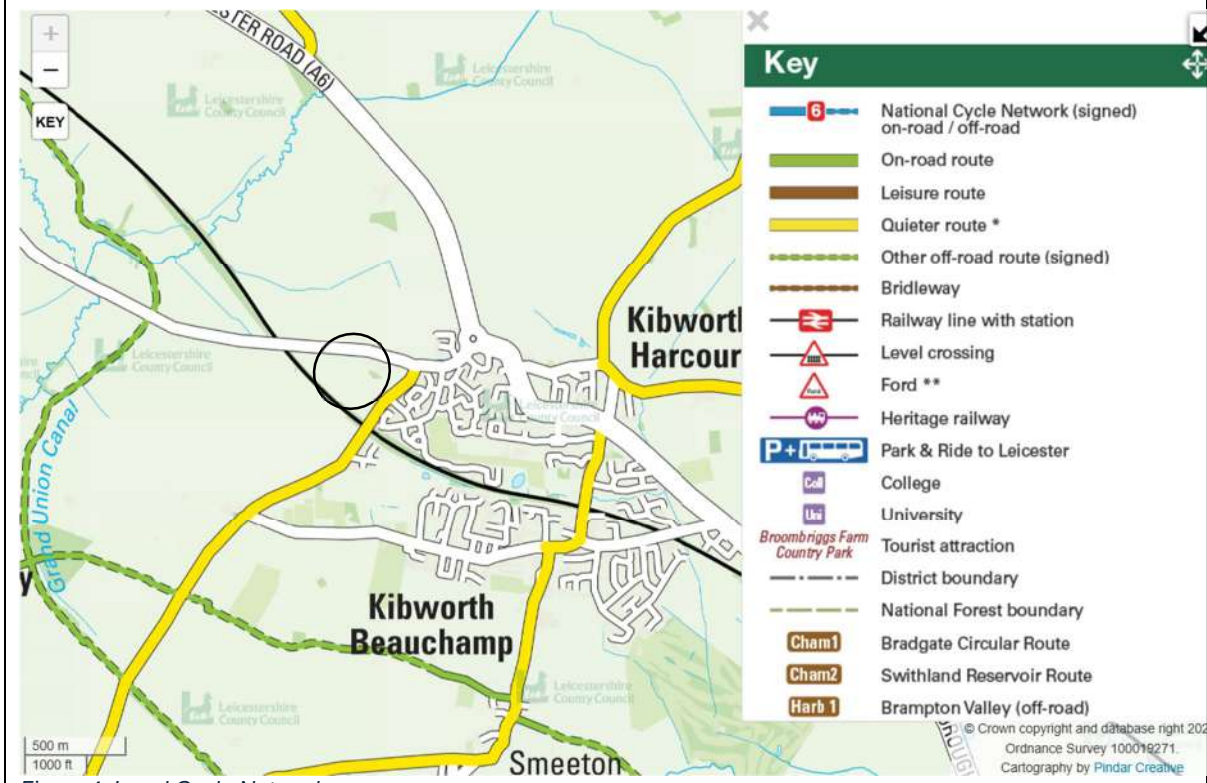


Figure 4: Local Cycle Networks

Figure 4 shows the cycle infrastructure in place surrounding the site. National Cycle Route 6 is located 3km south of the proposed site on Shearsby Road. There are no other designated routes in proximity to the site. Whilst the Choose How You Move cycle map shows no further cycle infrastructure within proximity of the site, a shared footway / cycleway is available on the eastern side of Warwick Road and a similar shared facility along Wistow Road.

Road Safety Analysis:



Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

Two ‘Serious’ collisions were recorded on Fleckney Road, one involved a cyclist and the other involved a pedestrian.

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

Expected Trip Generation:

The identified site is 3.1 hectares and could accommodate approximately 379 employees. The anticipated end use of the site has not been specified and therefore it has been assumed, for the purpose of assessment, that the site would be split equally between B1 and B2 uses.

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

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

	AM Peak	PM Peak
Trips – Housing	0	0
Trips – Employment	59	48
Total Trips	59	48

Committed Development in vicinity of proposed site and expected impacts:

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

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

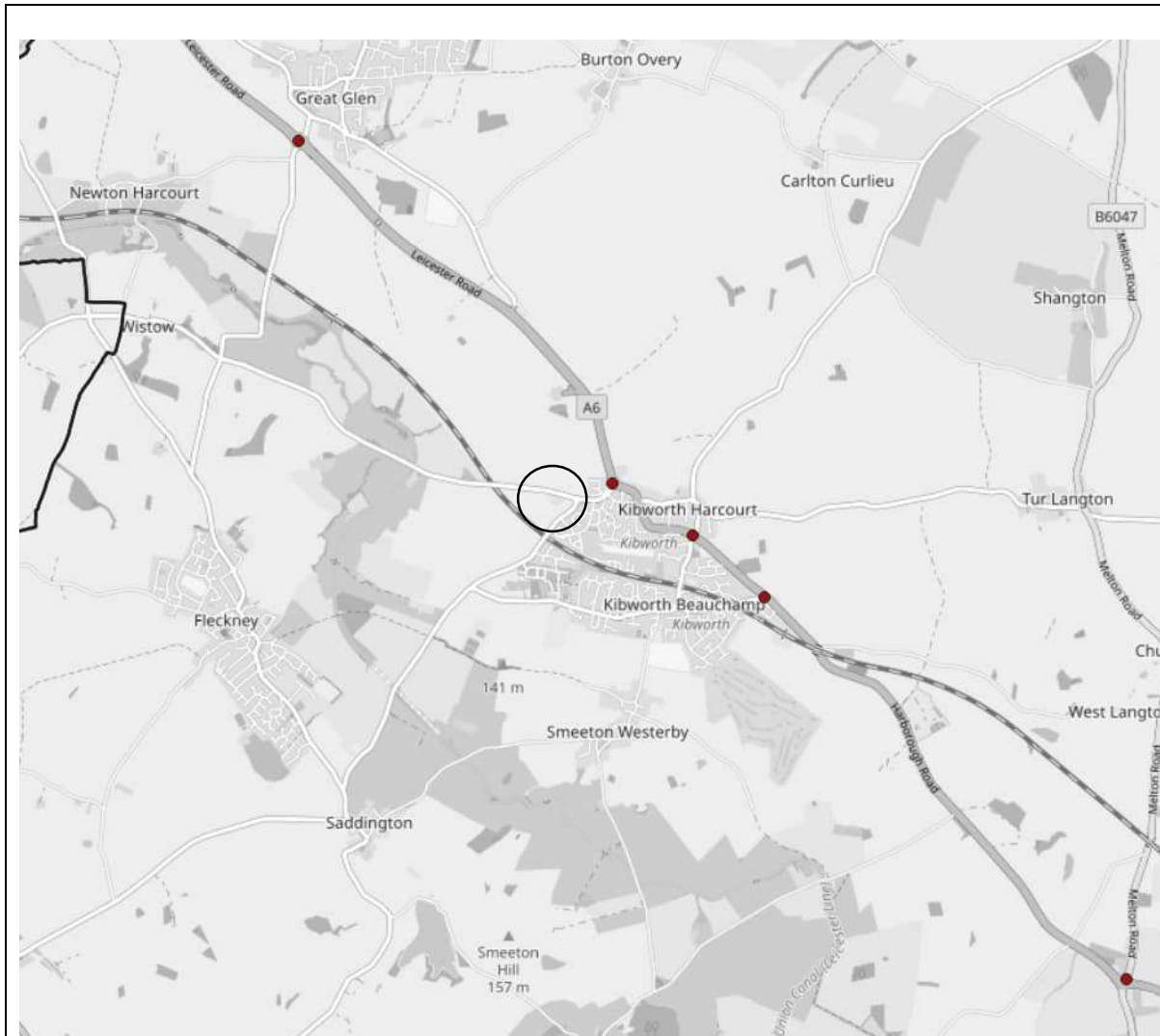
- Warwick Road Railway overbridge: 85% - 100% V/C in PM peak
- A6 / Wistow Road: 85% - 100% V/C in the AM and PM peak
- A6 / Main Street: 85% - 100% V/C in PM peak
- A6 / Marsh Drive: 85% - 100% V/C in PM peak
- A6 / New Road: 85% - 100% V/C in the AM peak and 100%+ V/C in the PM peak
- A6 / West Langton Road: 85% - 100% V/C in the AM and PM peak
- A6 / Debdale Lane: 85% - 100% V/C in the AM and PM peak
- A6 / B6047 (Melton Road) / B6047 Harborough Road: 85% - 100% V/C in AM and PM peak

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

Development Impact:

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

The Figure below shows the junctions within the vicinity of site 10642 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10642 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	7.7%
	A6 Leicester Road / Marsh Drive / Church Road	3.5%
	A6 / Station Road	2.2%
	A6 Harborough Road / New Road	3.6%
	A6 Harborough Road / B6047 Melton Road	2.5%
	B6047 / Leicester Lane / Gallow Field Road	1.2%
	A4304 Saint Mary's Road / High Street / Northampton Road	1.2%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.2%
	A4303 Lutterworth Road / A426 Rugby Road	0.1%

	A4303 Coventry Road / A5 Watling Street	0.1%
	A4303 Coventry Road / Hunter Boulevard	0.1%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.2%
	Coventry Road / Lutterworth Sports Centre	0.6%
	A426 Lutterworth Road / Gilmorton Lane	0.2%
	M1 / A4303	0.2%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.3%
	A6 / London Road / Waldron Drive	1.2%
	A6 / Woodside Road	1.6%
	A6 Harborough Road / Ash Tree Road	1.3%
	B582 / Manor Road / Manor Road Extension	0.1%
	A6 Glen Road / Florence Wragg Way	1.3%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.1%
	B4114 Coventry Road / Croft Road	0.2%
	M6 / A426	0.6%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.3%
	A563 / Colchester Road	0.5%
	A47 / Colchester Road / Goodwood Road	0.6%
	A6 Harborough Road / B582 New Street	0.9%
	A4304 Rockingham Road / Gores Lane	2.7%
	B4114 Coventry Road / B581 Coventry Road	0.2%
	A581 Broughton Way / Cosby Road	0.1%

Key 'Primary Impact Location' junctions:

- A6 / Wistow Road
- A6 Leicester Road / Marsh Drive / Church Road
- A6 Harborough Road / New Road
- A6 Harborough Road / B6047 Melton Road
- A6 / Station Road
- A6 / Woodside Road

Key 'Secondary Impact Location' junctions:

- A4304 Rockingham Road / Gores Lane
- A6 Harborough Road / B582 New Street
- A47 / Colchester Road / Goodwood Road

Mitigation Measures – Accessibility:

Walking / Cycling:

To support active travel at the site, a cycle route could potentially be created from the site along Warwick Road to the junction of Fleckney Road before routing down Fleckney Road. This would create a cycle connection between the site and the local centre. This would be approximately 1.7km and be supported by continuous cycle signage.

Public Transport:

The closest bus stop to the site (on Polwell Road) appears to be a temporary stop. To support public transport use this stop could be upgraded to provide a bus shelter (including information and lighting / seating).

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10642 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£23,000
	A6 Leicester Road / Marsh Drive / Church Road	£102,000
	A6 / Station Road	£90,000
	A6 Harborough Road / New Road	£108,000
	A6 Harborough Road / B6047 Melton Road	£119,000
	B6047 / Leicester Lane / Gallow Field Road	£35,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£21,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£3,000
	A4303 Lutterworth Road / A426 Rugby Road	£5,000
	A4303 Coventry Road / A5 Watling Street	£4,000
	A4303 Coventry Road / Hunter Boulevard	£1,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£7,000
	Coventry Road / Lutterworth Sports Centre	£5,000
	A426 Lutterworth Road / Gilmorton Lane	£6,000
	M1 / A4303	£13,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£13,000
	A6 / London Road / Waldron Drive	£2,000
	A6 / Woodside Road	£6,000
	A6 Harborough Road / Ash Tree Road	£35,000
	B582 / Manor Road / Manor Road Extension	£3,000
A6 Glen Road / Florence Wragg Way	£7,000	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	£1,000	
B4114 Coventry Road / Croft Road	£2,000	

	M6 / A426	£8,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£3,000
	A563 / Colchester Road	£2,000
	A47 / Colchester Road / Goodwood Road	£6,000
	A6 Harborough Road / B582 New Street	£10,000
	A4304 Rockingham Road / Gores Lane	£28,000
	B4114 Coventry Road / B581 Coventry Road	£2,000
	A581 Broughton Way / Cosby Road	£1,000
TOTAL		£671,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10642 (Land south and west of Priory Business Park) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£441,000
Public Transport	£41,000
Travel Planning	£26,000
Junction Improvements	£670,000
TOTAL	£1,179,000
COST PER DWELLING	£3,114
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated by
Name:	Phil Jones	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/11/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 10649	SETTLEMENT: Ullesthorpe U1	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	30
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> 8180 Land North of Ashby Road – 50 Dwellings. 		
Site Location Map and Access Arrangements:		
<p>The map shows two sites outlined in red: site 8180 (north of Ashby Road) and site 10649 (south of Ashby Road). Roads shown include Main Street, Ashby Road, Goddacre Road, and Lutterworth Road. A legend in the bottom left identifies the red outline as the 'Site Boundary' and includes the text '© OpenStreetMap (2024)'. A scale bar in the bottom right indicates 0, 100, and 200 meters. A north arrow is in the top right corner.</p>		
<p><i>Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)</i></p>		
<p>Site 10649 (Land south of Ashby Road) is located to the northeast of Ullesthorpe. The site is located to the south of Ashby Road and is approximately 300m east of Main Street / Lutterworth Road. Ashby Road connects the site to the village centre to the southwest, and to Ashby Parva to the northeast. Main Street / Lutterworth Road routes through the village of Ullesthorpe and provides connection east to Lutterworth and west to Claybrooke Magna.</p>		
<p>The site does not currently have a planning application, or planning permission associated with it. The site is not allocated within the current Harborough District Local Plan (2011-2031), as shown in the figure below.</p>		

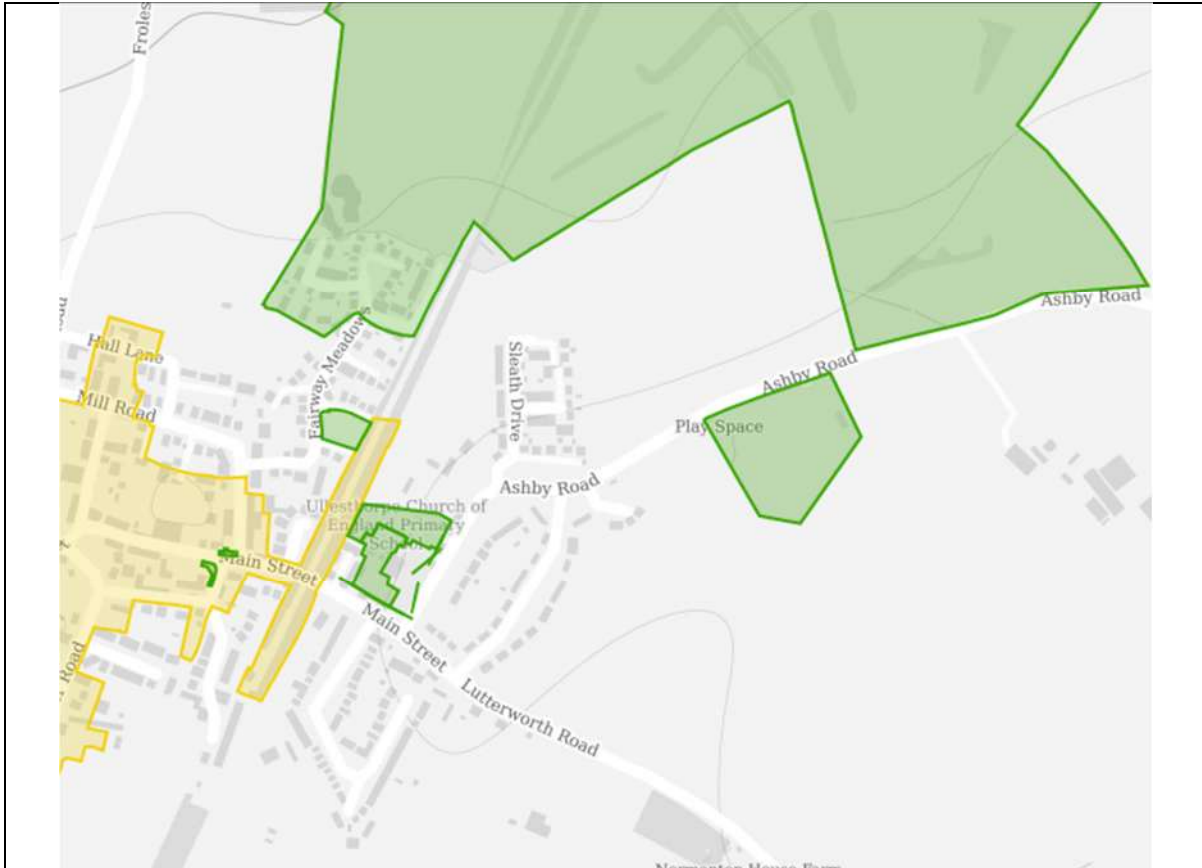


Figure 2: Harborough District Local Plan (2011-2031)

Access to the site could be achieved via Ashby Road. The potential constraints associated with the access point off Ashby Road are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options. Given the trip generation (see trip generation below), a priority junction is likely sufficient in this location.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities
Site 10649	Ashby Road Southern Access	Green	Green	Orange	Green	Green	Green	Green	Green	Green

Description of surrounding Highway Network:

Ashby Road is a single carriageway country road, subject to a 30mph speed limit on the approach to Ullesthorpe, which increases to the national speed limit to the east of the junction with Field View. There are footways on the southern side of the carriageway, but no streetlighting. Ashby Road provides connection east towards Ashby Parva.

Main Street / Lutterworth Road is a single carriageway country road, which routes through the village of Ullesthorpe. The road is residential in nature, with residential properties on both sides of the carriageway. Within the village there is a footway on the southern side of the carriageway, and regular streetlighting. The speed limit is 50mph to the north and south of Ullesthorpe, but within the village the speed limit is 30mph.

Description of existing Public Transport provision:

There is one existing bus service which routes through Ullesthorpe, which is the number 8 bus service. The number 8 bus routes between Hinckley and Lutterworth, Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
8	Arriva	Hinckley – Burbage – Hinckley Park – Magna Park – Lutterworth.	Hourly	Hourly	Infrequent

Source: Choose How You Move, LCC, 2024

There is an existing bus stop located on Main Street, approximately 400m to the southwest of the site. There are bus stops on both sides of Main Street, with both comprising of a sheltered seating area, with a ‘flag and pole’ stop and timetable information. The stop on the northern side of the carriageway provides a service into George Street Car Park in Lutterworth, and the stop on the southern side of the carriageway provides services to The Crescent Bus Station in Hinckley.

The nearest station to the site is Rugby Station, which is located approximately 9.72km to the southwest of Ullesthorpe. Rugby Station can be accessed via the number 8 bus from Ullesthorpe to Clifton Road bus stop in Rugby. From here the number 96 bus provides a direct connection to Rugby Station. Alternatively the Clifton Road stop is approximately 1km south of the station.

Description of existing Walking & Cycling provision:

Walking Infrastructure

Figure 3 Maps the PRoWs and Bridleways in Ullesthorpe. The Figure shows that there are two PRoWs to the southwest of the town, these are Footpaths W93/1 and W/89/2. However, these two footpaths are not in proximity to the site. Footpaths W/71/1 and W87/2 are located on Mill Road, approximately 600m to the northwest of the site, and route north out of Ullesthorpe to Leire.



Figure 3: Public Rights of Way

Cycling Infrastructure



Figure 4: Local Cycle Infrastructure

Figure 4 show the cycle infrastructure in the vicinity of the site. The figure shows that there is one identified ‘Quieter Route’ which is located on Lutterworth Road / Main Street, approximately 300m to the south of the site. This route provides a direct link between Ullesthorpe and Claybrooke Parva to the northwest, and Lutterworth to the southeast. There is also an off-road route to the south of Lutterworth Road which is located approximately 1.5km to the southeast of the site. This routes between Lutterworth Road and the A5 Watling Street.

Road Safety Analysis:

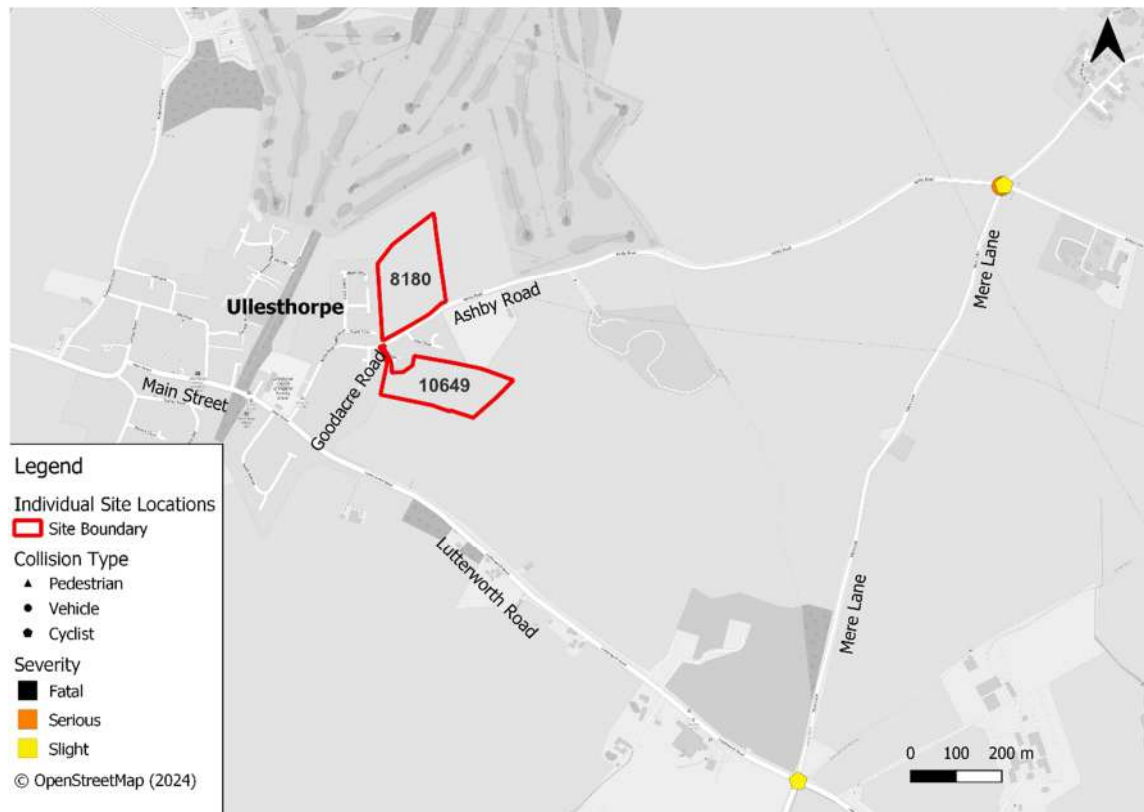


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’.

No collisions have been reported within the village of Ullesthorpe within the past 5 full years of collision data. Two collisions were recorded at the Ashby Road / Mere Lane junction, one ‘Slight’ collision (involving a cyclist) and one ‘Serious’ (involving vehicles only).

A ‘Slight’ collision involving a cyclist occurred on the junction between Lutterworth Road, Mere Lane, and Ullesthorpe Road. This junction is located approximately 1.75km to the southeast of the site.

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

Expected Trip Generation:

The identified site is 2.3 hectares and could accommodate approximately 30 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	17	17
Trips – Employment	0	0
Total Trips	17	17

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model shows no junctions within the vicinity of the site experiencing capacity issues. The closest junctions are located within Lutterworth:

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

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

Development Impact:

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

Figure 6 shows the junctions within the vicinity of site 10649 that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.

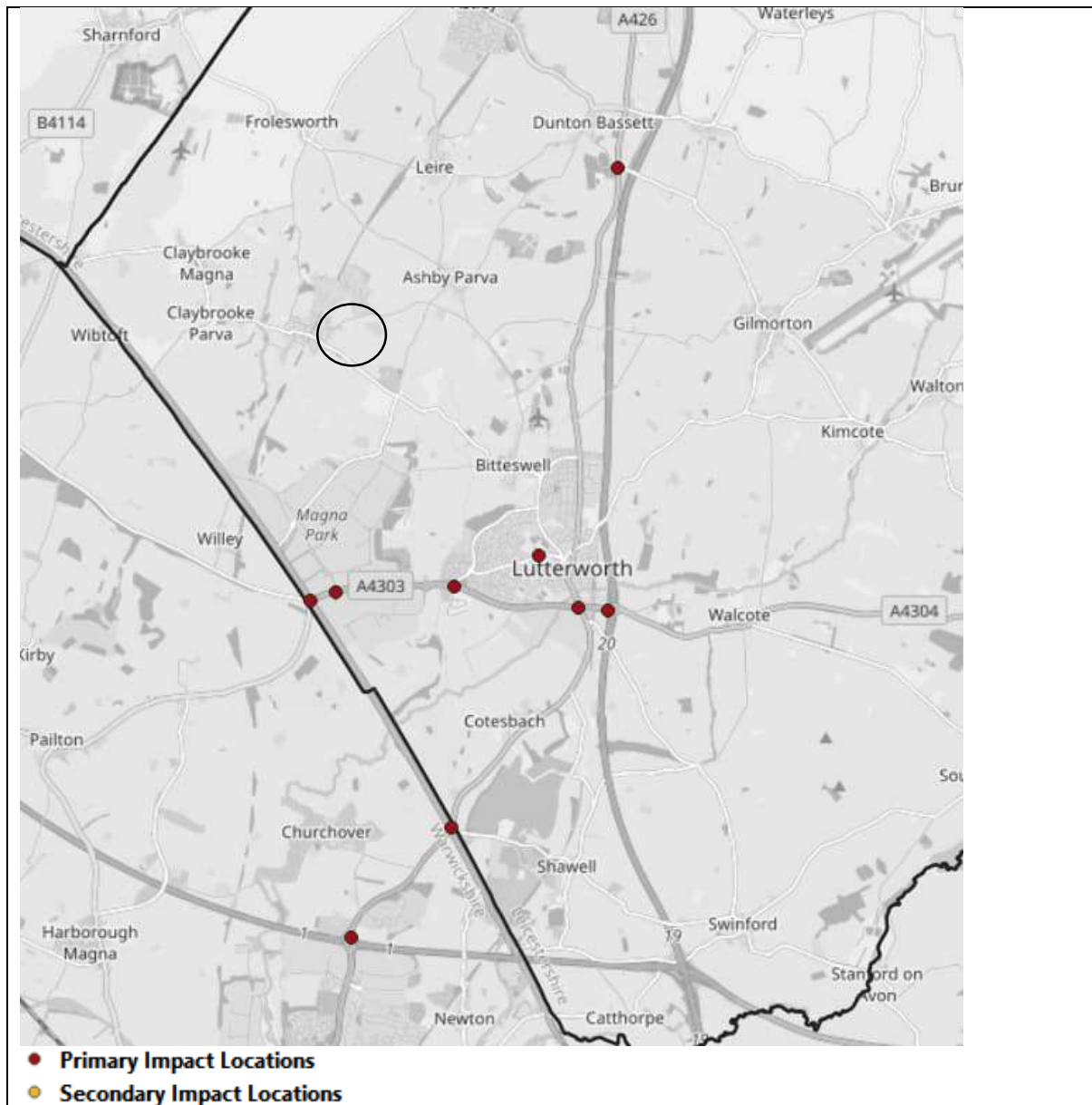


Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 10649 in the Preferred Allocations.

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

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

	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.6%
	A4303 Coventry Road / A5 Watling Street	1.8%
	A4303 Coventry Road / Hunter Boulevard	0.4%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.4%
	Coventry Road / Lutterworth Sports Centre	0.8%
	A426 Lutterworth Road / Gilmorton Lane	0.6%
	M1 / A4303	0.7%
	A5 / A426 Rugby Road / Gibbet Lane / A426	2.6%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
	A6 Glen Road / Florence Wragg Way	0.0%
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%
	B4114 Coventry Road / Croft Road	0.7%
	M6 / A426	0.7%
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.0%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.0%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.0%
	B4114 Coventry Road / B581 Coventry Road	0.8%
	A581 Broughton Way / Cosby Road	0.7%

Due to the small nature of the site (30 dwellings), the site has a comparatively small impact upon the identified junctions.

Key 'Primary Impact Location' junctions:

- A5 / A426 Rugby Road / Gibbet Lane / A426
- A4303 Coventry Road / A5 Watling Street
- Coventry Road / Lutterworth Sports Centre
- A426 Lutterworth Road / Gilmorton Lane
- M1 / A4303
- B4114 Coventry Road / Croft Road

Key 'Secondary Impact Location' junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

A potential mitigation scheme could be to provide cycle signage to connect the site to Lutterworth Road (a designated 'quieter route' which routes through the village centre).

Public Transport:

A potential measure could be to upgrade the existing ‘South Avenue’ bus stops on Main Street to provide real time information and lighting.

Travel Planning:

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

Mitigation Measures – Residual Impacts:**On-Site Infrastructure:**

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 10649 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£-
	A6 / Station Road	£1,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£-
	B6047 / Leicester Lane / Gallow Field Road	£1,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£-
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£1,000
	A4303 Lutterworth Road / A426 Rugby Road	£23,000
	A4303 Coventry Road / A5 Watling Street	£89,000
	A4303 Coventry Road / Hunter Boulevard	£2,000
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£17,000
	Coventry Road / Lutterworth Sports Centre	£7,000
	A426 Lutterworth Road / Gilmorton Lane	£16,000
	M1 / A4303	£42,000
	A5 / A426 Rugby Road / Gibbet Lane / A426	£111,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£-
	B582 / Manor Road / Manor Road Extension	£-
A6 Glen Road / Florence Wragg Way	£-	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-	
B4114 Coventry Road / Croft Road	£6,000	

	M6 / A426	£9,000
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£-
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£-
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£-
	B4114 Coventry Road / B581 Coventry Road	£9,000
	A581 Broughton Way / Cosby Road	£8,000
TOTAL		£342,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 10649 (Land south of Ashby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£4,000
Public Transport	£9,000
Travel Planning	£8,000
Junction Improvements	£344,000
TOTAL	£364,000
COST PER DWELLING	£12,141
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	14/10/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 12207	SETTLEMENT: Billesdon 02	
Land Use Type: Housing	Proposed Number of Dwellings; OR Proposed Number of Employees	10
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 8155 Land at Gaulby Road – 48 Dwellings. • 8202 Former Lorry Park Gaulby Road – 5 Dwellings. 		

Site Location Map and Access Arrangements:

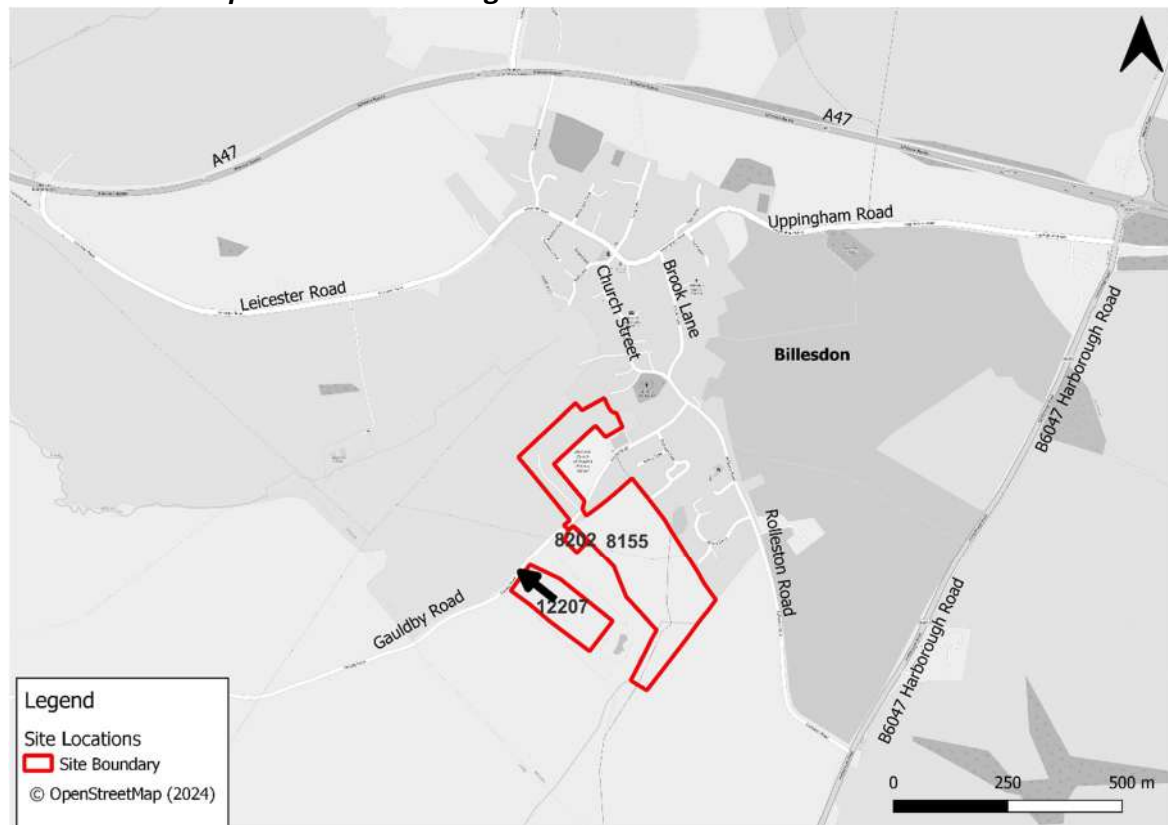


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

Site 12207 is located to the south of the village of Billesdon, which is located to the southeast of Leicester. The site is located on the southern side of Gaulby Road, which connects the village with Gaulby. The site is located to the south of the A47 Billesdon Bypass, which provides connection to Uppingham to the east and Leicester to the west.

At the time of writing there are no further planning application or planning permissions associated with the site. The site is currently allocated within Harborough District Local Plan (2011-2031) under Open Space Sport and Recreation Sites (GI2), as shown in the figure below.

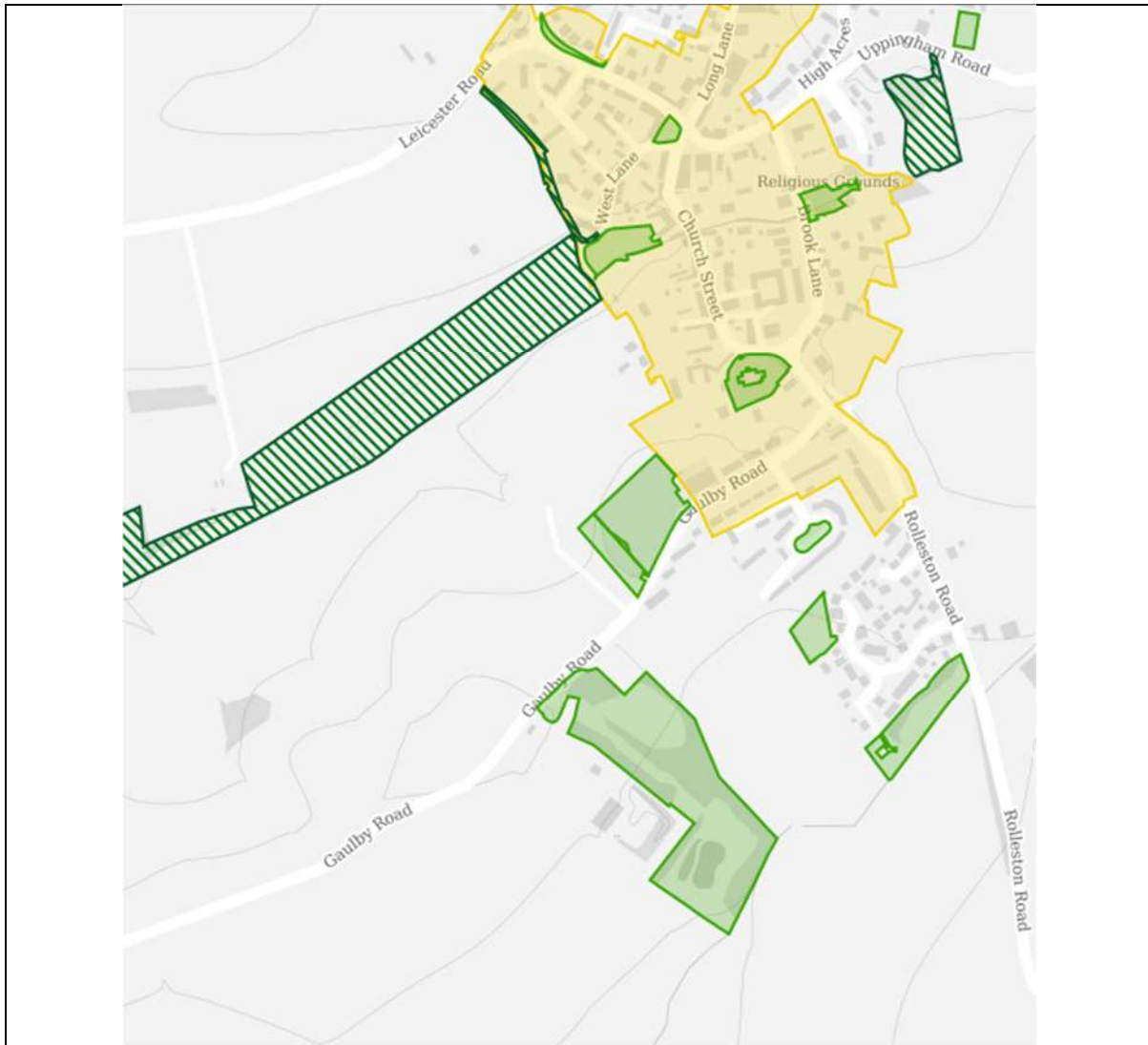


Figure 2: Harborough District Local Plan (2011-2031)

The site could be accessed via Gaulby Road, through the creation of a new junction. Given the anticipated trip generation (see below) it is expected that a priority junction would be sufficient in this location; however, further design work would be required.

The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints									
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Requiring Highway	Works to Existing	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Site 12207	Gaulby Road Access	Green	Green	Green	Orange	Orange	Orange	Green	Green	Green	

Description of surrounding Highway Network:

Gaulby Road is a single carriageway country road, subject to the national speed limit to the southwest of the site. Between the site and the village of Billesdon the speed limit on Gaulby Road is 30mph. There is a footway on the eastern side of the carriageway between Billesdon and the site, the footway stops at the point where the national speed limit comes into effect. There is also no street lighting on either side of the carriageway. Gaulby Road connects the village of Billesdon to Gaulby and onwards towards various small villages including Little Stretton, King's Norton and Great Glen.

Rolleston Road is a single carriageway residential road through the village of Billesdon, subject to a 30mph speed limit. There is a footway on the southern side of the carriageway, with regular street lighting. Rolleston Road provides a connection between Billesdon and the B6047 Harborough Road. Church Street / Leicester Road connect the site to the northern section of the village, with Church Street comparatively narrow (with pinch points in areas of on-street parking). Leicester Road routes through the village centre, connecting Billesdon with the B6047 and A47 to the east.

The B6047 (Harborough Road) is a single carriageway distributor road, subject to a 50mph speed limit. There are no footways or streetlights on either side of the carriageway. The route connects to the A47 to the north, which is a key route through Harborough, connecting Leicester with Uppingham and Peterborough.

Description of existing Public Transport provision:

There is one bus service which routes through the village of Billesdon, this is the 747 service. This routes between Leicester and Uppingham. Table 2 below provides further details.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
747	Centrebus	Leicester – Houghton on the Hill – Billesdon – Uppingham	Hourly peak 2 Hourly off-peak	No Service	No Service

Source: Choose How You Move, LCC, 2024

Existing bus stops are available approximately 710m to the north of the site on Market Road / Uppingham Road. The stop is located on the southern side of the carriageway and provides connection to Leicester. For services to Uppingham the bus stop is located on Leicester Road, approximately 750m from the site. Both these bus stops have sheltered seating areas, and 'flag and pole' bus stops which display printed timetables.

The nearest station to the site is Leicester Railway Station which is located approximately 13.5km to the northwest of the site.

Description of existing Walking & Cycling provision:
Walking Infrastructure

There are a number of PRoW and Bridleways which route into the village of Billesdon. One PRoW (Footpath C56/1) is located to the south and southeast of the site, and Bridleway

C55/3 which routes through the site. The Bridleway links into Footpath C56/1 to the south of the site, both routes then continue to where the bridleway intersects with Illston Lane.

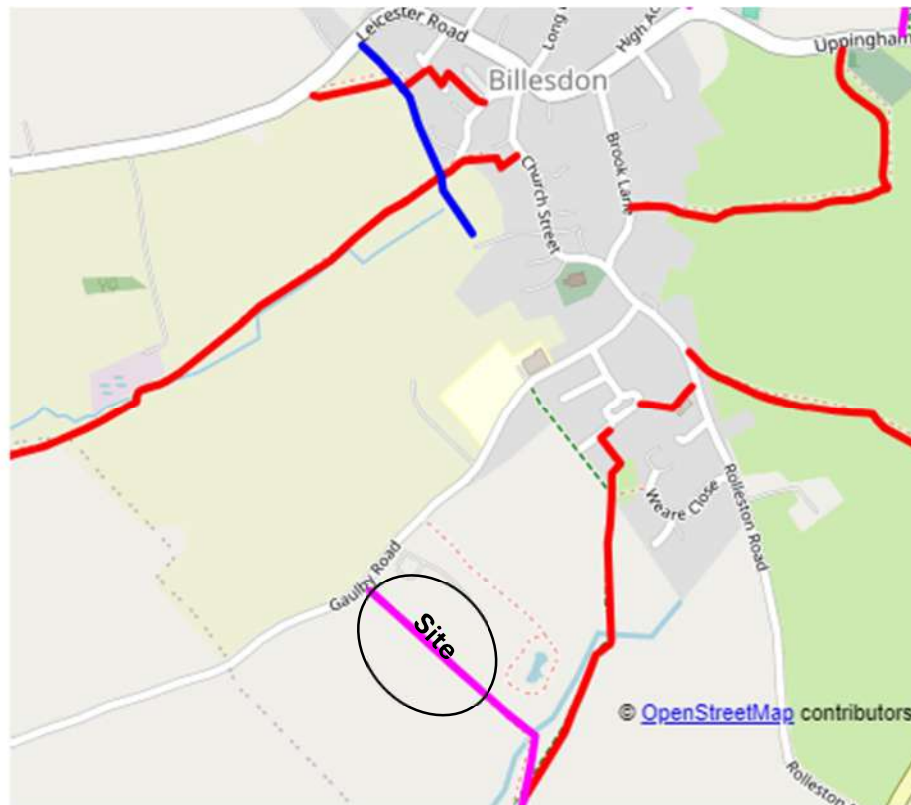


Figure 3: Public Rights of Way

Cycle Infrastructure

The site lies to the south of Gaulby Road, which as seen in Figure 4 is an identified 'Quieter Route'. Gaulby Road routes between the centre of Billesdon into Gaulby, where it links with National Cycle Route 63.

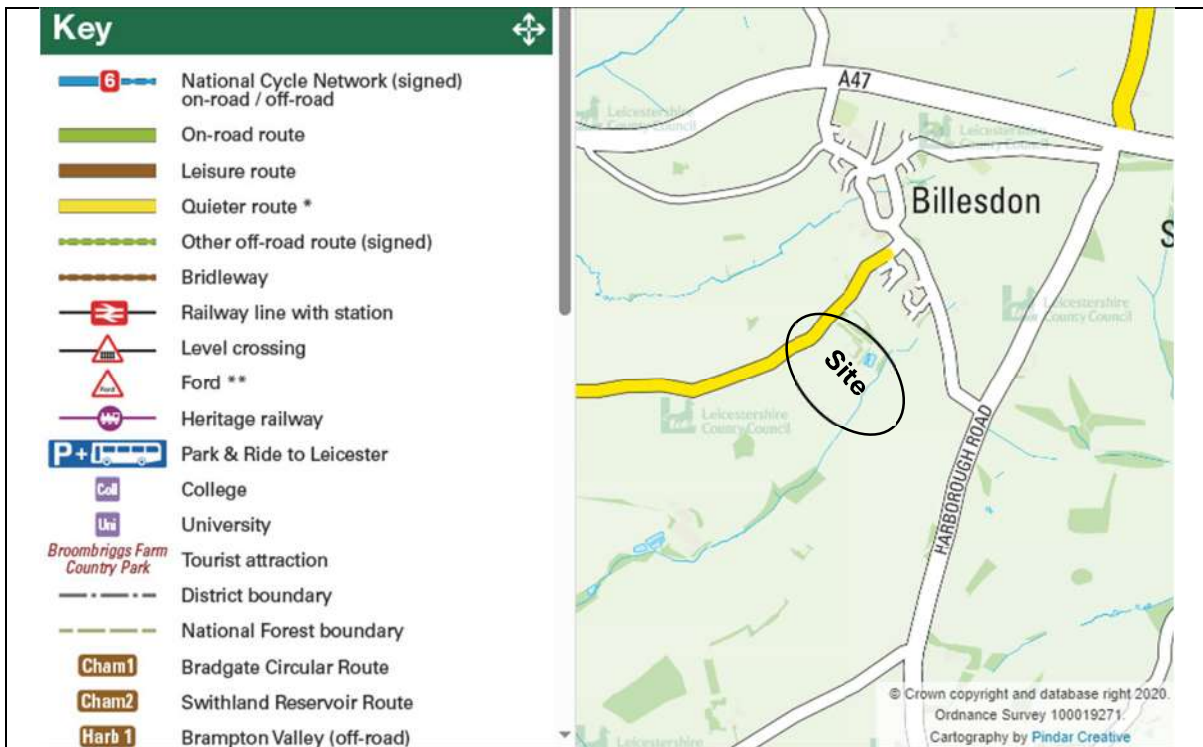


Figure 4: Local Cycle Infrastructure

Road Safety Analysis:

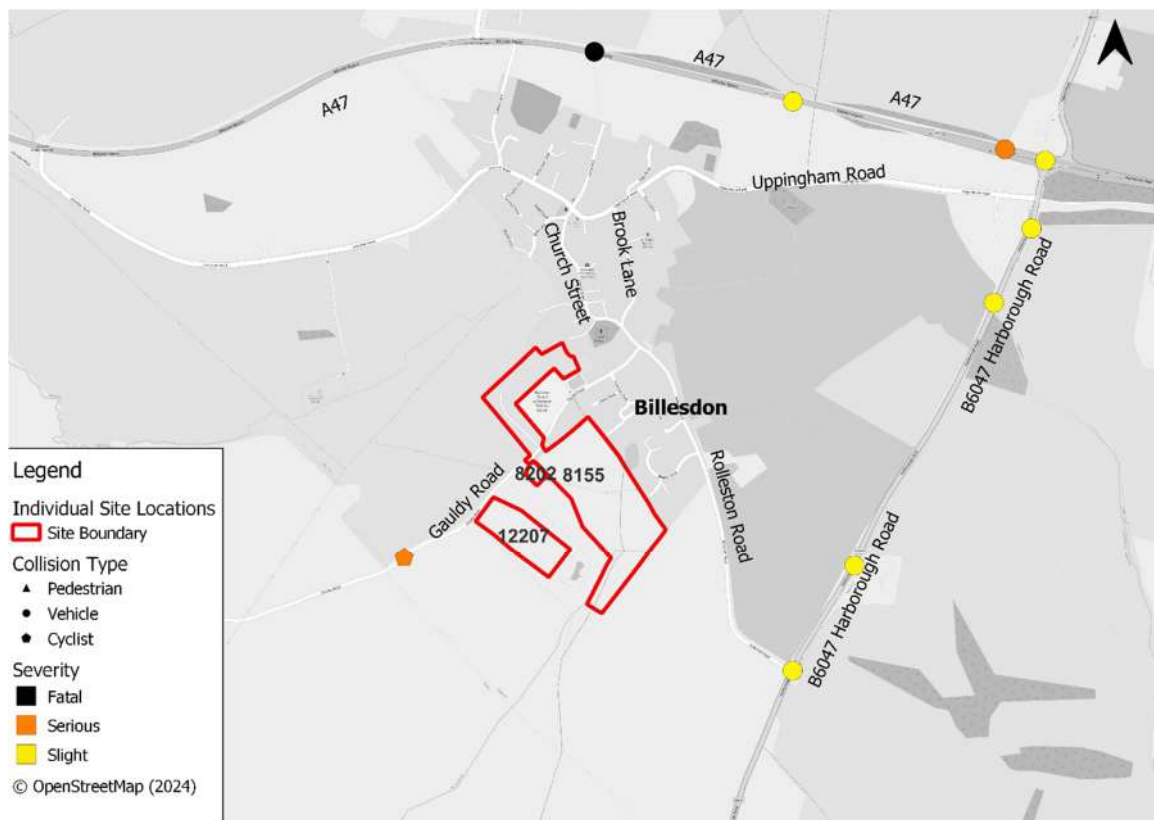


Figure 5: Road Traffic Incidents in proximity to the site

Data taken from the STATS19 dataset shows the number of road traffic incidents within proximity of the proposed development site between 2017 and 2022 (inclusive, the latest

verified data from the DfT at the time of writing). These collisions are reported by severity by the police as either 'fatal', 'serious' or 'slight'.

One 'Fatal' collision has been recorded on the A47 to the north of the site on the A47 involving a vehicle, with a further three collision recorded on the A47 (two 'Slight' and one 'Serious').

One collision has been recorded by police as 'Serious' on Gaulby Road, which involved a cyclist.

A total of six collision occurred on Harborough Road, which is located approximately 1.2km to the east of the site, with two being classified as 'Serious' and four as 'Slight'.

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

Expected Trip Generation:

The identified site is 1.8 hectares and could accommodate approximately 10 dwellings. No employment land has been identified for this site.

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

Table 3: Indicative trip generation – AM and PM Peak

	AM Peak	PM Peak
Trips – Housing	6	6
Trips – Employment	0	0
Total Trips	6	6

Committed Development in vicinity of proposed site and expected impacts:

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

An assessment of the 2041 Core scenario within the PRTM model show that there are no junctions in Billesdon, or within its vicinity, that are expected to experience capacity issues. The closest junctions expected to experience capacity issues are on the A47 to the east of Leicester:

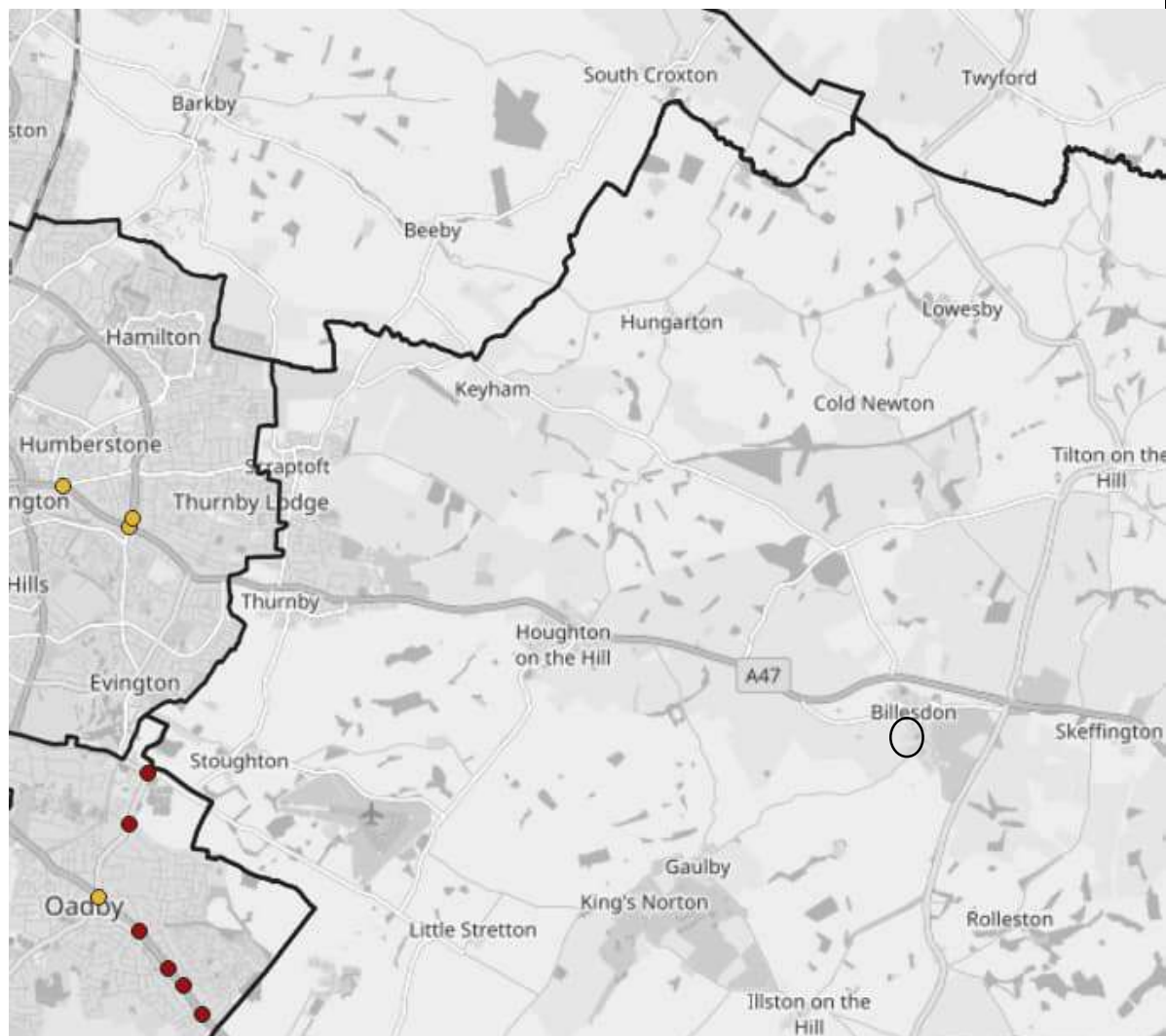
- A47 / Station Road: 100%+ V/C in the AM and PM peak
- A47 / Colchester Road: 85% - 100% V/C in the AM and PM peak
- A47 / Scraftoft Road: 85% - 100% V/C in the AM and PM peak
- A47 / A6030: 85% - 100% V/C in the AM and PM peak

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

Development Impact:

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

Figure 6 shows that there are no sites within the immediate vicinity of site 12207 that are expected to see a deterioration in V/C within the 2041 Preferred Scenario (which assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



● **Primary Impact Locations**
 ● **Secondary Impact Locations**
 Figure 6: Primary / Secondary Junction Impact Locations

Table 4 summarises the percentage of traffic volume attributable to site 12207 in the Preferred Allocations.

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

Impact Location	Junction	% of development traffic routing through (vs other Local Plan developments)
Primary Impact Location	A6 Leicester Road / Wistow Road	0.0%
	A6 Leicester Road / Marsh Drive / Church Road	0.0%
	A6 / Station Road	0.1%
	A6 Harborough Road / New Road	0.0%
	A6 Harborough Road / B6047 Melton Road	0.2%
	B6047 / Leicester Lane / Gallow Field Road	0.1%
	A4304 Saint Mary's Road / High Street / Northampton Road	0.2%
	A508 Saint Mary's Road / A508 Springfield Street / A4304	0.1%
	A4303 Lutterworth Road / A426 Rugby Road	0.0%
	A4303 Coventry Road / A5 Watling Street	0.0%
	A4303 Coventry Road / Hunter Boulevard	0.0%
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	0.0%
	Coventry Road / Lutterworth Sports Centre	0.0%
	A426 Lutterworth Road / Gilmorton Lane	0.0%
	M1 / A4303	0.0%
	A5 / A426 Rugby Road / Gibbet Lane / A426	0.0%
	A6 / London Road / Waldron Drive	0.0%
	A6 / Woodside Road	0.0%
	A6 Harborough Road / Ash Tree Road	0.0%
	B582 / Manor Road / Manor Road Extension	0.0%
A6 Glen Road / Florence Wragg Way	0.0%	
B582 Gartree Road / Gartree Road / A582 Stoughton Road	0.0%	
B4114 Coventry Road / Croft Road	0.0%	
M6 / A426	0.0%	
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	0.1%
	A563 / Colchester Road	0.0%
	A47 / Colchester Road / Goodwood Road	0.2%
	A6 Harborough Road / B582 New Street	0.0%
	A4304 Rockingham Road / Gores Lane	0.1%
	B4114 Coventry Road / B581 Coventry Road	0.0%
	A581 Broughton Way / Cosby Road	0.0%

Given the comparatively small nature of the site, the development contributes a small degree of traffic through many of the junctions listed above.

Key 'Primary Impact Location' junctions:

- A6 Harborough Road / B6047 Melton Road
- A4304 Saint Mary's Road / High Street / Northampton Road
- B6047 / Leicester Lane / Gallow Field Road
- A6 / Station Road
- A508 Saint Mary's Road / A508 Springfield Street / A4304

Key ‘Secondary Impact Location’ junctions:

- A4304 Rockingham Road / Gores Lane
- A47 / Colchester Road / Goodwood Road
- A47 Uppingham Road / Scraftoft Lane

Mitigation Measures – Accessibility:

Walking / Cycling:

Gaulby Road is an existing ‘Quieter Route’. To support active travel along this route, a measure could be to install cycle signage to improve the link between the site and NCN63. This would require approximately 3.2km of cycle signage. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Public Transport:

Given the nature of the site and the surrounding urban environment (chiefly very narrow streets of a historic nature) it would likely not be possible to divert a bus service closer to the site. To support public transport, the existing bus stops within the village centre could be upgraded. The existing stops would benefit from improved lighting. The cost would be shared proportionally between sites 8155, 12207 and 8202.

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

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

Junction Mitigation:

The proportion of traffic routing through each ‘Primary’ and ‘Secondary’ Impact Junction has been multiplied by the indicative junction improvement cost for each junction. This generates an overall cost apportionment associated with each site. The cost apportionment for site 12207 is shown in Table 5 rounded to the nearest £1,000.

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

Impact Location	Junction	Cost Apportionment
Primary Impact Location	A6 Leicester Road / Wistow Road	£-
	A6 Leicester Road / Marsh Drive / Church Road	£1,000
	A6 / Station Road	£3,000
	A6 Harborough Road / New Road	£-
	A6 Harborough Road / B6047 Melton Road	£10,000
	B6047 / Leicester Lane / Gallow Field Road	£3,000
	A4304 Saint Mary's Road / High Street / Northampton Road	£3,000
	A508 Saint Mary's Road / A508 Springfield Street / A4304	£1,000
	A4303 Lutterworth Road / A426 Rugby Road	£-

	A4303 Coventry Road / A5 Watling Street	£-
	A4303 Coventry Road / Hunter Boulevard	£-
	A4303 Coventry Road / A4303 Lutterworth Road / Coventry Road / Fairacres Coventry Road	£-
	Coventry Road / Lutterworth Sports Centre	£-
	A426 Lutterworth Road / Gilmorton Lane	£-
	M1 / A4303	£-
	A5 / A426 Rugby Road / Gibbet Lane / A426	£1,000
	A6 / London Road / Waldron Drive	£-
	A6 / Woodside Road	£-
	A6 Harborough Road / Ash Tree Road	£-
	B582 / Manor Road / Manor Road Extension	£1,000
	A6 Glen Road / Florence Wragg Way	£-
	B582 Gartree Road / Gartree Road / A582 Stoughton Road	£-
	B4114 Coventry Road / Croft Road	£-
	M6 / A426	£-
Secondary Impact Location	A47 Uppingham Road / Scraftoft Lane	£2,000
	A563 / Colchester Road	£-
	A47 / Colchester Road / Goodwood Road	£2,000
	A6 Harborough Road / B582 New Street	£-
	A4304 Rockingham Road / Gores Lane	£2,000
	B4114 Coventry Road / B581 Coventry Road	£-
	A581 Broughton Way / Cosby Road	£-
TOTAL		£29,000

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

Estimated Cost of Mitigation Measures:

A summary of indicative costs for Site 12207 (Billesdon Depot South of Gaulby Road) is presented in Table 6. All costs include an allowance for Contingency/Risk and Optimism Bias.

Table 6: Indicative Cost Summary

Measure	Cost
Walking / Cycling	£13,000
Public Transport	£1,000
Travel Planning	£7,000
Junction Improvements	£32,000
TOTAL	£52,000
COST PER DWELLING	£5,227
On-Site Measures	£-

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Ben Green	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/10/2024	25/11/2024	28/11/24	09/01/25

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

Site Location Map and Potential Access Arrangements:

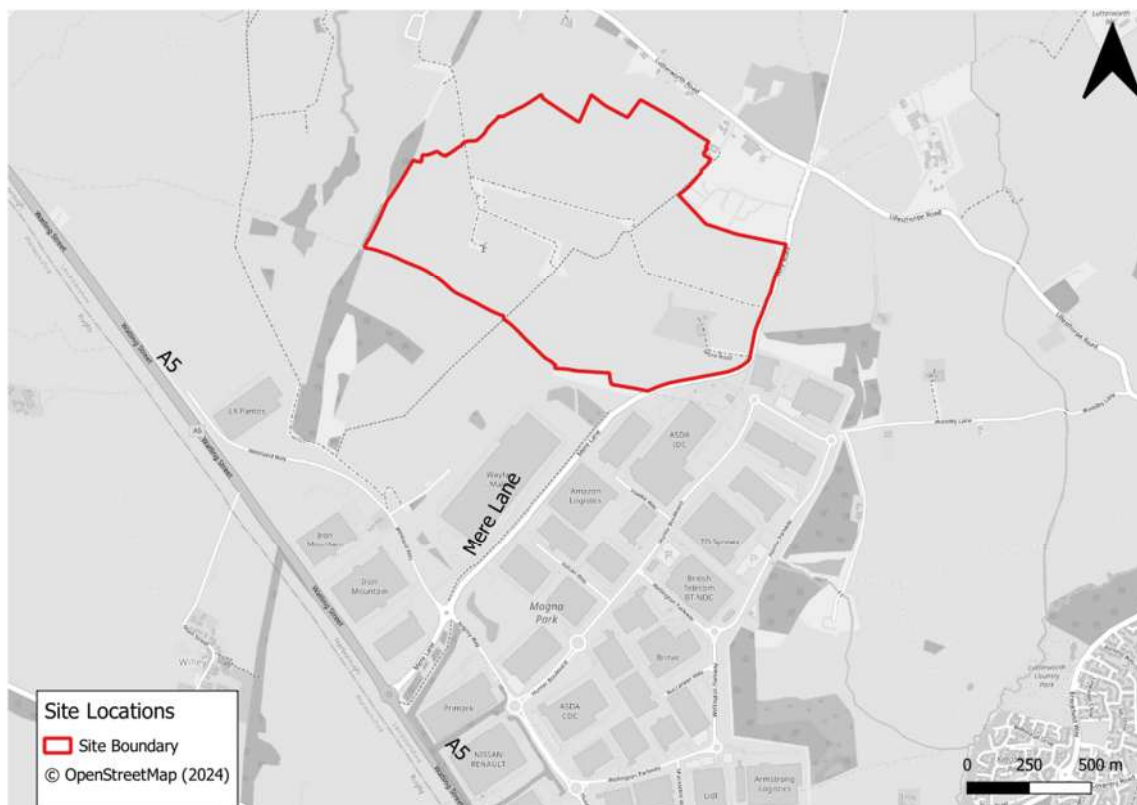


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

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

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

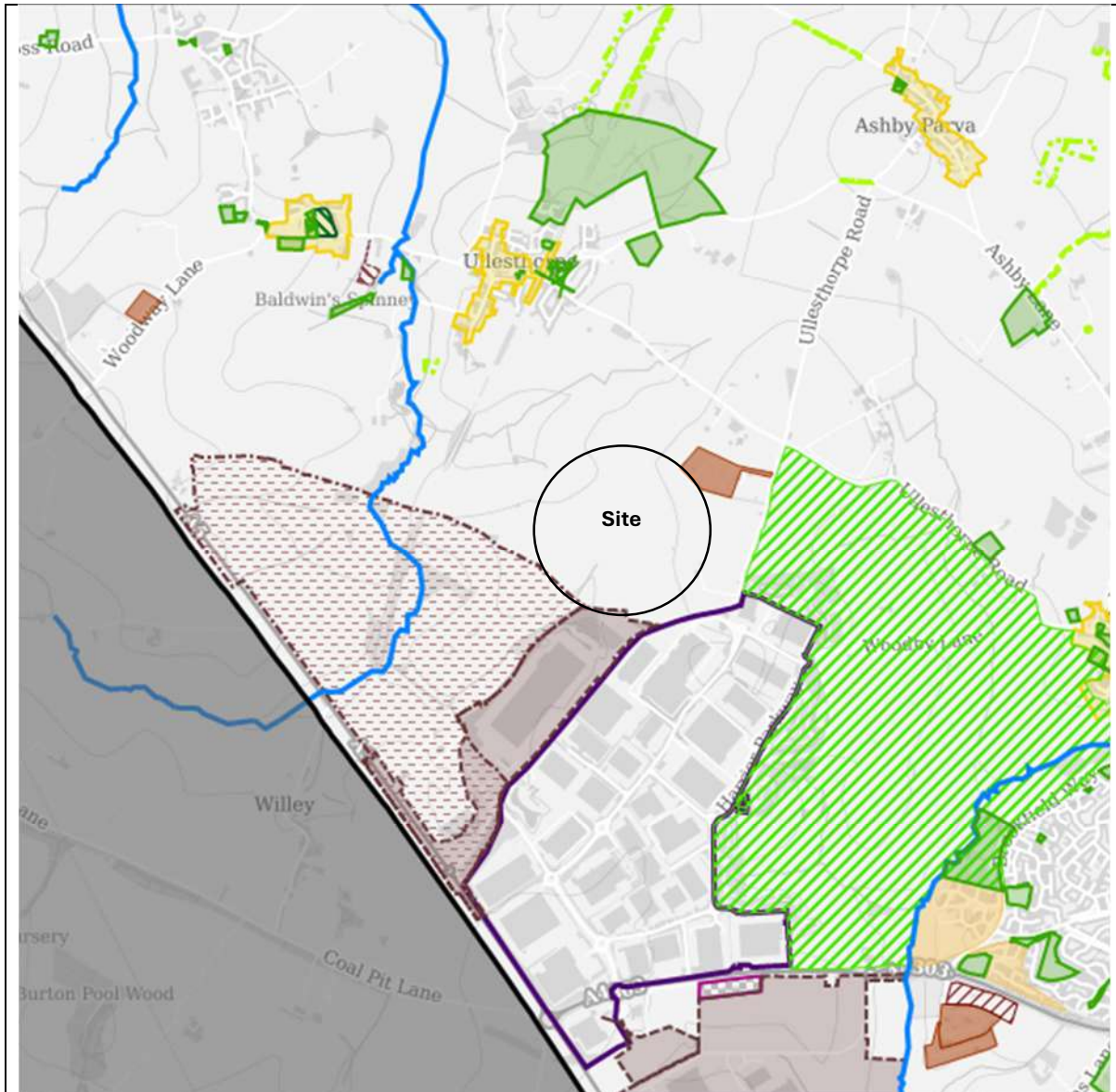


Figure 2: Harborough District Local Plan Allocations (2011-2031)

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

Table 1: Site Access Potential Constraints

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

Description of surrounding Highway Network:

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

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

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

Description of existing Public Transport provision:

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

Table 2: Local bus service provision

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

Source: Choose How You Move (2024)

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

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

Walking & Cycling:
Walking Infrastructure:

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

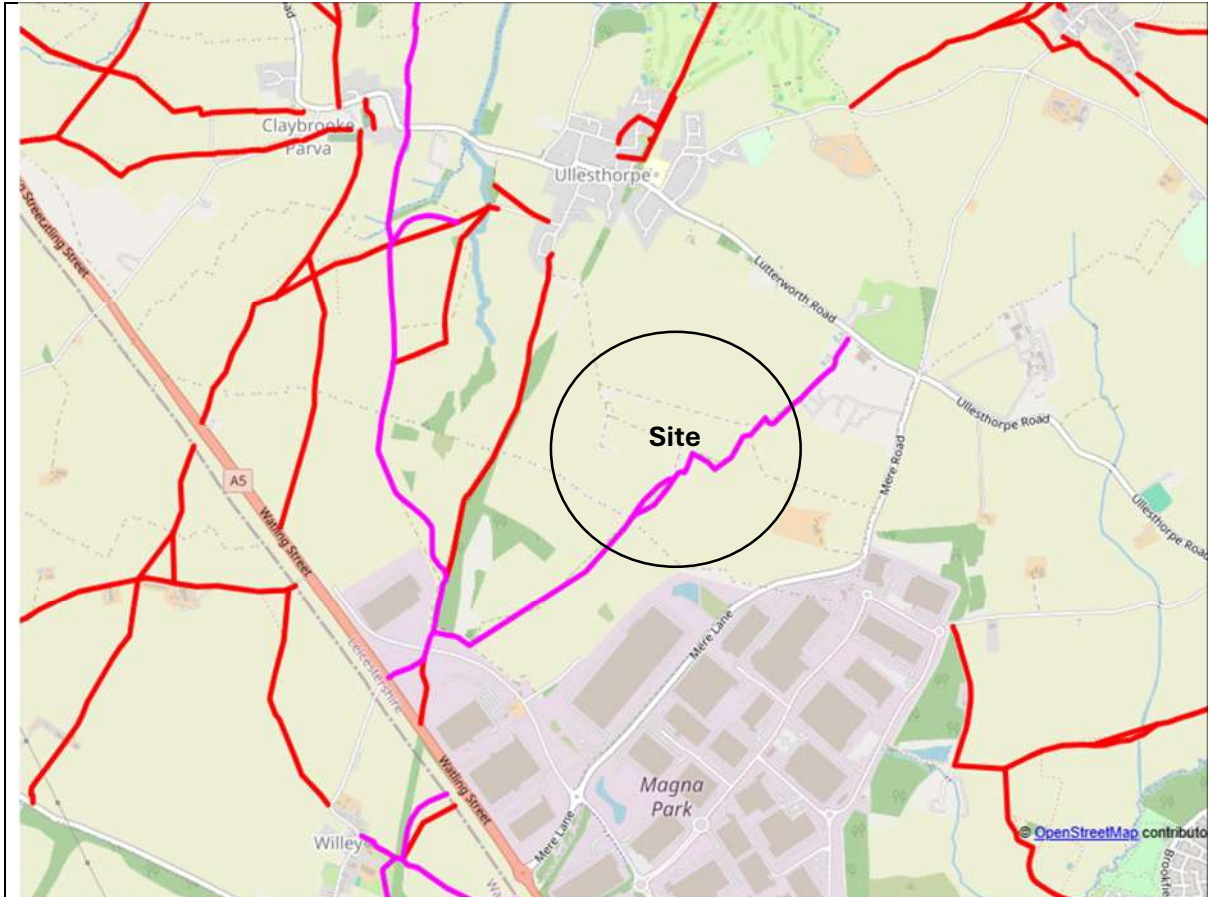


Figure 3: Map of PROWs in proximity to the Site (Source: Rowmaps (2024))

Cycle Infrastructure:

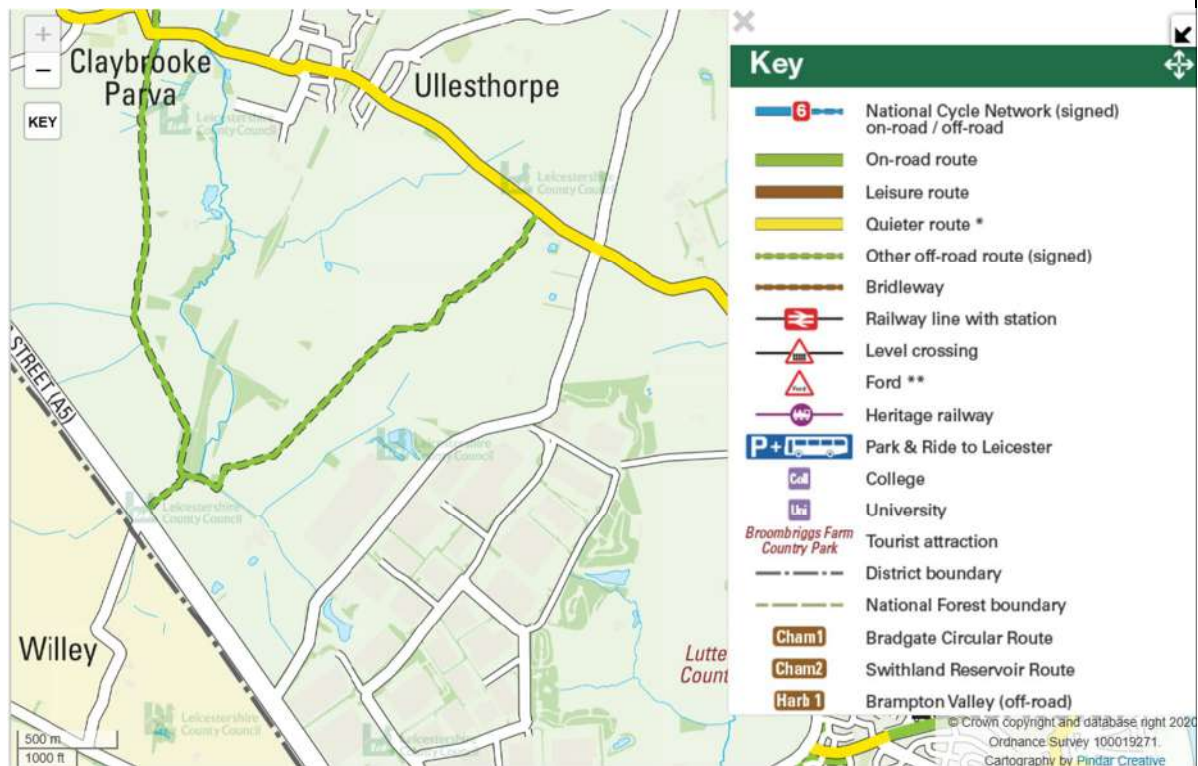


Figure 4: Local Cycle Networks

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

Road Safety Analysis:

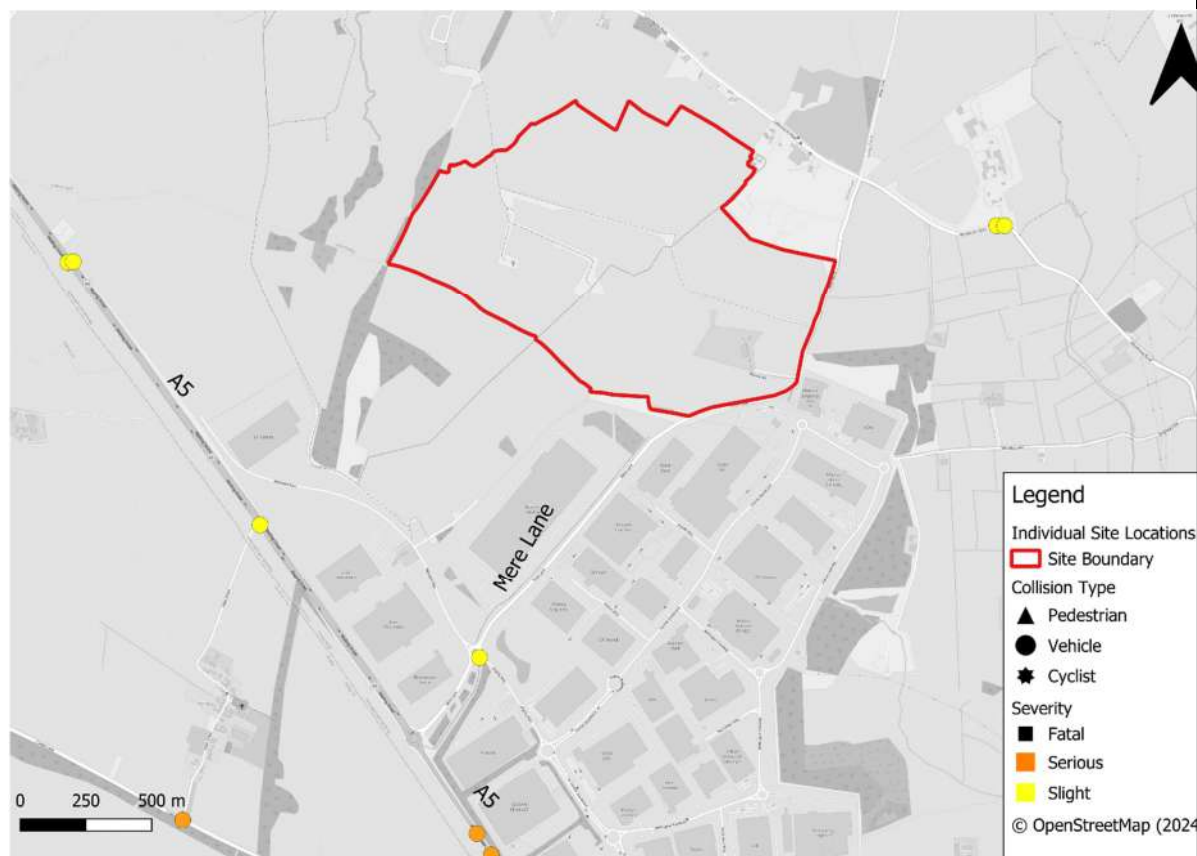


Figure 5: Road Safety (Source: STATS19)

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

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

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

Expected Trip Generation:

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

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

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

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

Committed Development in vicinity of proposed site and expected impacts:

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

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

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

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

Development Impact:

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

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

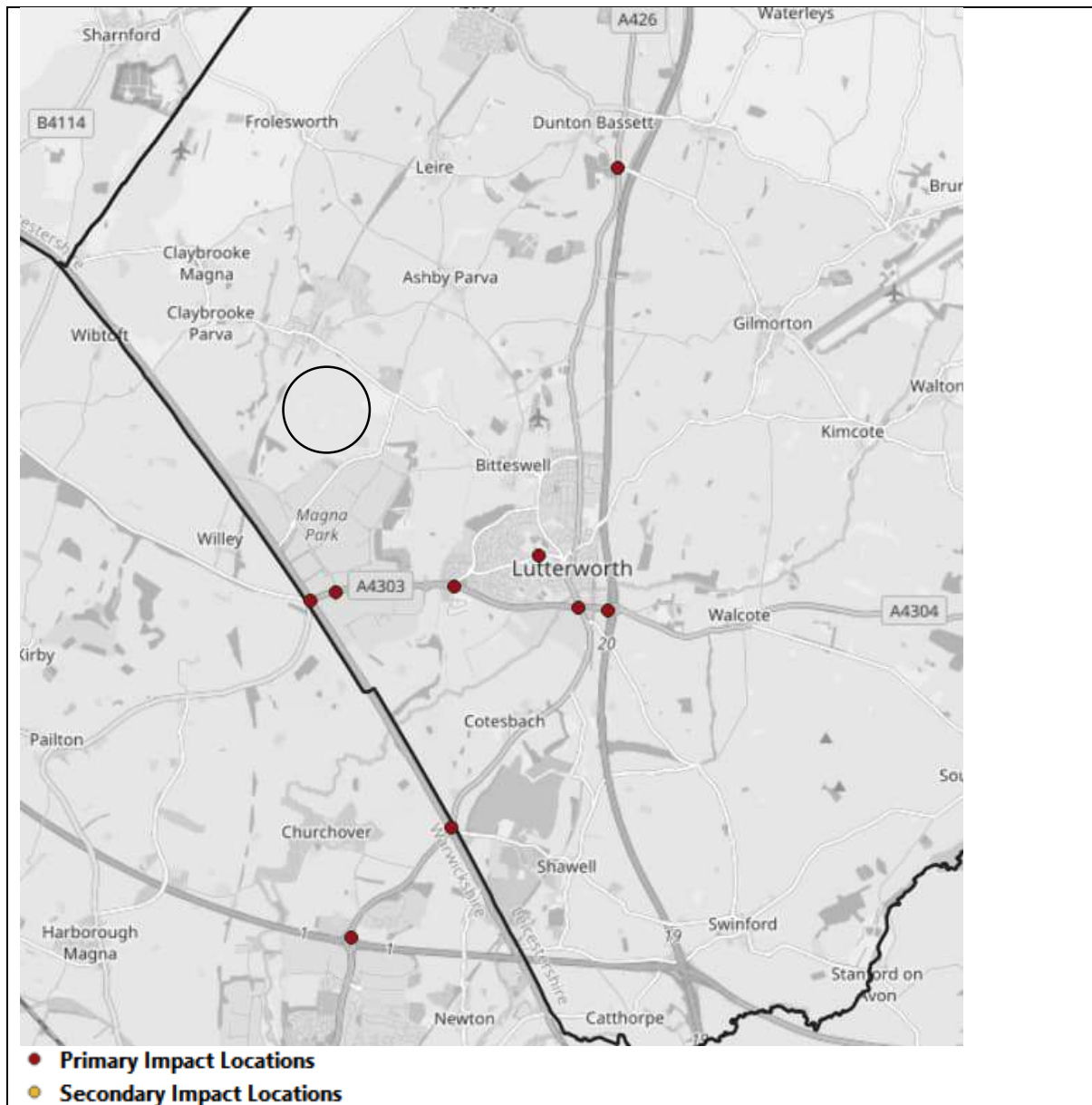


Figure 6: Primary / Secondary Junction Impact Locations

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

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

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

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

Key 'Primary Impact Location' junctions:

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

Key 'Secondary Impact Location' junctions:

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

Mitigation Measures – Accessibility:

Walking / Cycling:

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

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

Public Transport:

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

Travel Planning:

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

Mitigation Measures – Residual Impacts:

On-Site Infrastructure:

No on-site infrastructure costs have been calculated.

Junction Mitigation:

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

Table 5: Site Junction Mitigation Cost Apportionment (Indicative)

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

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

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

Estimated Cost of Mitigation Measures:

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

Table 6: Indicative Cost Summary

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

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

Quality Information

	Produced By	Checked By	Verified By	Updated By
Name:	Phil Jones	Georgie Carpenter	Daniel Godfrey	G Carpenter
Date:	15/11/2024	28/11/2024	29/11/24	09/01/25

SITE ID: 12231	SETTLEMENT: Market Harborough MH8	
Land Use Type: Employment	Proposed Number of Dwellings; OR Proposed Number of Employees	1,000sqm mixed town centre uses
Local Plan Sites Within Cluster:		
<ul style="list-style-type: none"> • 10240 St Marys Road – 0.88 Ha mixed town centre uses 		

Site Location Map and Potential Access Arrangements:

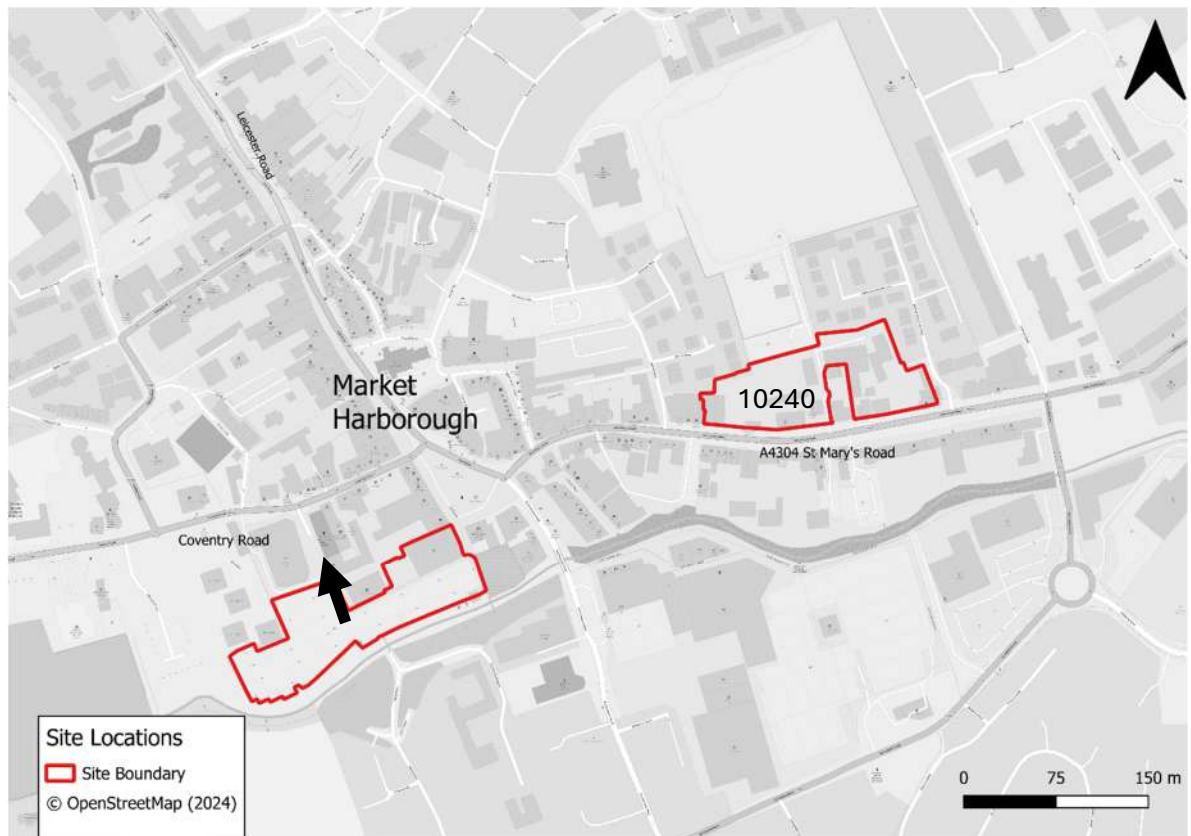


Figure 1: Site Location Plan (and vehicular access points. As site masterplans are developed, it is expected that developers would provide a permeable site and identify opportunities for appropriate additional pedestrian and cycle points of access)

The Commons Car Park site is located within the centre of Market Harborough. The site is located south of the A4304 which provides connections towards Leicester to the north (via the A6) and Kettering to the south.

The site does not currently have a planning application, or planning permission, associated with it. The site is allocated within the current Harborough Local Plan (2011 – 2031) as Retail and Town Centre uses (Policy RT1). The majority of the site is also contained within the Market Harborough Conservation area.

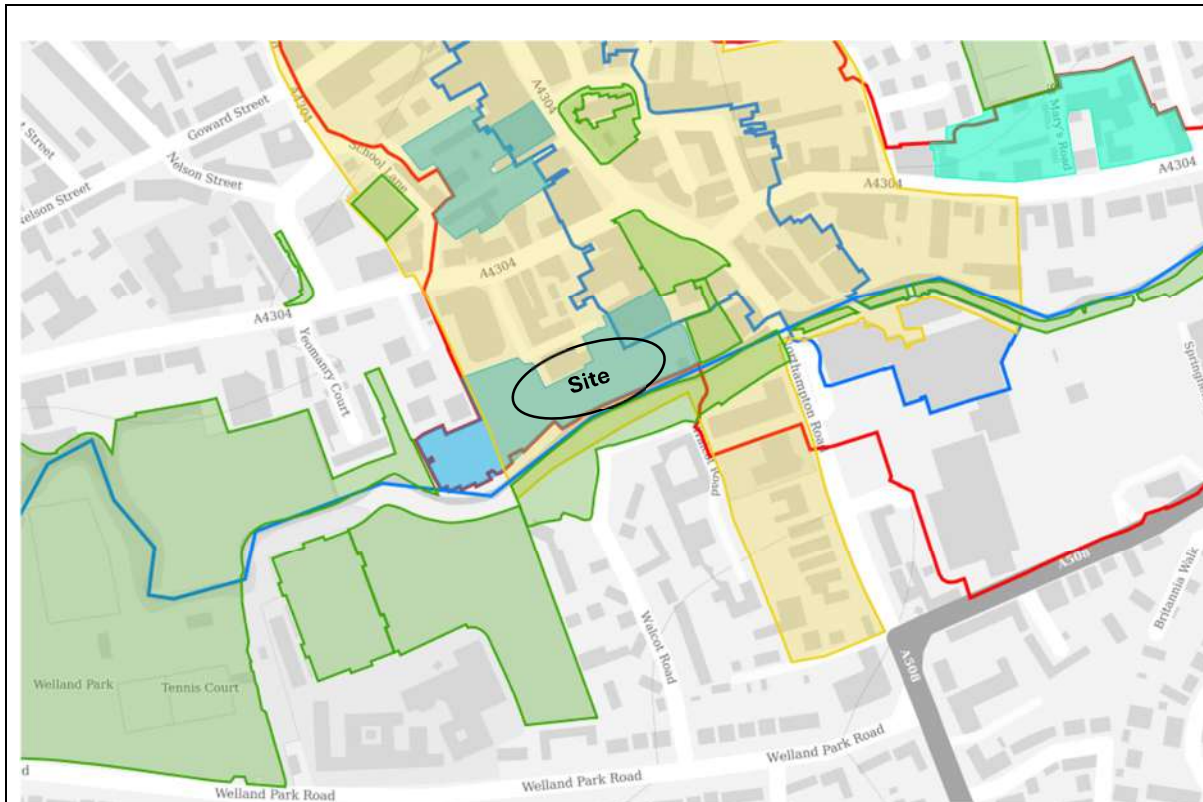


Figure 2: Harborough District Local Plan Allocations (2011-2031)

The site could be accessed via the existing Commons Car Park access point, located from Coventry Road. The existing access point is a priority junction, with outbound traffic required to route westbound (owing to the one-way nature of Coventry Road to the east of the site access). The potential constraints associated with the access point are shown in Table 1 (where potential constraints have been rated as amber or red). Further design work will be required to confirm the viability of access options.

Table 1: Site Access Potential Constraints

		Potential Constraints								
		Public Footpaths	Bus Stops	Vegetation Clearance	Existing Visibility	Works to Existing Highway Required	Drainage	Street Lighting	Below Ground Utilities	Overhead Utilities
Site 12231	Coventry Road Access									

Description of surrounding Highway Network:

To the east of the potential site Coventry Road is a one-way single carriageway, subject to a 30mph speed limit, whilst to the west the route is two-way. There is a footway on both sides of the carriageway, with regular streetlighting. The A4304 Coventry Road provides connection to the west towards Lutterworth (via Lubenham, Theddingworth, Husbands Bosworth and North Kilworth). To the east the route provides connection to the A6.

Description of existing Public Transport provision:

The nearest bus stops to the site are those at ‘The Square’ (located approximately 125m to the east of the site). Bus stops provide access to local Market Harborough connections and services on to Leicester, Northampton, Foxton, Lutterworth and Welford as shown in the table below.

Table 2: Local bus service provision

Service	Operator	Route	Frequency		
			Mon – Sat Daytime	Mon – Sat Evening	Sundays / Bank Holidays
18	Stagecoach	Market Harborough - Ise Lodge, Kettering	Hourly	No Service	No Service
30	Centrebus	Market Harborough Town Service: Southern Estates	Hourly off peak only	No Service	No Service
33A	Stagecoach	Market Harborough Town Service: Coventry Road	Hourly	No Service	No Service
33B	Stagecoach	Market Harborough Town Service: Little Bowden	Hourly	No Service	No Service
33C	Stagecoach	Market Harborough Town Service: Great Bowden	Hourly	No Service	No Service
44	Centrebus	Fleckney via the Langtons - Market Harborough - Foxton	2 hourly (hourly peak)	No Service	No Service
58	Centrebus	Market Harborough - Lutterworth	infrequent	No Service	No Service
59	Stagecoach	Market Harborough - Marston Trussell - Sibbertoft - Clipston - Naseby - Cold Ashby - Welford	Once a day Tuesday and Friday	No Service	No Service
WW	Lawsons of Corby	Market Harborough - Cottingham	Once a week (Tuesday)	No Service	No Service
X3	Arriva	Market Harborough - Kibworth - Great Glen - Oadby - Leicester (Limited stop)	Hourly	Hourly	No Service
X7	Stagecoach	Northampton - Market Harborough - Kibworth - Oadby - Leicester (Limited stop)	Hourly	Hourly	Hourly

Source: Choose How You Move (2024)

Both the northbound and southbound bus stops on the ‘The Square’ comprise of bus shelters with raised kerbs (to aid access to the public transport vehicles themselves). An adjacent signalised pedestrian crossing enables users to cross the High Street (to reach the stops on the opposite side of the road).

The nearest railway station to the site is Market Harborough Station, which is located 800m to the east of the site. The station is accessible via approximately 11 minutes walk, and takes 4 minutes by bicycle.

Walking & Cycling:

Walking Infrastructure

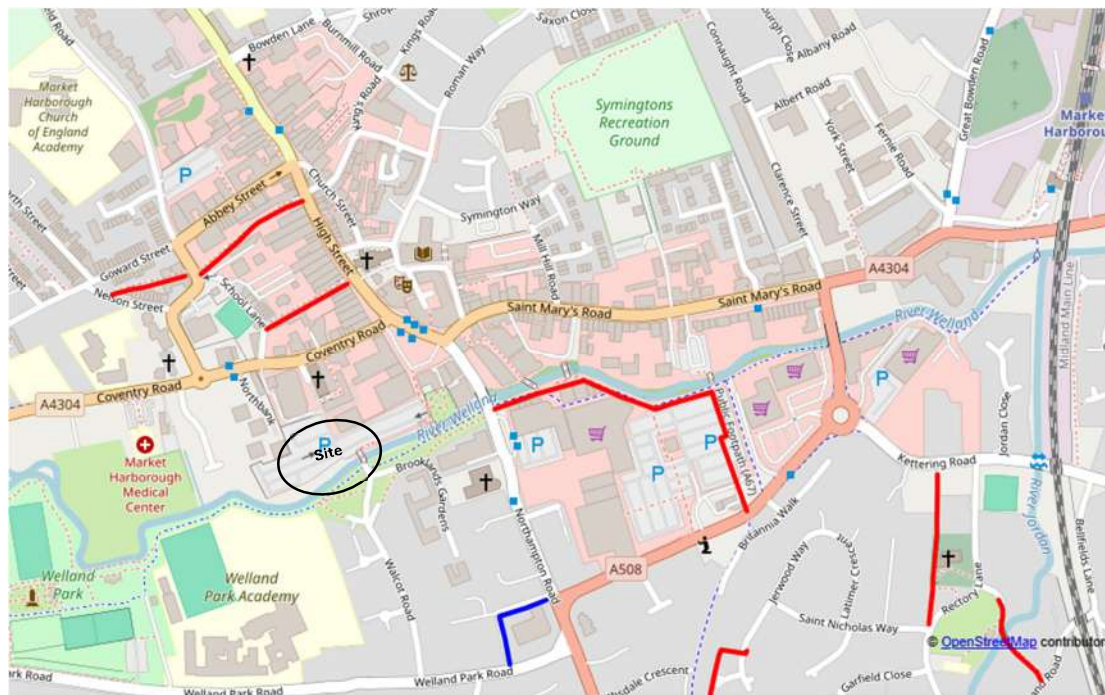


Figure 3: Map of PRoWs in proximity to the Site (Source: Rowmaps (2024))

There are currently no Public Rights of Way (PRoWs) which route through the site. However, Footpath A67/1 routes to the south-east of the site connecting retail sites. In addition, there is a network of footways alongside the carriageway with crossing facilities, connecting key Market Harborough destinations. Although not formally part of the PRoW network, a pedestrian route runs along the eastern boundary, with two pedestrian bridges over the River Welland, connecting into leisure routes.

Cycle Infrastructure

Figure 4 shows the cycle infrastructure in place surrounding the site. National Cycle Route 6 and 64 are located close to the proposed site. There is also a network of shared footway / cycleways connecting key destinations within Market Harborough. This includes an off-road route to Market Harborough railway station.

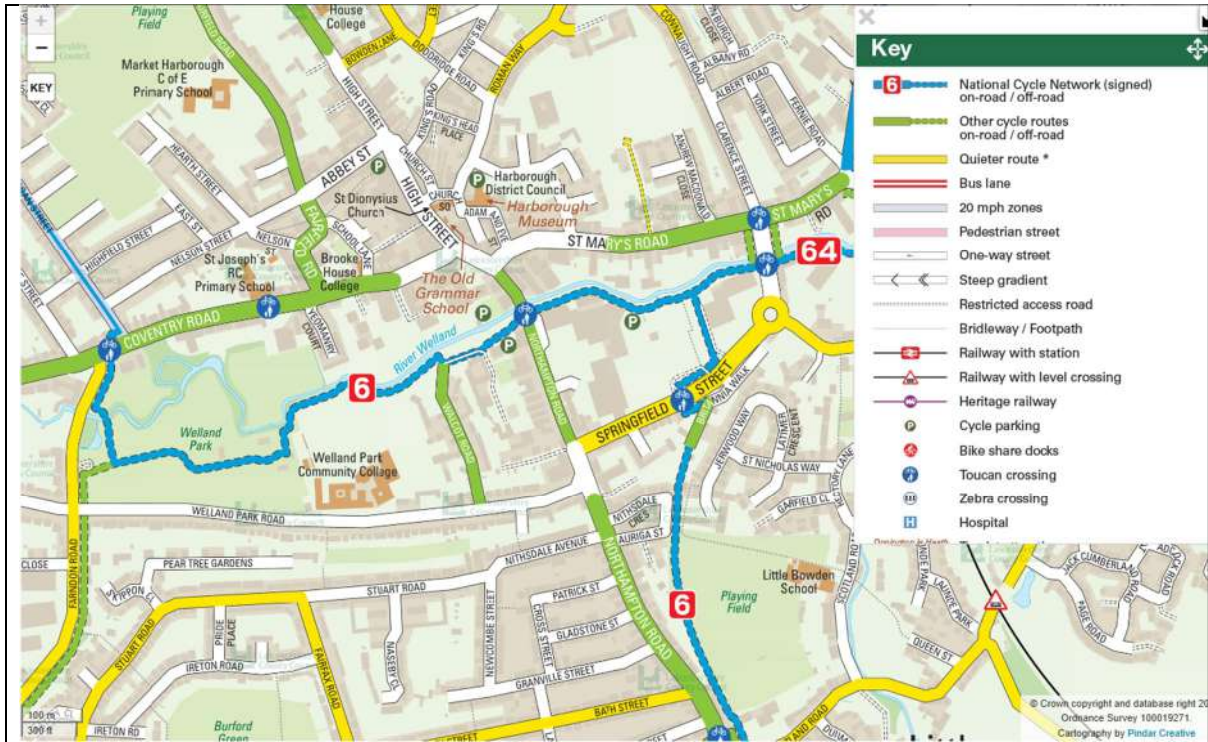


Figure 4: Local Cycle Networks

Road Safety Analysis:

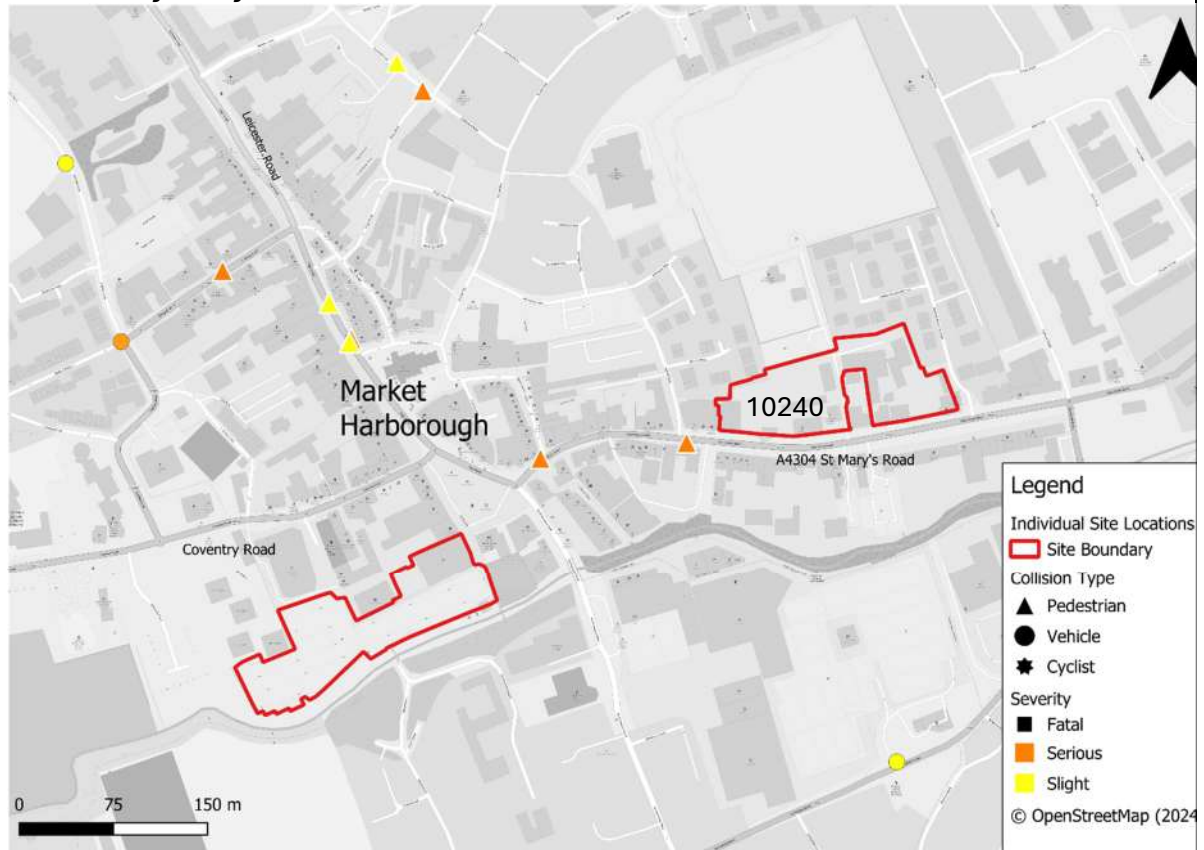


Figure 5: Road Safety (Source: STATS19)

Data taken from the STATS19 dataset (reported by severity by the police as either ‘fatal’, ‘serious’ or ‘slight’) shows the number of collisions that have occurred within proximity of the

proposed development site between 2017 and 2022 (inclusive, the latest verified data from the DfT at the time of writing).

On the A4304 St Mary's Road two collisions rated 'Serious' by the police occurred, both involving pedestrians. A further three collisions, all involving pedestrians, occurred on the B6047, one was recorded by police as 'Serious', whilst the other two were recorded as 'Slight'.

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

Expected Trip Generation:

The identified site is 1,000sqm and has been identified as mixed town centre uses (A1 / A2 use). A1 / A2 trip generation rates are not available within the PRTM, and therefore trip generation for this site has not been calculated.

Trip generation rates will therefore need to be confirmed at the stage of preparing a detailed Transport Assessment, including the proportion of pass-by and shared trips.

Committed Development in vicinity of proposed site and expected impacts:

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

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

- A6 / B6047: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / High Street / Northampton Road: 85% - 100% V/C in the AM and PM peak
- Saint Mary's Road / Springfield Street: 85% - 100% V/C in the AM peak
- Rockingham Road / Gores Lane: 85% - 100% V/C in the AM and PM peak
- Northampton Road / Welland Park Road: +100% V/C in the AM and PM Peak

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

Development Impact:

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

The table below shows the junctions within the vicinity of the site that are expected to experience a deterioration in V/C within the 2041 Preferred Scenario (which

assumes all identified Local Plan development are constructed) compared to the 2041 Core Scenario.



- **Primary Impact Locations**
- **Secondary Impact Locations**

Figure 6: Primary / Secondary Junction Impact Locations

Due to trip generation rates being unavailable within the PRTM model, it has not been possible to ascertain the percentage of traffic volume attributable to site 12231 through each of these junctions. Although it should be noted that:

- 1) The site is small (1.1Ha) and therefore it is expected that the site would generate negligible numbers of trips.
- 2) Retail / Leisure sites are typically associated with a high number of pass-by trips (i.e. existing trips on the network).

Mitigation Measures – Accessibility:

Walking / Cycling:

Given the size of the site, and the nature of existing active travel infrastructure within proximity of the site, it is not likely proportional to propose additional walking and cycling infrastructure. Notwithstanding, the site should be incorporated into existing infrastructure and pedestrian safety improvements may be ultimately needed given pedestrian-involved collisions near the site.

Public Transport:

Given the size of the site, and the nature of existing public transport facilities within Market Harborough it is not likely proportional to propose public transport improvements for this site. Notwithstanding, a potential mitigation measure was identified for sites to the north of Market Harborough which included an increase in frequency of the X3 service from hourly to every 20 minutes. If taken forward, this would benefit the site (albeit to a smaller degree given the number of other bus services within walking distance of the site).

Travel Planning:

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

Mitigation Measures – Residual Impacts:

Given the size and nature of the site, there are expected to be comparatively few ‘new’ trips generated onto the network as a result of the development (i.e. the site will attract pass-by and shared trips). The site is therefore anticipated to have a negligible impact upon the surrounding highway network. Further analysis would however be required as part of a full Transport Assessment if the site were to be progressed.

Estimated Cost of Mitigation Measures:

Costs have not been calculated for this site (see above).

Quality Information

	Produced By	Checked By	Verified By	Updated By
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Date:	22/11/2024	28/11/2024	29/11/24	09/01/25

Appendix G Site Access Constraints

Assessment of Proposed Access Locations

A high-level desktop assessment has been undertaken to review potential constraints at the proposed access locations for 28 development sites using publicly available online satellite images. Access locations have been based on the masterplans, where available.

Each location has been assessed using the following typical constraints:

- Utilities
 - Utility chambers
 - Overhead cables
 - Substations
- Street lighting
- Drainage
- Existing carriageway width
- Works to existing highway
 - Footway/Cycleways
 - Traffic islands
 - Ghost islands
 - Roundabouts
 - Pedestrian crossings
- Visibility
- Vegetation clearance
- Bus stops
- Public footpaths

Each constraint has been assessed for each access location and has been given a red/amber/green rating, as summarised in the table below. Where potential constraints have been rated as amber or red, additional details have been provided below.

		Potential constraints (Low/Medium/High)								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
Land south of Gallow Field Road - 10597	Airfield Road Roundabout Access	Green	Green	Orange	Orange	Orange	Green	Green	Green	Red
Land OS3070, Leicester Rd - 8737	B6047 Access	Green	Green	Green	Green	Orange	Green	Orange	Green	Green
Compass Point Business Park – 10248 & 10253	North roundabout access	Green	Green	Green	Green	Green	Green	Orange	Green	Green
	South roundabout access	Green	Green	Green	Green	Green	Green	Green	Green	Green
St Marys Road - 10240	Access along St Mary's Road	Orange	Orange	Green	Green	Orange	Orange	Green	Green	Green
Commons Carpark - 12231	Existing Access to car park	Green	Green	Green	Green	Green	Green	Green	Green	Green
Land off Frolesworth Road - 10554	Frolesworth Road Access	Orange	Green	Green	Orange	Orange	Orange	Orange	Green	Green
Land north of Kilby Road - 10042	Garner Way West Drive	Orange	Orange	Green	Orange	Red	Green	Orange	Green	Green
	Garner Way East Drive	Orange	Orange	Green	Orange	Red	Green	Orange	Green	Green
Land to the west of the Longgrey – 8055	Longgrey Access	Green	Green	Green	Green	Green	Orange	Orange	Green	Green
Land to the North of London Rd and east of Leicester Grammar School - 8230	Heron Close Access	Green	Green	Green	Green	Orange	Green	Orange	Green	Green
	Bridgewater Drive Access	Green	Green	Orange	Green	Orange	Green	Red	Green	Green
	London Road Access	Green	Green	Orange	Orange	Orange	Green	Orange	Green	Green
Land west of Warwick Road - 8247	Warwick Road Western Access	Orange	Green	Green	Green	Green	Orange	Orange	Green	Green
	Warwick Road Eastern Access	Green	Green	Green	Green	Green	Green	Green	Green	Green
Land south & west of Priory Business Park - 10642	Access along Warwick Road	Green	Orange	Orange	Orange	Orange	Orange	Orange	Green	Green
Land at Gaulby Road - 8155	Gaulby Road Western Access	Green	Green	Green	Orange	Orange	Orange	Green	Green	Green

		Potential constraints (Low/Medium/High)								
		Overhead Utilities	Below Ground Utilities	Street Lighting	Drainage	Works to Existing Highway Required	Existing Visibility	Vegetation Clearance	Bus Stops	Public Footpaths
	Gaulby Rod Eastern Access	High	Low	Low	Medium	Medium	Medium	Low	Low	Low
Billesdon Depot south of Gaulby Road - 12207	Gaulby Road Access	Low	Low	Low	Medium	Medium	Medium	Low	Low	Low
Former Lorry Park Gaulby Road – 8202	Gaulby Road Access	High	Low	Low	Medium	Medium	Medium	Low	Low	Low
Land north of Dingley Road – 8151	Dingley Road Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land off Dingley Rd and Nether Green - 8054	Dingley Road Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land north of Uppingham Road - 8206	Uppingham Road Access	Low	Low	Low	Low	Low	Low	Low	Low	High
Land north of Stretton Lane - 8135	Stretton Lane Access	Medium	Low	Low	Medium	Medium	Medium	Low	Low	High
Land east of Welford Road - 8064	Welford Road Access	Medium	Low	Low	Low	Low	Low	Medium	Low	Low
Land south of Ashby Road - 10649	Ashby Road Southern Access	Low	Low	Low	Low	Low	Low	Medium	Low	Low
Land north of Ashby Road - 8180	Ashby Road Northern Access	Low	Low	Low	Low	Low	Medium	Medium	Low	Low
Land south of George House, Coventry Road - 10595	Coventry Road Access	Low	Low	Low	Medium	Medium	Low	Low	Low	Low
Land at Mere Lane - 12227	Access along Mere Lane	Low	Low	Low	Medium	Medium	Low	Medium	Low	Low

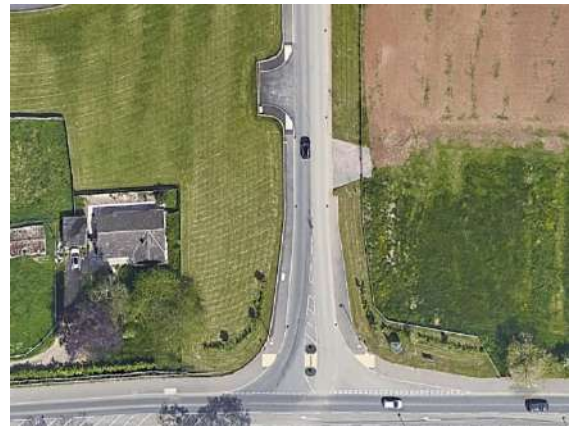
Access Constraints

Land north of the A47, east of Zouche Way – 8241:

Zouche Way Northern Access



Zouche Way Southern Access



Access from A47



- There is an existing ghost island and right hand turn lanes in the vicinity of the proposed access location.
- The proposed access will be in close proximity to the junction with Winkadale Close on the opposite side of the road.

- There is an existing footway/cycleway along the northern side of the A47.
- Mature hedgerows and trees along A47 would require vegetation clearance.
- Existing bus stop on the northern side of the A47.

Land East of Beeby Road - 8090



- There appears to be no formal surface water / highway drainage along Beeby Road / Keyham Lane East
- Vegetation clearance required as well as possible mature tree.

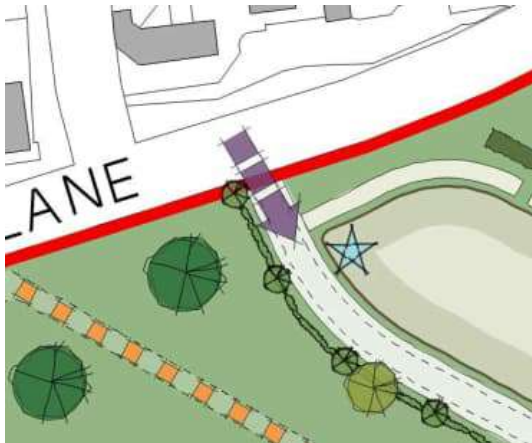
Land between Scaptoft & Bushby – 8227

Station Lane Access



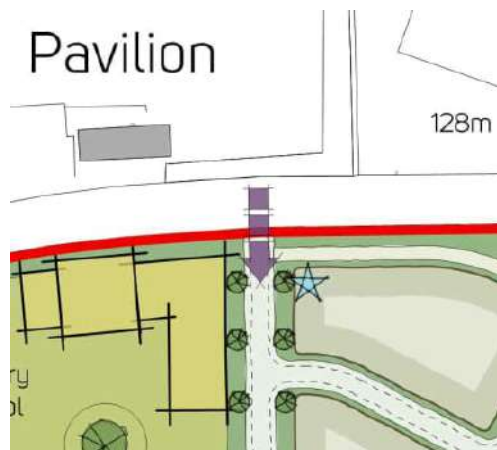
- Existing telegraph poles and utility chambers may need to be relocated to facilitate access.
- Several street lighting columns along Station and Covert Lane.
- Significant alterations would need to be made to the existing mini roundabout / pedestrian crossings to facilitate the proposed site access shown on the masterplan.
- Hedgerows alongside Station Lane and Covert Lane require clearance.
- Existing bus stop along on Station Lane.

Covert Lane Western Access



- Multiple lighting columns and gullies along Covert Lane may need to be removed/relocated to accommodate the proposed site access.
- Vegetation along Covert Lane require clearance.

Covert Lane Eastern Access



- Existing Covert Lane is currently a "single-track" with passing places, with an approximate width of 3.5m, and would require substantial widening and vegetation clearance to achieve the desired carriageway width.
- Proposed access location is directly opposite an access to the existing sports fields.

Land South of Gartree Rd & East of Oadby – 8631

Gartree Road West Access



- Overhead cables along westbound carriageway of Gartree Road.
- There appears to be no formal surface water / highway drainage along Gartree Road.
- Vegetation clearance required.

Gartree Road East Access



- Limited vertical sight distance to the east.
- Vegetation clearance required.

London Road Access



- Utilities chamber, may require diversion.
- Multiple lighting columns along London Road will need to be removed/relocated to accommodate proposed site access.
- Mature trees and hedgerows would need to be cleared to accommodate the proposed site access.
- The masterplan shows a tight bend in close proximity to the existing Glen Grose Roundabout, as well the stopping up of the western end of London Road.

Land off Leicester Road, Lutterworth – 8167



- Overhead cables are located within the site boundary and cross the carriageway approximately 50m to the south off the proposed site access location.
- Existing surface water gullies along Leicester Road (A426) may need to be removed/relocated to accommodate the proposed site access.
- Mature trees and hedgerow along edge of carriageway would need to be cleared to make way for the proposed site access.
- Existing carriageway would require widening to facilitate proposed ghost island

Land at M1 Junction 20/Swinford Road – 8104



- Overhead cables are located along the edge of Swinford Road (eastbound carriageway)
- There appears to be no formal surface water / highway drainage along Swinford Road
- Existing carriageway has a width of approximately 5-6m, with no kerbs present.
- Hedgerow along edge of carriageway would need to be cleared to make way for the proposed site access

Land south of Lutterworth Road / Coventry Road - 8179

Fairacres Coventry Road access



- Existing access road extends along the southern perimeter of the site.
- No Google Street View to confirm on site conditions/constraints.

Land east of Leicester Rd and south of Grand Union canal – 8143

Parcel A



- Evidence of resurfacing within footway/cycleway, which would indicate existing utilities.
- Mature trees and hedgerows along the edge of the eastern carriageway would need to be cleared to accommodate the proposed site access to parcel A.
- Existing footway and cycleway would need to be amended to facilitate proposed access.

Parcel B



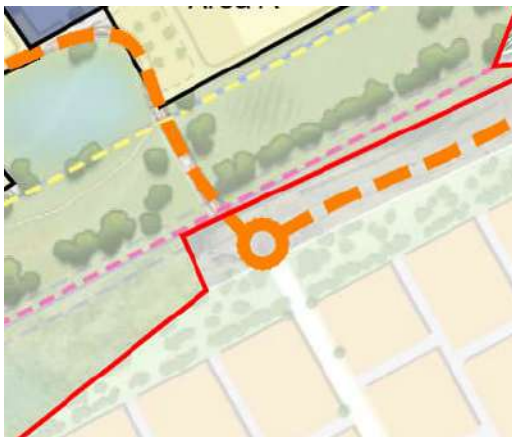
- A substation is situated within the vicinity of the location of the proposed site access.
- Existing raised table in the vicinity of the proposed access.

East of Market Harbrough Road – 8122



- Existing surface water gullies and lighting columns along the perimeter of the roundabout may need to be removed/relocated to accommodate the proposed site access.
- Mature trees and hedgerows along eastern edge of the B6047 would need to be cleared accommodate for the proposed site access.
- Existing roundabout may need to be upgraded to accommodate additional arm to serve proposed development.

Land south of Gallow Field Road – 10597



- Existing surface water gullies and lighting columns along the perimeter of the roundabout may need to be removed/relocated to accommodate the proposed site access.
- Existing public footpath running through the site to the west.
- Existing roundabout may need to be upgraded to accommodate additional arm to serve proposed development.

Land OS3070, Leicester Rd – 8737



- A substation is situated within the vicinity of the location of the proposed site access.
- Existing access to dealership approximately 45m south to the proposed access location with an existing right hand turn lane.
- Hedgerow / vegetation clearance will be required to access the site

Compass Point Business Park - 10248 & 10253

North Roundabout



- Existing access off roundabout.
- Vegetation clearance required to access site and for visibility.

South Roundabout



- Exiting access road off roundabout.

St Marys Road - 10240

Access along St Mary's Road



- Existing commercial properties fronting onto St Mary's Road
- Overhead utility crossing St Mary's Road.
- Multiple utility chambers along footway.
- Dropped kerbs may be required depending on the location of proposed accesses.
- Andrew MacDonald Close runs through the centre of the site and serves existing residential properties to the north is to be retained.

Commons Car Park - 12231



- Existing access to car park.

Land off Frolesworth Road – 10554



- Overhead cables and utilities/chambers are located along the northwestern edge of the existing carriageway and may have to be diverted to accommodate the proposed access.
- Multiple existing surface water gullies along Frolesworth Road may need to be removed/relocated to accommodate the proposed site access.
- Mature trees and hedgerows along the northwestern edge of Frolesworth Road would need to be cleared to accommodate the proposed site access.
- There appears to be an existing drainage channel along the western side of Frolesworth Road, which may need to

Land north of Kilby Road – 10042

Garner Way West Drive



- Hedgerow / vegetation clearance will be required to access the site.
- Carriageway would require improvement to be upgraded from the existing paved area to an assumed 6m wide carriageway suitable for the proposed residential traffic flows.
- Multiple utility covers / manhole covers within the existing footway / carriageway.

Garner Way East Drive



- Vegetation clearance will be required to access the site, large mature tree within the vicinity of the proposed access location.
- Carriageway would require improvement to be upgraded from the existing paved area to an assumed 6m wide carriageway suitable for the proposed residential traffic flows.
- Multiple utility covers / manhole covers within the existing footway / carriageway.

Land to the west of the Longgrey – 8055



- Minor vegetation clearance will be required to access the site.
- Proposed carriageway width of access road will be constrained by the adjacent residential properties

Land to the North of London Rd and east of Leicester Grammar School – 8230

Heron Close Access



- Vegetation clearance will be required to access the site, mature tree within the vicinity of access location.
- Proposed carriageway width of access road will be constrained by the adjacent residential properties.

Bridgewater Drive Access



- Densely vegetated residential area with multiple mature trees and hedgerows.
- Proposed carriageway width of access road will be constrained by the adjacent residential properties.
- Existing lighting may need to be replaced.

London Road Access



- Vegetation required to install the proposed roundabout
- Existing lighting may need to be replaced.
- Multiple utility covers / manhole covers within the existing footway / carriageway.

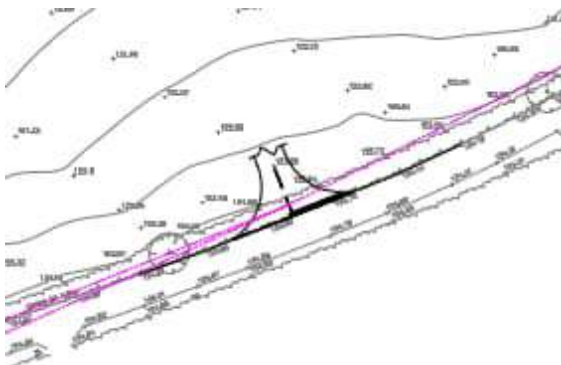
Land west of Warwick Road – 8247

Southeast Access



- Vegetation clearance may be required to achieve sufficient visibility.

South Access





- Vegetation clearance may be required to achieve sufficient visibility

Land south & west of Priory Business Park – 10642

Warwick Road Access



- There are two existing farm access off Warwick Road which could be upgraded.
- Street lighting along west side of Warwick Road indicates underground utilities.
- Multiple lighting columns and gullies along Warwick Road may need to be removed/relocated to accommodate proposed site access.
- Highway works such as ghost island and/or right hand turn lane may be required for access.
- Vegetation clearance required to access site and for visibility.

Land at Gaulby Road – 8155

Gaulby Road Western Access



- There appears to be no formal surface water / highway drainage along Gaulby Road.
- The width of the existing carriageway appears to be less than 6m.
- There is limited visibility in both directions due to the crest in the road, and as the proposed access is on the inside of a bend.

Gaulby Road Eastern Access



- Overhead cables are located along the south eastern edge of the existing carriageway and may have to be diverted to accommodate the proposed access.
- There appears to be no formal surface water / highway drainage along Gaulby Road
- The width of the existing carriageway appears to be less than 6m.
- There is limited visibility in both directions due to the crest in the road to the west, and a bend in the road to the east.

Billesdon Depot south of Gaulby Road – 12207





- There appears to be no formal surface water / highway drainage along Gaulby Road.
- The width of the existing carriageway appears to be less than 6m.
- There is limited visibility to the west, due to a bend in the road.

Former Lorry Park Gaulby Road – 8202



- Overhead cables are located along the south eastern edge of the existing carriageway and may have to be diverted to accommodate the proposed access.
- There appears to be no formal surface water / highway drainage along Gaulby Road
- The width of the existing carriageway appears to be less than 6m.
- There is limited visibility in both directions due to the crest in the road to the west, and a bend in the road to the east.

Land north of Dingley Road – 8151



- Vegetation clearance may be required to achieve sufficient visibility.

Land off Dingley Rd and Nether Green – 8054



- Vegetation clearance may be required to achieve sufficient visibility.

Land north of Uppingham Road - 8206



- Existing bridleway runs through the site.

Land north of Stretton Lane – 8135



- Overhead cables are located along either side of Stretton Lane and may have to be diverted to accommodate the proposed access.
- There appears to be no formal surface water / highway drainage along Gaulby Road.
- The width of the existing carriageway appears to be less than 6m.
- There is limited visibility to the west, due to a bend in the road.
- Existing footpath to the north of the site.

Land east of Welford Road – 8064



- Overhead cables are located along either side of Welford Road and may have to be diverted to accommodate the proposed access.
- Vegetation clearance will be required to access the site.
- Existing bridleway to the north of the site.

Land south of Ashby Road – 10649



- Vegetation clearance will be required to access the site.

Land north of Ashby Road – 8180



- Vegetation clearance will be required to access the site.
- There is limited visibility to the west, due to a bend in the road.

Land south of George House, Coventry Road – 10595



- Condition/construction of existing carriageway unknown.
- No evidence of existing drainage available.

Land at Mere Lane – 12227

Mere Lane Access



- There is an existing unsurfaced farm access.
- No existing footway along part of Mere Lane.
- Existing roadside ditch which may need to be culverted under proposed access.
- Existing bridleway running through the site from southwest to northwest
- Existing mature trees and hedges may limit visibility.

